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Read important article "A Chance for All."

The Cleveland track is said to be one of the fastest in America.

The Missouri B. C. of St. Louis will spend \$15,000 for a new club house.

The Chicago Bicycle Track Association will hold a two days race meet in October.

The English wheel press highly praises Messrs. Zacharias and Smith's handsome catalogues.

The New Jersey State Division L. A. W. holds its first annual meet at Milburn to-morrow.

In the future tricycles will be pushed off in a race instead of being started by the unaided exertions of the rider.

It is said that in a practice spin on Hampden Park recently, Weber covered twenty miles in but fifty seconds over the hour.

N. H. Van Sicklen of Chicago, will make an attempt to surpass the twenty-four hour road record, starting to-morrow, Saturday.

A well merited award.—The Jurors of the International Inventions Exhibition have awarded the Coventry Machinists Company a gold medal for the general excellence of their exhibit of the "Club" bicycles and tricycles.

Messrs. Grange Sand and Edward Bowditch of Albany, N. Y., are astonishing the good people of that town with a new Rudge Tandem Tricycle.

An English rider advertises: "Lost on the road between Coventry and Rugby, one-third of a full-sized nasal organ." Who nose where it is?

The John Wilkinson company have placed on the market a "Bicycle Timer," registering hours, minutes, seconds and quarter seconds. It costs but \$5.00.

St. Louis possesses two clubs who have displayed originality of a high degree in the selection of their cognomens. They are, the Tenderfeet, and the Toughs.

All the English papers are publishing "fish" stories about Gaskell, claiming that he has a record of 2.37. Come, Herbert. Tell your American friends something about it.

The success of "A Canterbury Pilgrimage" has been so great that another edition, with additional illustrations will shortly be issued. It is understood that Jo. Pennell has in hand another book of the same style as the "Pilgrimage."

St. Louis is "rich" in road riders. The *Critic* claims there are six men in that city who can break the existing twenty-four hours road record, and names Cola Stone, Lindell Gordon, John Rogers, Louis Berger, Geo. W. Baker and N. Hildebrand.

Mr. T. L. Ingram, Captain of the Columbus, Ga., B. C. and projector of the "Little Five" tour was in town last week. Unfortunately the other four composite complements of the "Little Five" withdrew at the eleventh hour, and Mr. Ingram was forced to make the journey alone. He expressed himself as delighted with the Orange roads and spent two days in that Eden.

Although the Italian custom's authorities recently gladdened the hearts and the purses of wheelmen by removing the tax on bicycles coming into their sunny country, its railroad companies have cast a heavy pall over the whole proceedings by issuing an order prohibiting the carriage of bicycles and tricycles as passenger's luggage, i. e. on passenger trains. The English N. C. U. will probably write to the Italian Goulds and Vanderbilts, and this unfortunate edict may be revoked.

At a recent meeting of the St. Louis Ramblers B. C., a Committee was appointed to investigate the advisability of furnishing a "brown stone front" on Chestnut St., which had been suggested to the club as proper headquarters. If it is decided to rent these rooms a gymnasium, billiard, card, reading, reception, dressing and locker rooms will be handsomely fitted up.

At the Harrogate camp race meet, the great and only Sanders Sellers was not allowed to compete. On being asked for his entrance fee by one of the officials he refused payment, claiming that it was customary to allow him to compete free. The official held his own, however, and Sellers was not allowed to thrill the people. They are evidently having a virtuous epidemic over the water.

The newly formed Missouri L. A. W. State Division is very energetic in advancing League interests. A circular and application blank has been mailed to every Missouri wheelmen, the former stating what the League is, and advising all wheelmen to join. "St. Louis wants the League Meet, and she intends to howl for it." Howl on! Thou energetic Western wheelmen howl!

Dr. N. P. Tyler, recently of New Haven, Conn, but shortly to be located in Jersey City, has been selected Official Handicapper of the League. This office has long since proved impracticable, and should be abolished. The most proper way to do justice to the contestants in handicap races, is to have the allotments given by some racing party living in the neighborhood of the city at which the meet is to be held.

A good performance.—On July 29th, J. E. Gibson, captain of the Garden City Bicycle Club of San Francisco, made an attempt to beat the American twenty-four hour road record of 207½ miles then held by F. R. Cook. The start was made at 8.05 A.M. and he covered 211 miles by 8 A.M. the following day, beating the record by 3½ miles and having five minutes to spare. Judging from reports of the ride, it seems that Mr. Gibson rode over the same stretch more than once or even twice, a reprehensible practice, and one that the League racing board or road-touring committee should legislate against. It is unfortunate that the record-breaker did not ride out the last five minutes, for no doubt he has since learned that Munger has beaten his record by a half mile.

Some new professional records.—The Corning Bicycle Association of Corning, N. Y., inaugurated its new track on August 22d. The principal feature of the afternoon was the five miles professional match race, between John Brooks and Wm. Woodside, Woodside won by a few feet in 15.00 3-4 beating the previous record by nearly two seconds. At the end of the fourth mile, Brooks led in 11.59 beating the record by 12 3-5 seconds. T. W. Eck gave a one mile tricycle exhibition riding in 3.37, which is also a record.

"A party of bicyclists in Erie, Pa., overtook a team between Girard and Fairview, last Saturday, and gave the frightened horses a race. The animals became frantic and threw their driver, August Guelcher, from his seat, and ran over crushed and killed him almost instantly. The bicyclists, frightened at the result of their sport, stopped and rendered all the assistance in their power to resuscitate the man, thinking he was not dead." It is just such sad accidents as these that bring discredit on wheeling. They are snapped up by the regular press, and a feeling of contempt and indignation from all sides toward cyclists is the result. Wheelmen should resolve not to race; no matter how strong the temptation. Racing with an unskillful rider or a green horse is certain to result in a accident, whether trivial or serious.

The Genesee B. C. of Rochester, N. Y., anticipate a grand success for their tournament of Sept. 17. The following is the list of events with the value of the prizes: One mile amateur bicycle—3.10 class, first prize, \$40; second, \$25; third, \$15. One mile amateur bicycle, open—first prize, \$150; second, \$100; third, \$50. One mile professional bicycle—first prize, cash \$100; second, \$60; third, \$40. One mile professional tricycle—first prize, cash \$15; second \$10. One mile amateur tricycle—first prize, value \$35; second, \$15. Three mile, club championship—club championship badge. Five mile bicycle, for L. A. W. members only—first prize, value \$150; second, \$100; third, \$50. One mile amateur bicycle, safety, 40 inch and under—first prize, value \$50; second, \$30; third, \$20. One mile amateur bicycle, handicap—first prize value \$50; second, \$30; third, \$20. One mile amateur bicycle, consolation—first prize, value \$25; second, \$15; third, \$10. Entrance fee \$1 for each event, and close September 12 with A. B. Rapalje, 91 Powers Bl'k, Rochester.

RECORDS AT WASHINGTON.

A professional race-meet was held at Athletic Park, Washington, last Monday evening, Aug. 24th. The track was brilliantly lighted by calcium lights and was in excellent condition. The races were athletically successful, several records being broken, but only 400 people were present.

Twenty miles match race between John Brooks and William Woodside. Woodside took the lead at the start and held it for three miles when Brooks spurted ahead and kept in the lead till five miles. The first mile was ridden in 3.01, and the five miles in 15.14; Brooks riding the fifth mile in 2.50. The two led alternately between five and ten miles but Woodside spurted ahead on the tenth mile and passed that point in 31.14. Brooks led at eleven miles in 34.14 1-5, beating record by 1m. 11s. The fifteen miles was ridden in 46.44, beating the previous record 1m. 57s. After this Woodside went into the lead and put in some fast work, scoring record at nineteen miles, 59.15, beating record 2m. 54s. Woodside led till a furlong from home when Brooks darted by and won by five feet in 1h. 2m. 21s., beating the previous record 3m. 17 3/4. Nineteen and one-quarter miles were covered within the hour. We will publish a table of the times when further particulars are received.

H. W. Higham on a tricycle competed with T. W. Eck on a bicycle. The tricyclist intended to ride five miles on record breaking intent. The first mile was ridden in 3.24, a record. Soon after this the tricycle chain broke and Higham was thrown to the ground, but was unhurt.

A half-mile bicycle heat race was won by Mlle. Armaindo, who was allowed a start, in 1.33 and 1.39 1/2.

The last event, a one mile handicap, was won by Armaindo from a long start mark in 2.55; Woodside (scratch) riding second; Brooks (scratch) third.

SOMETHING UNIQUE.

Messrs. W. N. Oliver & Co., are preparing a book of records, to be given out gratuitously at the Hartford, Springfield and other meets. It will be 5 1/2 by 6 1/2 inches, handsomely printed on first class paper. The records will be the most complete and most correct, let us hope, that have been published in this country, being specially compiled for this book by the editor of THE WHEEL. The list includes English and American amateur and professional, both on the bicycle and tricycle, tandem bicycle, tandem tricycle, both on the path and road. Also a table of Ride and Run, Hands off, Safety, Unicycle, and in fact every form in which a wheel has been propelled. Ten thousand and probably more will be printed. They will be divided into three editions, the first to contain all records to date, to be given out free at Hartford. After this meet the new records will be substituted for the old, and the corrected second edition will gladden the eyes of the thousands at Springfield. After this Waterloo, another revision will take place, and 1000 copies of the third edition will be distributed at the New York State Division Meet at Brooklyn. They will have the books ready about August 29th, and will mail them to anyone enclosing five two-cent stamp.

THREE LITTLE THREE TOUR.

If anyone had chanced into the inner recesses of Garvey's Bicycle Shop last Monday evening, they would have beheld three brown-visaged cyclists reclining in various comfortable positions on the divers tricycles standing about. These gentlemen were J. H. Polhill, of Macon, Ga.; Wm. Maxwell, of Charleston, N. C., and Frank Steffner, of Nashville, Tenn., and they had traveled from their homes to Gotham. The party, originally known as the "Little Five" tour, had arranged a delightful route, but when the day of the start came, one of the five drew out and the other failed to make proper connections, and was missed by the main party, who in the interest of truth changed their title from "Little Five" to "Little Three."

Polhill started from Macon on July 5th, and was joined a day later by Maxwell, both being reinforced by Steffner at Nashville, Tenn. The prevailing idea of the tour was comfort and ease, rather than speed, the tourists having over two months to reach their ultimate destination, Springfield. A great portion of the journey was through country in which a bicycle had never before been seen and the natives rushed out of doors leaving their occupation and overwhelmed our riders with questions. In the fastnesses (original) of Kentucky, they had considerable difficulty in obtaining welcome, many of the natives of that untaxed-whiskey country believing them to be in the employment of the government as detectives. Some of the Western roads were splendid riding, one stretch of ninety-five miles being covered in but five minutes over nine hours. The tourists put in the most of their work in the morning and evening, resting under trees during the midday heat. All expressed themselves as being delighted with the trip. They start for Springfield Monday night, where Polhill and Maxwell, who are local racing cracks, will compete in the professional races.

Polhill used a Rudge Light Roadster and he declares himself charmed with the machine, and on a personal inspection, we found that the machine exhibited no marks or imperfections from the long and arduous use. The saddle was Garvey's Duryea, and Polhill vows he will never use any other, so easy was the Duryea on the trip.

On expressing our surprise that he intended to compete in the professional races, he told us that though he was an amateur at heart he had never been able to obtain admission into the League, the Racing Board having adjudged him a professional for riding against W. J. Morgan. He claims that the twenty-five cyclists in Macon, know nothing of the amateur definition and ride with whom they please. In common with the rest he shared their ignorance, and when Messrs. Morgan and Prince came to his town, raced against trotters at the Driving Park, but did not clear expenses, he as one of Macon's bicycling celebrities, thinking it was his duty to help a fellow wheelman, offered to race with Morgan, being sure the Maconites would all turn out to see their crack give battle to the stranger. The offer was thankfully accepted, he rode with Morgan to a "crowded house" and our professional friends went on their way rejoicing. Mr. Polhill claims that he received nothing for this race and has never ridden for a money prize. He has had prominent League men at work

on the Racing Board, but notwithstanding their most earnest endeavors, he has been unable to pass the portals and finally becoming discouraged, he has determined to get the gain as well as the name of a professional at Springfield.

It is not our province to criticize the actions of the Racing Board, but if what Polhill says is true, and he impressed us as being a gentleman and an amateur, the R. B. has made a grave error in declaring him a professional. If this man has influential friends who personally vouch for his amateur spirit, we think the Racing Board should not disqualify him, though he had raced with fifty professionals. It is energetic men in these remote cities that the League needs to spread its influence and it is a grave error to push them aside for infringing a rule with the multiple requirements of which, many loyal league members are unacquainted.

OUR ENGLISH VISITORS.

On Thursday evening, August 20th, the first contingent of the English party arrived in New York in the "City of Chicago." The party consisted of T. Lambert, agent of Messrs. Humber & Co., and wife; Philip Furnival, Beretta Cycling Club, W. A. Illston, Birchfield Harriers and trainer, and Robert James and trainer. We had received advices from Hartford that the steamer would arrive on Friday, but the travellers disembarked Thursday night, and our hospitable intentions were frustrated. Mr. T. Lambert is in New York attending to the interests of Humber & Co., and since his arrival he and his wife have been sampling the magnificent Orange roads on a tandem. Illston and James went to Springfield, where they were met by the genial P. Harvard Reilly, representing the Springfield B. C. On Saturday Illston left for Hartford to visit his brother, now a resident of that city, remaining there over Sunday. He expressed himself as delighted with the Hartford and Springfield tracks, and thought that the World's record would always be made on an American path, so superior are they in size and construction to English race courses. He returned to Springfield on Monday, and he, James. Howell and Chambers, who arrived in Boston by a later steamer, and many other visiting wheelmen are all quartered at a large boarding-house near the track.

Furnival remained in New York, visiting Coney Island and other famous places, leaving last Monday evening for Springfield. He is a medical student, eighteen years of age, but two years older than Illston, is very dark, quite handsome and looks at least twenty-five. After the races he will visit Niagara Falls, Chicago, and after a short stay in New York, will depart for home in time to take part in his University examinations in October. He is highly respected in England, and is a veritable amateur.

Fred. Sutton, a crack tricyclist, also arrived last week, and went direct to Springfield.

The largest party, under convoy of Harry Etherington, is expected tomorrow (Thursday) in the "City of Richmond." The following men are probably in the party, although a few days before sailing several others were undecided whether to come over or not. Harry Etherington, proprietor and joint-editor of *Wheeling*, M. Webber, Surrey B. C.; R. H. English, North

Shields B. C.; R. Cripps, Nottingham B. C.; A. P. Engleheart, Croydon C. C.; R. Sinclair, Vectis B. C., and Fred. Wood of Leicester. It is expected that representatives of the Springfield and Hartford clubs will be in Gotham to meet them, and we will be sure to be at the pier to welcome them to the land of the stars and stripes.

THE CLERICAL WHEELMEN'S TOUR.

The Clerical Wheelmen's Tour was brought to a close last Tuesday at Toronto, just three weeks from the start. The trip was full of incidents, and the hearty receptions accorded the wheelmen on all sides must have been gratifying to them. In every town at which the tourists stopped, bicycle clubs, clergymen and laymen endeavored to get up some pleasant entertainment.

The trip was full of amusing and pleasant incidents. A banquet was served at Woodstock on the 14th, and much speechifying was indulged in. One Woodstock clergyman, who yearned to ride a bicycle, but who feared the gossiping tongues of some of the old ladies of his parish, induced a number of them to come and see the tourists, and he will no doubt soon purchase a machine. Among the toasts given at the banquet referred to above were: "The Clergy on Wheels," and "The Wheel on a Clergyman," to which Rev. Mr. Evans of York, Pa., feelingly and humorously responded. This latter gentleman took a severe header, dislocating his arm. He left for home on the 15th. The roads from Woodstock to London are very good, but the general opinion is that the Canadian roads have been greatly over-estimated; they are no better, if they are even as good as those of New York, New Jersey or Pennsylvania. London is one of the cycling centers of Canada, and a number of its wheelmen met the tourists eight miles out of town and escorted them in, riding through the handsome grounds of the Insane Asylum.

On Sunday the tourists attended service in a body in the Methodist Church, where they attracted much attention, especially from a number of young ladies, who supplied them with hymn-books. In the evening it rained heavily, and the service in the hotel parlor was well attended. This "Home Chapel," as they have named it, has been held every evening in the hotel parlors, when it did not interfere with the privilege of the regular guests.

Monday forenoon was spent sight-seeing, awaiting mails and arranging the baggage. The sixty-six miles of road from London to Gooderich is the finest riding in Canada, and though the rain of Sunday evening had caused deep ruts to appear on some parts of it, the last thirty-six miles was superb.

At Gooderich the wheelmen were well received, a banquet being held in their honor at the Presbyterian Church. At Seaforth the local bicycle club would not allow the tourists to settle their hotel bill, and at Mitchell, ten miles further on, they were lunched on lemonade and cake. At Stratford another reception was given the tourists.

On the 16th the party had arrived at Toronto, where a report says their numbers had begun to decrease, three of the tourists taking trains from this town for home.

WHEEL GOSSIP.

Lewis Hamilton is reported to be rapidly convalescing. He expects to race by October.

The Troy B. C. races to be held at Island Park, on September 3rd, give promise of being a grand success.

Cyclists should be able to appreciate Robert Burn's delightful poetry, there are so many bonnie brakes and fells in it.

Messrs. Stoddard, Lovering & Co., of Boston, Mass., will next season, in addition to the Rudge machines, handle the celebrated Humber cyclers.

The steamer *Etruria* which carried home the Boston party beat the transatlantic record, crossing in the remarkable time of six days, one hour.

L. D. Munger, of the Detroit (Mich.) Bicycle Club, the twenty-four-hour road record holder, on the evening of Aug. 15th, rode from the City Hall, Detroit, to Hodge's house, Pontiac, twenty-six miles, in the announced time of 1h. 52m.

A San Francisco paper states that Fred Rollinson, the fancy rider, has been put in an insane asylum. Rollinson imagines that detectives are after him for some terrible crime he believes he has committed, and he also thinks he is responsible for Blaine's defeat in the last election. He made three attempts to destroy himself before being put away.

Wonderful stories are being told of the times made at the Hampden Park track, by the racing men practicing there. The most marvelous of these stories is that one-half dozen men ran three miles 8.28, finishing in a bunch. The record is 8.50 2-5.

John J. Alters, W. L. Van Horn and O. Davison, of Denver, Col., made the trip from Denver to Pueblo (140½ miles) on fifty-two, fifty-four and fifty-six inch bicycles, respectively, in 19½ hours. The best time ever made in Colorado is stated to have been their riding twenty-five miles in three hours.

Springfield has already begun to put on more paint. About twenty of the racing men are in active training every day, and their practice time is far below the present records. A number of the prizes are on exhibition in the different store windows, and the pot has commenced to bubble up already in anticipation of the grand times to come.

HENDEE.—A telegram from Hartford informs us that Hendee will ride in the one-mile open race at Hartford. The race will go down in cycling history as one of the decisive battles of the world. Every cyclist who can possibly make arrangements should attend the Hartford meet, and see the struggle between the English and American cracks.

One of our esteemed contemporaries announces with a deafening fanfare of trumpets, or rather with a blinding and bewildering extravagance of english, that it is run, written and regulated by "a staff of trained journalists." We

know not what a "trained journalist" is, whether animal or vegetable, biped or quadruped, aerial, terrestrial or celestial, but we congratulate our e. c. on the possession of such rarities, for we know they must be something good, since they came from "Church" street.

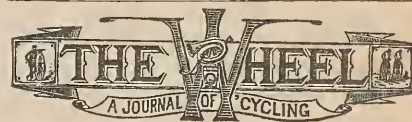
The arrangements for the New York State Division meet are rapidly progressing, and the energetic committee are sanguine of a great success. We advise all our racing men to enter. The track is safe and the prizes are costly and elegantly designed by Jens. F. Pedersen. See advertisement for full particulars.

The Peoria B. C. Tourists are now enjoying their trip, the extensive prospectus of which was recently published in the WHEEL. When last heard of Aug. 17th, they were at St. Paul, Minn. The following gentlemen compose the party: H. G. Rouse, General Manager; C. W. Freeman, Commander; C. H. Downing, A. W. Koch, C. F. Vail, Frank H. Gift, A. E. Odell and V. T. Maybe, all of Peoria; T. C. Higbee, Canton; Charles Hommel, Springfield; H. A. Thompson, Rockford; Wm. Taylor, Topeka; W. L. Bates, Topeka, and H. U. Burpee, Nevada, Iowa.

Hundred mile road race.—The first 100-mile run of the Owl Bicycle Club, (Chicago) was held Aug. 8, and participated in by the following members: Chas. B. Pride, E. L. Johnson, H. A. Brown, C. H. Munger and H. D. Post. The route was from the Club House to South Chicago, back to Lincoln Park, west to Oak Park, via Humboldt and

Garfield parks, returning to Club House via Douglas, Garfield and Lincoln parks, running five miles north on Evanston road. After reaching club-rooms the cyclometers registered seventy-four miles. Here Messrs. Munger and Brown dropped out of the procession, and after eating a hearty dinner, which was prepared by Mr. Williams, of the Rosalie cafe, in his usual good style, Messrs. Pride, Johnson, and Post completed the remaining twenty-six miles (the number necessary to make the 100) on the roads in Jackson Park. Total time on road 11 hours and 25 minutes. Actual riding time, 9 hours and 20 minutes. The roads were very heavy from preceding showers and a part of the run was made through a drenching rain storm.—*Mirror Amer. Sports.*

On next Wednesday and Thursday, a party of English and American wheelmen will attack the record tables at Hartford, Conn. A clean sweep up to ten miles is almost a surety, and poor old father time will be knocked higher than a, than a—well a kite, that's as good as any. Readers of the WHEEL may be sure that we will occupy a conspicuous position on some eminence, that we shall be all eyes and lead pencil, and that a thrilling, blood-curdling and highly realistic account of the entire battle will appear in the WHEEL.



will have the first and best account of the Hartford Races.

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HUB HAPPENINGS.

The past week has been a dull one in local cycle circles, about all the racing men are away training at either Hartford or Springfield, and we have had no long distance tourist, or even a road race, to relieve the monotony. It has been too hot to ride except at night, and then the wheelmen have the desire to wheel but a little way. As the moon is full this week, longer after dark runs will be in order. Long moonlight club runs seem to be wholly of the past. I remember that two years or less ago, during the existence of the Ramblers, a thirty mile after-dark run was considered nothing remarkable, but whoever hears of such runs nowadays.

What an age a year seems in the cycling circles, and what changes are effected during that time. It was only a year since that sturdy old organization, the Massachusetts Club, boasted ceaselessly of the road riding capabilities of its members, of its long club runs, and the large attendance on the same. Do we hear much of that now? No, not at all. The individual members doubtless do considerable riding, but as a club they have done very little. The few club runs that have been held have attracted still fewer participants.

What can be the cause of this? Surely the members are not losing interest in cycling or in their club. No, that cannot be. Is it possible that the luxurious ease and comfort furnished by their new club house have made them lazy? If that be true it is a point in favor of those who claim that a cycling club to maintain its superiority as a road-riding organization, must have headquarters of Spartan-like simplicity. But I do not think that that is the reason. In the early days of cycling display and club drills were all the rage. But who now cares to array himself in conspicuous attire, or participate in a club drill? Only those who are very young at cycling, and their desires are held in check by the vastly increased numbers of old and experienced riders. Club runs were not long since considered the very acme of cycling enjoyment. But they are considered so no longer. By this I do not mean that there is no pleasure in cycling with a number of companions, for I think there is if the number is not too large. But there must be no formality about the form of riding. This riding in military order close behind one another is exceedingly irksome to the experienced rider. There is something about the bicycle that gives one when astride it a feeling of freedom, and a desire to do precisely as the fancy strikes one. To be held back by the commands of captains and lieutenants is anything but pleasant, no matter how gently the commands may be administered. A very disagreeable feature of the Big Four tour was the way one was forced to keep in line behind miserably slow and wobbly riders, walk hills that you wanted to ride, and stop when you did not want to, or *vica versa*. On a tour of that kind such discipline was, of course, absolutely necessary, and one can stand it well once a year, but when it comes to be applied to every run you take it becomes positively unbearable. For that reason I think that formal club runs are fast being laid away with the gold braid and gaudy uniforms of the past.

By the abandonment of formal runs, a club loses none of its usefulness as a

promoter of cycling, for while it is disagreeable to ride in military order, it is just as disagreeable to ride alone. To insure having companions one must belong to a club. At the club the members congregate, and start off in a body. Perhaps the party may be larger than would have been that attending a regular club run, and the riders will wheel off in order, but being under no restraint they feel none, and the chances are that they will keep their positions for many a mile, knowing that when they want to drop out they can do so without asking the permission of anyone. To some this may seem a rather fine line of distinction, but the line is there nevertheless, and cannot easily be rubbed out.

About all we have to talk of now is the coming tournaments, and we talk tournament at all hours and in all places. I have as yet met but three wheelmen who say they are not going to either Hartford or Springfield, and they loudly lament their hard luck in being unable to so arrange their vacations that they can get away. Well, there'll be some rare sport at both meets, and those that miss it will indeed have much to regret. In spite of the fact that our local riders have had no good place to train, we are very hopeful about the number of prizes they will bring home.

Of course there will be a lot of makers' amateurs at the meets, but what of that. I don't dislike makers' amateurs in the least, on the contrary, I rather like them. Were it not for our makers' amateurs our records would not be where they are to-day, and it would be impossible to hold such meets as those at Hartford and Springfield. Nothing could be more senseless than this talk of abolishing them, especially when those who talk the loudest about the abolishing act, wouldn't for the world have the abolishment really take place. If it came down to an actual vote how many do you think would vote to expell all the makers' amateurs from the League? Not many, you may be assured. They would like to get rid of certain ones, but if they expell one they must expell all, and by doing so they would lose almost every fast man in the League.

Pardon me for dwelling on this much discussed subject, but when I get started on the amateur question I cannot stop until I have fully expressed my opinion. If there was ever an exhibition of stupidity and pig-headedness, it was at the League meet when the amateur question was discussed. The way some of those long-winded talkers would criticise others for acts of which they themselves were guilty, was disgusting. I remember one loud talking individual who screamed himself hoarse trying to tell that the West didn't want anybody in the League who wasn't a gentleman, or who wanted to make a dollar out of cycling, and that the very corner stone of the League was its amateurism! How absurd! Wont somebody kindly say what amateurism has ever done to advance the interests of the League? They say that were it not for its amateurism, gentlemen of high-toned feelings would not belong to it. Ah indeed; that being the case it must be presumed that no gentlemen are interested in horse racing or yachting, because no distinction is made between an amateur and a professional. If the League does not want any one for a

member who makes any money from cycling, how is it that our friend, the loud talker from Ohio, is allowed to retain his membership? Has he not frequently been heard to remark that he had made several thousand dollars from a certain bicycle accessory in which he dealt? Ba, the whole matter is a farce of the vilest nature!

The genuine amateur is such a rarity in any sport that it is foolishness to try and preserve them from contact with those who are not like himself, as he would have to retire from racing altogether for lack of competitors. The more I think of this matter the more I am inclined to believe that it would be for the best interests of the sporting world generally were the amateur rule wholly done away with. That it will be before many years I am positive. Just do away with the supposition that it is a disgrace to accept money for athletic sports, and the amateur will not survive another day.

The present rule of distinction between an amateur and a professional is absurd, because it does not make the distinction it claims to. This distinction is supposed to have for its support two good reasons. First, that an amateur is a gentleman, and a professional a blackguard. Very American, is it not? You would strike it nearer were you to say that an amateur is a blackguard in disguise, and a professional an open blackguard. Of course I don't mean that this would apply to either amateurs or professionals as a class. The other supposed reason is that the professionals would win all the prizes from the amateurs, they having such superior facilities and inducements for training. How untrue this is, a comparison of the records of the two classes will quickly show. Races would then be no different than they are now, for the fast men would be put in their proper class races, and the slower men in theirs.

Mr. E. W. Pope, secretary of the Pope Manufacturing Company, returned home from England Saturday. He appears to be greatly benefitted in health by his trip across the water.

Messrs. Hodges, Harrison and H. Toombs have also returned from their summer trip to England. They arrived in New York Saturday by the steamer "Etruria," and reached here late Sunday night. They had a grand good time over there, and have many pleasant reminiscences to relate.

On the same steamer with Mr. Pope came Richard Howell and Ruben Chambers, those two English scorchers. They spent yesterday in Boston, where Chambers had an opportunity to renew some of the acquaintances he made here last fall. They will both ride Rudge machines, and some fast work is expected of them at Hartford and Springfield. Howell is looking much better than he did last year, and Chambers also, as proven by his recent performances on the track in England, shows a considerable increase of speed. They left yesterday afternoon for Springfield, where they will at once go into training.

Sunday the Boston Division of the Big Four tour had a sort of reunion at Spot Pond, Medford, where they passed the day very pleasantly, enjoying a good feed and endeavoring to duck one another in the pond. Fifteen formed the party, seven of whom were members of the tour. Messrs. Joslyn and Chase came from Leominster to participate.

H. M. Sabin of the Mass. Club is to appear on the racing path this season, and is now in training.

H. D. Corey states positively that he will do no racing this season. He has no time to spare for training.

Rowe is credited with breaking several of the records at Springfield while in practice spins.

The Race Committee of the Mass. Club held a meeting last evening, and perfected further arrangements for their proposed race meeting.

Frank W. Weston is slowly recovering from his recent illness.

The employees of Wm. Read & Sons had a picnic at the Point of Pines Saturday. They rode to the Pines on tricycles.

W. B. Everett & Co., received an order last week from Lindell Gordon of St. Louis, for a racer which shall weigh not over 18 pounds. When he receives the machine it will be the lightest bicycle ever imported to America. Gordon will be remembered by the Big Four tourists as a hardy rider and a jolly good fellow.

The Boston Club will tender to their members, just returned from England, a complimentary supper at Hotel Pemberton next Thursday evening.

C. S. H.

Boston, Aug. 25, 1885.

SOME ENGLISH RACING NOTES.

The Birchfield Harriers held their race meet at Aston Lower Grounds on August 4th. The one-half mile handicap was won by J. H. Adams (50 yds.) in 1.18 2-5, beating W. A. Illston, who rode the whole distance in 1.19 3-5 but 1-5 second behind the record. The one mile scratch bicycle race was won by R. Cripps in 2.57 1-5. The three miles handicap was won by Adams (200 yds) in 8.42. On Wednesday, the 4th, the remainder of the events were run off, the final of the one mile handicap proving a fast and interesting contest, T. Whitehouse (80 yards) winning in 2.43; B. Ratliff (15 yards) second by a yard. In the final of the one-half mile tricycle race, M. J. Loundes (25 yards) won in 1.30 1-5, but one second behind record. The five miles scratch race was won by B. Ratliff in 15.41 4-5.

M. Webber, the one mile record holder proved an attraction at the Forbay B. C. meeting, held at Paignton on Bank Holiday. The one mile handicap was won by W. B. Briginshaw (65 yds.); time 2.45 1-5. J. H. Adams won the mile bicycle scratch in 2.57, and Webber won the three mile scratch in 8.57, beating Briginshaw by 100 yards.

The feature of the Rusholme B. C. sports, held August 8th, was the riding of H. Wade (15 yards) who won the final heat of the mile handicap in 2.43.

At Wolverhampton, Aug. 3d and 4th some professional events were held. The first heat of the one mile championship was won by R. Howell in 2.46, beating H. O. Duncan, by twenty yards. The second heat was won by F. Wood in 2.57 4-5. Final heat postponed on account of the wretched weather. Notwithstanding the "wretched weather," Howell made an attempt to beat 2.35 (modest man) but only succeeded in doing 2.48 3-5.

A WORD ON ROAD RIDING.

Mr. Alfred Nixon, one of England's sturdiest road riders, has something to say on that subject in the last issue of *Wheeling*. We extract the most interesting paragraphs:

"I believe it is generally understood that long distance road-riding demands powers totally distinct from those possessed by the 'crack' of the path. While both require staying power the road rider must have a much larger stock of it than his brother of the track. He has to draw upon it hour after hour, day after day, and a certain amount of judgment, mingled with a dogged perseverance, takes the place of the rapid calculations and terrific spurts of the successful path-racer. The long distance road rider must, I should say, be a man with a perfect constitution, sound in wind and limb, and while he may not have the tricks of speed prevailing on the path, he must have muscles braced to plug on and on till his goal is attained. None other will do for 24 hour road rides or for the Land's End to John O' Groats journey. I should like to see how a man lacking the qualifications I have mentioned would encounter the weather and roads which conspired against Lawrence Fletcher in his recent remarkable ride. On the other hand, I firmly believe there are many men possessing all the necessary physical attributes, who do not know their own powers, never having put them to the test.

With regard to preliminary preparations for a long road ride, I do not go in for a special course of training, as fondness of the sport always ensures that I have sufficient promiscuous riding to keep me in thorough condition. My principal preparations, therefore, have consisted in mapping out my routes, arranging the communications which (coupled with a narrative) used to be considered sufficient evidence of rides, and the packing of a spare shirt in my valise. It is a refreshing incident in a long journey to receive news from home, and I have always left a stock of addressed envelopes for letters with the dates marked thereon so as to ensure their being ahead of me and waiting on the road. These letters I have seldom missed, and, along with the replies, would, I think, form valuable auxiliary evidence in meeting any question which might be raised as to verification.

Of course experience has taught me to regulate my distance in any one day, according to my fitness and the condition of the weather and roads. I find it desirable in nine cases out of ten to ask hotel-keepers to put some light refreshments in my bedroom over night (thereby saving delay in getting off in the morning); breakfasting late at the most convenient stopping place on the road. It is absolutely necessary, before starting, to look over all critical points of the machine, including the lamps, in case of landing at night in some out-of-the-way place where wheeling necessities are an unheard of commodity. I consider that the only thing then remaining of the day's work is to pedal along at a good steady pace, stopping only when necessary for rest and refreshment. I may say that I have invariably made it a point to give myself sufficient rest. I think it pays in the 'long run.'

With regard to diet, I am happy to say that I am blessed with a digestion akin to that of the proverbial ostrich, I

eat, without hurt, whatever food is placed before me, and, what is more, thoroughly enjoy it. I am partial to soda and milk as a thirst quencher, but should I wish to go a long stage without food, I find a decoction of eggs beaten up in whiskey and milk a good sustainer."

RACING AT CHICAGO.

The "extra day" of the Chicago Bicycle Track Association was held on Saturday, August 15th, about 400 people witnessing the races. The track was in fine condition, and some fast times were recorded, notably in the twenty-five miles race, in which the records from eighteen to twenty-five miles were beaten.

The officers of the day were: Referee, J. O. Blake; Judges, T. Z. Cowles, *Mirror of American Sports*, W. M. Durell, and J. C. Ellis; Timekeepers, Geo. E. Lloyd, Samuel A. Miles, *Sporting Journal*, and Ed. Brown; Scorers, W. P. Warner, and J. S. Gibson; Starter, T. S. Miller.

One Mile Novices—W. C. Thorne, 3:27 1/4; F. W. Perkins, second. Thorne went ahead on the last lap and won easily.

Sprint Runner vs. Cycler—Leon Loser (runner), won the first and third heats easily, in 10 1/4 s. and 9 1/2 s., beating W. J. Morgan, allowed eight yards flying start. The time of the last heat is absurd, 10 1/2 being nearer the mark.

One Mile Exhibition—N. H. Van Sicklen rode a mile on a "Star" in 3:08 1/4; a very good performance.

Two Miles Bicycle Handicap—W. S. Webster (scratch), 6:45 1/4; A. G. Bennett (5 sec.), second; E. Mehrling (scratch), third. Webster rode a Star.

One Mile Unicycle Exhibition—G. H. Ley made an attempt to beat Prince Well's records, and succeeded, doing 1:08 1/4, 2:17, 3:27 1/2, 4:38 1/2, the old standard being 6:45 1/2. Ley placed the handles on the ground, straddled his wheel, and reaching down he picked them up at the pistol shot.

One-half Mile, ride and run; 1-8 mile alternately—W. C. Thorne, 2:11 1/2; A. G. Bennett, dropped out at first quarter.

Professional Exhibitions—Ralph Friedberg rode one half-mile on bicycle in 1:24 3/4, and W. J. Morgan rode one mile on tricycle in 3:39 1/2.

Three Mile Handicap—E. Mehrling (scratch), 10:24 1/2; W. S. Webster (scratch), second; C. L. Van Doren (20 sec.), third.

Twenty-five Miles, Bicycle—N. H. Van Sicklen, 1h. 21m. 14 1/4 s.; L. W. Conkling, 1h. 25m. 4 1/2 s. This was an attempt to break the twenty-five mile record, and Van Sicklen succeeded handsomely. The record rider used a Columbia racer.

Van S. Times.	Previous Records.
1 3:13 1/4	2:39
2 6:12 3/4	5:42 3-5
3 9:21	8:50 2-5
4 12:27 1/4	11:55 2-5
5 15:34 1/4	14:51
6 18:51	18:33 4-5
7 21:58 1/2	21:44 2-5
8 25:15 1/2	24:45
9 28:49	28:06 2-5
10 31:50 1/2	31:04 2-5
11 35:10 1/4	35:16
12 38:31 1/4	38:24
13 41:51 1/4	41:29
14 45:09 1/2	45:00
15 48:31 3/4	48:11
16 51:38	51:31 1-5
17 55:04	55:02 2-5
18 58:22	58:27 2-5
19 1:01:37 1/2	1:01:55 1-5
20 1:04:47 3/4	1:05:22
21 1:08:05 3/4	1:09:15 2-5
22 1:11:24	1:12:46 1-5
23 1:14:44	1:16:25 3-5
24 1:18:02	1:20:05 1-5
25 1:21:14 1/4	1:23:04 4-5

* Best on record.

The last issue of the *Philadelphia Cycling Record* charges us with stealing our matter, with throwing mud and with being a crank, three as serious and compromising charges as in our opinion could well be made. We shall not indulge in the namby pamby gravel-slinging common to papers of the *Record's* ilk, but we shall simply ask Mr. Melmoth Osborne to publicly prove the charges he has so publicly made. We will send on the last volume of the *WHEEL* to Mr. Osborne, the better to help him in his researches for the mud and the stolen matter, and if he succeeds we shall acknowledge our guiltiness with shame, for we detest the thieving journalist, and the mud throwing editor. But one word of warning would we give Mr. Osborne. Do not mistake water for mud. Water is thrown on a subject to wash it and make it's value or worthlessness apparent; mud is unmerited insulting untruth, a good example of it being given in the very paragraphs to which we refer. The charge of "crank" we regard as a personal insult, a word that one gentleman should not publicly apply to another, for we assure Mr. Osborne, although we have wielded the editorial pen for some time, we have always tried to act the gentleman, notwithstanding the many temptations we have had to engage in controversy with just such men as himself. Mr. Osborne is, but a sample of those—alas, numerous editors who are never happy except when in the excitement of pen-and-ink school-girl squabbles, which must excite a wholesome contempt for them, in their more masculine and even-minded readers. Our motto is, "Deserve the respect and good-will of all," and we model our actions accordingly, and when we are compelled once in a way to "turn the hose" on to some dirty object, our readers may feel assured that we do it with regret.

FROM THE CLUBS.

FIXTURES.

- Aug. 27, 28.—Annual Race Meet Cleveland B. Club, at Athletic Park.
- Sept. 2, 3.—Connecticut B. C. Race Meet at Hartford.
- Sept. 3.—Troy B. C.; fourth annual race meet at Island Park.
- Sept. 8, 9, 10.—Annual Tournament of Springfield, Mass. B. Club.
- Sept. 17.—Genesee B. C.; third annual race meet at Rochester Driving Park.
- Sept. 12.—Third Annual meet and races of N.Y. State Division L.A.W., at Brooklyn, under auspices of Kings County Wheelmen.
- Sept. 12.—Annual race meet of Keystone B. C. at Exposition Park, Pittsburgh, Pa.
- Sept. 15.—Binghamton B. C.; annual race meet at Riverside Park.
- Sept. 12.—Williamsport, Pa. B. C. tournament.
- Sept. 19.—L. E. C. W. meet at Danvers, Mass.
- Sept. 22.—Race Meet at Minneapolis, Minn.
- Sept. 22.—Providence B. C. Tournament at Narragansett Park.
- Oct. 3.—Olympic A.C. games and cycle races at New York City.
- Oct. 9-10.—Omaha, Neb. Wheel Club; second annual tournament.

CLOSING OF ENTRIES.

- Aug. 29.—Entries close for the Troy bicycle races. Address L. J. Thiessen, 280 River Street, Troy, N. Y.
- Sept. 12.—Entries close for the Providence B. C. races. See *WHEEL* of Aug. 7. Address Geo. R. MacAuslan, Box 1046, Providence, R. I.
- Sept. 12.—Tournament of Keystone B. C. at Pittsburgh, Pa.
- Sept. 13.—Binghamton B. C. Entries close with F. J. Bayless, Binghamton, N.Y. See *WHEEL* of Aug. 28.
- Sept. 15.—Entries close for L. E. C. W's meet at Danvers, Mass. Address M. F. Emilio, 287 Essex St., Salem, Mass.

The Cleveland Bicycle Club are holding high carnival yesterday and to-day, 27-28, it being the occasion of their second annual tournament. A handsome circular states that the track is a quarter mile of hard clay, that the timing will be done by electricity and that the

records must go. Handsome prizes have been offered and a number of first class entries have been received, so that it is probable that some records will be ousted.

The Canton (Ohio) Bicycle Club will hold its annual Race Meeting in connection with the Stark Co. Fair, Sept. 30 next. The five mile race will be open to all amateur wheelmen. Handsome medals will be furnished, as the club will put twice the amount of money into them that it did last year. The occasion is designed merely for local wheelmen, but a considerable attendance is looked for from Akron, Canal Dover, and other neighboring towns.

The Williamsport, Penn. B. C. announces its first annual tournament for September 12th, at Old Oaks Park. The programme of the day opens with a street parade, headed by a brass band, starting at one P.M. The following events will be decided, the prizes therefore being gold and silver medals to first and second in each event. One mile club, one-half mile boys under fourteen, one-half mile open, one-half mile ride and run open, one-half mile tricycle open, one-half mile club championship, one-half mile safety open, two miles open, one-half mile hands off and one-half mile consolation. Entries close September 9th, with the secretary W. B. C.

Binghamton Bicycle Club.—The Third Annual race meet of the Binghamton B. C. will be held at Riverside Park, Tuesday, September 15th., 1875. The course is five laps to the mile, and was recently built for racing. The prizes will be handsome gold medals to first, and miscellaneous useful prizes to second. There will be a parade at 11 A. M. and an entertainment at the Pioneer rink in the evening. The following events will be decided: One mile novices, two miles bicycle, one mile Binghamton B. C. 3.20 class, three miles record race, one mile N. Y. State championship, one mile ride and run, five miles handicap open, one mile consolation and one mile, tug-of-war. Entrance fee, fifty cents for each event. Address F. J. Bayless, Binghamton, New York.

The Wakefield, Mass. B. C. left home last week for a vacation of three weeks to be spent in the vicinity of York Beach. A cottage has been leased near the beach, and while on the pleasure trip the club will be the guests of the Rockingham Bicycle Club of Portsmouth, N. H. Every arrangement has been made for a delightful time. Mr. George O. Sheldon, the treasurer of the club, having entire supervision of affairs. Some of the club left by train on the Boston & Maine railroad, others however, rode over the road with their bicycles. The following is a full list of the members who are participating in the excursion: Capt. B. A. Parker, George P. Aborn, E. A. Wilkins, F. H. Burrill, Edward Dagur, H. R. Emerson, N. E. Bartlett, W. E. Eaton, Fred Patch, A. E. Whorton, E. N. Heath, G. O. Sheldon, C. A. Evans, C. E. Nott, George H. Towle, S. A. Clough, O. Haskell, W. Perkins, C. P. Knight, E. D. Albee, A. T. McCay, C. Abbott, F. Nichols.

At Alexandra Palace, R. V. Asbury (75 yards) won the one mile handicap in the fast time of 2:40 1-5.

FOR SALE AND EXCHANGE.

FOR SALE cheap. A 50-inch ball bearing machine, new last Spring, and in first-class order Address, H. A. L., Wheel Office.

A BARGAIN.—50 in. Special Club, Brown's aious ball bearings in both wheels; also pedals, good shape. Weight about 44 lbs. \$70. John T. Starr, Coldwater, Mich.

WANTED.—One thousand subscribers for THE WHEEL and the Bicycling World at \$2.00 a year. Regular price of the World, \$2.00.

[Advertisements inserted in this column, not exceeding thirty words nonpareil, for one dollar. Any subscriber can insert an advertisement free of charge once during the year of his subscription.]

The records made at Corning, N. Y., given in another column, are undoubtedly correct, the timers, judges and surveyors, having sworn before a notary public to the correctness of the measurement and the times.

The Olympic Athletic Club will hold its athletic and cycle meet at the Manhattan A. C. grounds, October 3rd. Handsome medals are offered for the cycling events.

FOR ANY KIND OF
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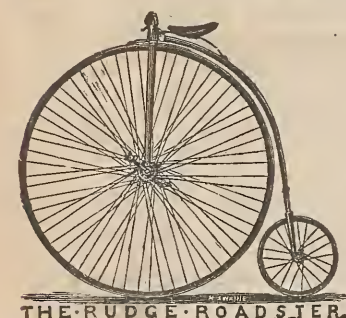
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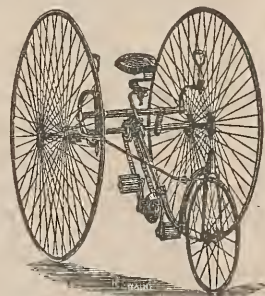
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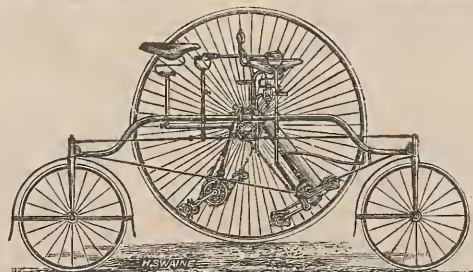
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DOUBLE DRIVER CENTRAL GEAR

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THIRD ANNUAL MEET

OF THE

NEW YORK STATE DIV. L. A. W.

AT BROOKLYN, N. Y.

Saturday, Sept. 12, 1885.

UNDER AUSPICES OF THE

Kings County Wheelmen.

RACES AT W. A. C. GROUNDS.

Programme.

1-2 and 5 mile N. Y. State Championship.
1 mile N. Y. State Tricycle Championship.
1 mile Scratch.

1 mile Record.

1 mile Novice.

2 and 3 mile Handicaps.

Entrance Fee \$1.00 each event. Entries close Sept. 5th with

CHAS. SCHWALBACH,

132 Penn Street, BROOKLYN, N. Y.

WM. C. SCRIBNER,

DEALER IN

NEW AND SECOND HAND

BICYCLES & TRICYCLES.

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BICYCLES—EASY PAYMENTS.

Bicycles, \$8 to \$180; Tricycles \$7.50; Velocipedes \$3 and upwards. Columbia, Victor, Facile, Royal Mail, American Challenge, Otto and other bicycles sold on the installment plan without extra charge except for interest. Send for large new illustrated catalogue of wheel goods, including many novelties in sundries and particulars of our installment plan of interest to every actual or prospective wheelman. Many in the Atlantic States are finding it to their interest to deal with us. Freights equalized. Second hand wheels handled. Geo. W. Rouse & son 13 G St., Peoria, Ill.

NOVELTIES IN SUNDRIES.

RACES

—OF THE—

Connecticut Bicycle Club,

AT

CHARTER OAK PARK,

Hartford,

SEPTEMBER 2d & 3d,
1885.

Our track holds the World's
One Mile Record, 2:39.

WE OFFER \$2,000 IN PRIZES!

All the American and English
flyers will participate.

PROGRAMME.

FIRST DAY.

1 Mile Novice.

1 do Tricycle.

5 do Professional.

1 do Amateur Open

Fancy Riding.

5 Mile Conn. State

Championship

1 Mile Ride and Run.

10 do Amateur Open

3 do Class 9.45

1 do Tug of War

SECOND DAY.

1 Mile Class 3.00.

5 do L. A. W. Cham-

pionship.

10 Mile Professional.

3 do Amateur Open.

3 do Tricycle.

3 do Conn. State

Championship.

1 do Safety.

1 do Professional.

5 do Amateur Open.

1 do Consolation.

Entries close Aug. 27th and should be addressed to

ROBERT F. WAY,

P.O. BOX 1025, HARTFORD, CONN.

MISCELLANEOUS.

[Advertisements inserted in this department: not over four lines nonpareil, for \$10 a year.]

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.

PORTLAND, ME.—LAMSON'S LUGGAGE CARRIER, 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. H. LAMSON.

ST. LOUIS WHEEL CO. C. E. STONE, MANAGER 1,121 Oliver Street. Agents for

Victor Bicycle and Tricycle.

Also Facile, Sanspareil, American Club, and all high class machines. Repairing, nickeling, and enameling promptly done. Dealers in second-hand wheels. Send for printed list.

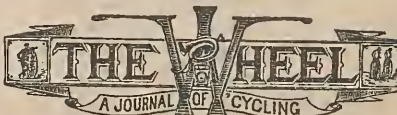
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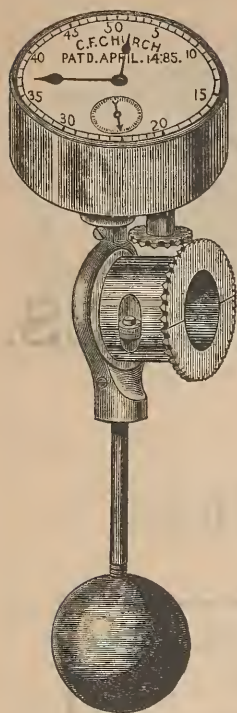
Sample Copies Free.

LOOK AT OUR COMBINATION OFFERS!

The Bicycling World and The Wheel, \$2. a year; regular price of the World, \$2 a year. Outing and The Wheel, \$3 a year; regular price of Outing, \$3 a year. The Homing Pigeon and The Wheel, \$1.75 a year; regular price of each, \$1 a year.

THE CYCLING PUBLISHING COMPANY,

Box 444, No. 12 Vesey Street, NEW YORK.



THE CHURCH CYCLOMETER

From the principle of construction, the correct registering of this machine cannot be disputed. It deals with *positive motion only*, and when adjusted to a bicycle, becomes part of it, and no motion can be given to the Bicycle without being registered.

There are no balls or springs to get out of order, the whole machine consisting of eight cog wheels, the large wheel of the bicycle forming the ninth wheel.

It has the following points in its favor:

1. Absolutely correct in the registering of distances.
2. Simplicity of construction.
3. Can be read from the saddle.
4. Can be adjusted to any machine.
5. Has lamp attachment.
6. The *only machine* that deals with *positive motion only*.

DESCRIPTION.

The dial is like that of a watch in size and shape, except that the figures run by fives from one to fifty. The minute hand going around once every mile, the hour hand once every fifty miles, and the second hand once every one thousand miles. It is full nickled, and weighs with ball about 10 oz. The ball can be detached; and a lamp attached, making a cyclometer and lamp combined.

Will send to any part of the United States on receipt of the price.

In ordering give size and make of wheel.

Correspondence with dealers solicited.

PRICE, \$7.50.

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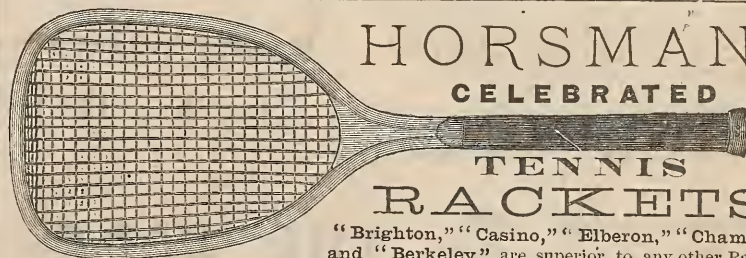
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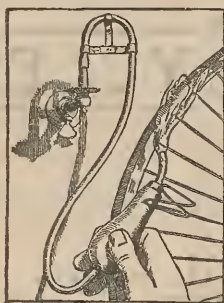


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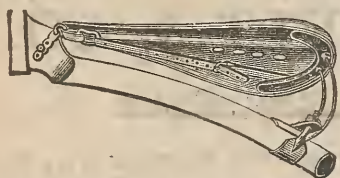
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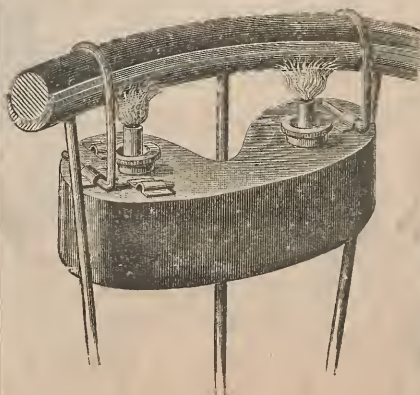
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