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WHEEL GOSSIP.

Dr. W. G. Kendall, of Boston, has a record of 3,500 miles from January 1st.

The Reading, Pa., B. C., are to hold a ball shortly. A fitting commencement of the "off" season.

Grant Bell became a professional on racing W. M. Woodside, on the 10th, in a Minneapolis rink.

Sam. Gideon, a younger brother of the old-time champion, is reported to be Philadelphia's crack rider.

A joint run of the Philadelphia clubs to Norristown and return, has been arranged for Thanksgiving Day.

A race meeting will be held on November 26, Thanksgiving Day, at Millville, N. J., under the auspices of the Millville B. C.

R. G. Allen and H. B. Hane, of Marion, Ohio, recently made a century run, in nine hours and three minutes actual riding time.

The Auld House at Washington, Pa., has been appointed a League hotel. Terms, \$2.00 per day; 25 per cent off to L. A. W. members.

The Fort Wayne, Ind., B. C., is fortunate in the possession of a club-artist, who is at present engaged in a large water-color picture of the club-rooms.

The head of the firm of Singer & Co., Coventry, is expected in America shortly, to look up the matter of establishing an American branch.

The Kings County Wheelmen give a varied musical and dramatic entertainment at their club rooms in Clymer street, Brooklyn, E. D., on Monday, the 23d inst., at 8 P. M.

The Cleveland B. C. will hold their annual monster race-meet next August. It is expected that the expensive prizes offered will entice all the cracks, and a great meeting result.

The proposed amalgamation of the Nashville A. C. and B. C. was unanimously sat down upon by the members of the latter organization, on its introduction at a late meeting.

The "Magpie" in the *Cycling Times*, says that "G. L. Hillier is writing a novel under the catching title of "I, Myself and Me." We suggest that the Magpie follow suit with "I, my Scissors and Paste-pot."

The Salem, Mass., B. C., in recognition of its increasing membership, has engaged new and commodious club rooms. Mr. D. E. Hunter, who with Van Sicklen, has twice won the Pope Cup, is a member of this flourishing club.

A ten-mile bicycle race was contested at Montreal, Canada, on Nov. 7. It was won after an unexciting procession, by J. Murray, Montreal B. C., 2½ minutes start, in 40m. 50s.; F. W. Crispo, 1m. start, 2; J. Ramsay, 30s. start, 3.

At a Catholic Fair recently held in Cambridgeport, Mass., a bicycle was one of the prizes voted for. John Kennedy, a newsboy, received 800 votes, cast mostly by his patrons, winning the machine. We expect shortly to hear of his making his deliveries on the wheel.

The one-third mile track of the Meriden, Conn., B. C., is rapidly progressing towards completion. The club is confident of developing some fliers on the track next season. At present the honor of Meriden is upheld by F. F. Ives, L. B. Hamilton, and L. A. Miller, who constitute what is called the "club team."

At the East Alabama Fair, held in Eufaula, on November 5th, the half mile bicycle race, best three in five heats, was won by John M. Horton, of Macon, Ga. The fastest heat was run in 1.54. The track was heavy, and a drenching rain was falling throughout the contest. Horton is Captain of the Macon B. C., a supposedly amateur club.

On October 31, several of England's safety scorchers participated in a friendly trial of

speed from Highgate to Barnet. They were, D. Belding, "Rover;" H. O. Duncan, "Rover;" P. Furnivall, "Kangaroo," and P. T. Letchford, "Rover." Furnivall allowed the others three minutes start, and not only passed them, but won by three and a half minutes.

The San Francisco, Bay City Wheelmen, will probably join the L. A. W. as a club in a short time. As the B. C. W. have a membership little short of 100, the L. A. W. would greatly benefit thereby. A California state division could be at once organized, and the dozens of enthusiastic wheelmen in such cities as San Francisco, Sacramento and Oakland, would make the "Pacific coast division" a great success.

Following the exceptionally good performance of P. A. Nix, comes the report of another ride for the English 24-hour record on October 20th. A. J. McDonald left Barnet at midnight, riding a Facile, reached Long Sutton, 100 miles, in 10h. 45m., and Biggleswade, 201 3-4 miles, where he stopped in 23h. 45m. He finished quite fresh, having carefully, too carefully perhaps, reserved his powers. He might easily have placed another 25 miles to his credit, had he been less cautious from the start.

The *Cyclist and Athlete* is to be continued by Barnes & Co., of Newark, N. J. Mr. Geo. Baird is to be the editor at present. And now arises the question as to whether the State Division is liable for the continuation of its contract with the paper as an "official organ." The *Cyclist and Athlete* have failed in their contract to supply a paper "each and every week," and we think the new publishers can not hold the same up to the first of January, and it is not possible such an unwise move will be renewed.

In September last, four members of the Tioga C. C., Philadelphia, who were discourteously treated by an employee of the Penn. R. R., and their bicycles carelessly handled, wrote to C. E. Pugh, General Manager of the road, stating their grievances, and to which they have received an answer. Mr. Pugh said that the employee should be at once discharged and regretted that any unpleasantness had taken place. Every baggage-master was in possession of a copy of the Rules and Regulations, in which is the following clause: "Bicycles will be charged for at the rate of 25 cents for 50 miles or less, and at the rate of one half cent per mile for greater distances." Now that the devotees of the sport have multiplied so rapidly, the R. R.'s. can see that any intentional hard treatment on their part, will work incalculable injuries to the road.

THE WHEEL.

The value of W. A. Rowe's prizes during his short racing career, are said to amount to over \$2,000.

The English papers are in a furore of excitement over the purchase of a Kangaroo bicycle by Lord Francis Cecil.

The *Cyclist* has evidently seen the error of its ways. In the last issue it as much as accepts Rowe's recent records on Hampden Park.

The Ramblers B. C. in St. Louis, will probably hold a couple of race-meetings during the winter, on the ten lap track of the Globe Rink.

The L. A. W. Racing Board has formally accepted such Springfield records as come under their supervision. Safety and Professional records they do not recognize.

A Newark exchange states that one of its natives is working on a combination, which will have lamp, cyclometer and alarm bell in one. He should include the bicycle itself.

The third annual reception and ball of the Cambridge, Mass., B. C., was held on Friday evening, the 13th. About 60 couples were present, and a very enjoyable evening passed.

W. A. Rhodes, has thrice essayed the century record, and each time failed. Where does the old school rhyme, chanted so often in play hours, of "the third the best of all the game," come in.

Of the fourteen professional bicycle championship runs in England this season, Howell has scored nine firsts, and two seconds; Wood three firsts, six seconds; H. O. Duncan, two firsts, one second.

On Nov. 11, Prince won a three-mile bicycle race on the nine lap track of the Globe Rink, St. Louis. The time hung out was 8.20½. On remeasuring the track it was found to be a little over a lap short.

Mr. G. Albrow Dusenbury, a member of the Citizens B. C., New York, is in San Francisco. He is using his wheel to good advantage in that far off city, and reports the resident wheelmen as gentlemanly and courteous to a man.

The wheelmen of California are endeavoring to arrange a fifty-mile road-race, in which picked teams of five from each club will participate, the organization of which the successful men are members, to be dubbed "The Champion Club."

The Chicago B. C. is one of the oldest in the country. It was organized in 1879 with nine members, viz: F. H. Browne, John H. Blow (deceased), Jno. M. Fairchild, A. W. McClure, Geo. D. Hoffman, Edwin F. Brown, Dr. Generous, L. Henderson and Burley B. Ayers.

A certain Mrs. Craggs, member of the Holborn C. C., England, has been awarded a special medal in recognition of her regular attendance in the club runs. Certainly a preferable method of winning renown, to beating the record, *a la* Mrs. Allen.

Percy Furnivall, who is evidently a little angry at Etherington allowing his readers to infer, that Furnivall, as well as the rest of the English party, visited America as an M. A., has written to the *Bi. News* a direct denial of the same, and asserts that his father defrayed all expenses.

A meeting of the two bicycle clubs of Northampton, Mass., will be held on Nov. 17th, when the question of an amalgamation will be considered. There is apparently but little op-

position to the movement, for an informal vote taken a short time since, stood 30 to 2 in favor of it.

The Ixion B. C. will celebrate Thanksgiving Day by holding a road race from the corner of 110th street and Seventh avenue, to McComb's Dam Bridge, at 152d street, and return, a distance of about four and one-half miles. The race will be a handicap, and open to club-members only.

Hendee was evidently in earnest when he declared his intention of forsaking the path. He should have stopped last year. The trouble with Hendee is, that by his constant racing he has worn himself out. Perhaps a year or two of rest would make another man of him. Who can tell?

In the last Springfield *Gazette*, "Mattie," presumably a young Springfield maiden, writes a poem under the caption of "1885." She speaks of "noble Hendee," the "silent steed," "Mr. Ducker's smiling face," etc. Poor girl! She has evidently made a mistake in the subject. She should have stuck to the beautiful snow.

For John S. Prince there is no such word as "beaten." He claims that his defeats by Neilson were caused by the latter intentionally wobbling all over the track, and not permitting Prince to pass him, and also, if Neilson will compare the records of the two he will find Prince ahead with five seconds to spare. Yes, but that was some time ago, you know, John.

Both Prince and Eck were to have a go at the fifty-mile bicycle and quarter mile tricycle records at St. Louis, on the 11th, but the unfavorable wind prevented. Eck, however, ran two practice trials, and in both, by a private watch, came close to the record. The two will remain in St. Louis till snow is on the ground, endeavoring to give us a new batch of professional records.

The rooms of the Florence, Mass., Cycle Club, are certainly furnished by a novel method. Each member brings his own chair from home, or sits on the floor. One member has presented the club with a stove, another a cord of wood, and yet a third a hod of coal. The club is now considering the advisability of carpeting one of its rooms, provided the landlord does likewise with the other. Enterprising fellows, those.

We are informed that S. G. Whittaker, in the true amateur spirit, offers to race five miles against any five riders in St. Louis, they to relieve each other at every mile, while he runs the entire distance. Also, in order to see if Percy Stone is faster than himself, he will race that gentleman any distance, as Stone may select, for the amateur championship of St. Louis. Whittaker forgets to mention the amount of the stake.

Next year the Lynn Cycle Club will "show us how to do it," by holding a monster meeting on a track which they propose constructing during early spring. The location has already been selected, and the track will be one-half mile in circuit and guaranteed as the finest in the world." The boys really intend to out-rival Springfield, and base their expectations on the possession of the wonderful Rowe. They truly think that "what Hendee has been to Springfield, and much more too, will Rowe be to Lynn."

The new bicycle club at Westfield, Mass., promises great things for the future. It numbers nearly sixty members, three fifths of whom are non-wheelmen, joining merely for the ad-

vantages to be derived from their handsome quarters and splendidly equipped gymnasium. The "Parker" building, which the club occupy, was purchased some years ago by a temperance society for \$10,000, which however, soon released its grip on life and the building passed into the hands of its present owner, who has let it and the very complete gymnasium and fixtures to the club at a nominal rental.

The St. Louis Ramblers B. C. have established a precedent worthy of imitation. At a late meeting the club amended its constitution by inserting a special clause, whereby non-wheelmen and others can become associate members, enjoying the same privileges as the active members; They are not liable to assessments, as are the latter, but the regular dues is their only contribution. A worthy move. Wheelmen can hardly over-estimate the advantages to be gained in casting off that exclusiveness, with which they are vested in the minds of the general public.

D. J. Canary gave his first public exhibition on October 21st, at the Royal Aquarium, Westminster. An audience of from three to four thousand people was present, and were quite emotional in their applause. The air was filled with such exclamations as "Deuced clevah!" "By gwacious!" and "Simply wondahful!" After each act Canary was repeatedly called before the curtain, and each time he was greeted with tremendous applause, that caused a bashful blush to mount his brow. He is drawing crowds every day at the aquarium, and no doubt, reaping many shekels from his timely visit.

HUB HAPPENINGS.

The time is fast approaching when the cycles must be stored away in vaseline, or other rust preventatives, until another year; but Boston wheelmen try to keep that time as far off as possible. One more road race has been planned to occur before the season closes. On Thanksgiving Day the Boston club will give a 25 mile race over the roads of Boston, Dorchester and Newton. Dr. W. G. Kendall is to have charge of the affair, and under his able management it is sure to be a success. There is no American 25 mile record, and it is likely that a very good one will then be established, something under one hour and 30 minutes, it is thought. The course has been laid out as follows: Starting from Fields' corner, Adams street to Milton Lower Mills, River street to Hyde Park, to Dedham, 9¼ miles, Dedham avenue to Needham; Needham 13 miles Beacon street to Chestnut Hill reservoir, between ponds to Chestnut Hill avenue to Winthrop street, to Cambridge street to Brighton avenue, Beacon street, Chester Park, Commonwealth avenue to finish at Arlington and Boyleston streets, 25 1-32 miles. There are a great many riders who think that they can pedal 25 miles all right, but would not care to enter a longer distance race, so it is probable that the field of starters will be a large one. Gold medals will be given as prizes.

While the Boston club is devoting its attention to promoting races on the road, the Massachusetts men are planning for no end of social gatherings and entertainments. Sounds queer to compare the clubs in this way doesn't it? Wouldn't it be funny if the Massachusetts club should be so overcome by the elegance of its club house as to degenerate into a social organization, that dreadful thing its members have so often accused the Boston club of being? There is small fear of that, however; if anything can be judged from the scores of bicycles and tricycles which line both sides of the long wheelroom; indeed, the room is very crowd-

ed, and it will soon be necessary to build a gallery for the accommodation of extra machines.

The one great event the club is getting up is a carnival, to be held at the Mechanics Building on the evening of December 16th. It will be a fancy dress affair and many an unique costume will be displayed. Valuable prizes will be given for the best costumes. Both ladies and gentlemen may compete for the prizes, the only restriction being that all must ride either a bicycle or a tricycle. There will be a varied list of attractions, including club drills, slow and obstacle races, fancy riding, etc. Medals will be awarded the winners of the races. It is probable that the Kings County Wheelmen will be invited to give their famous "Demon Drill." The Massachusetts club will give a burlesque drill under command of Lieutenant Peck. It is said that the club had some thoughts of giving a regular drill, but concluded that that would be impossible, so decided upon a burlesque. Each member of the drill squad will be arrayed in one of those costumes which created such a sensation on the Big Four tour, and each will carry one of those terrible cow bells, which came so near locating the Boston division in the jail of the town of Amsterdam.

Until 9 o'clock both halls will be thrown open for cyclists. After that hour the smaller hall will be reserved for skating and the larger for dancing. The latter will be exclusively for wheelmen and their lady friends. The contests will occur in the main hall, where the music will probably be furnished by the Boston Cadet band.

Mr. George Pope is to be general manager of the affair, and various committees will have charge of the details. As thus far appointed the committees are as follows: Hall committee, E. W. Pope, A. E. Pattison, F. A. Pratt and A. D. Peck; attraction committee, E. W. Pope, A. E. Pattison and A. D. Peck; advertising, H. W. Williams, A. E. Pattison and A. D. Peck; programme committee, A. E. Pattison, L. Barta and S. A. Merrill. The programme is to be very artistic. It will comprise twenty-four pages, embellished by many fine engravings, and will also contain a history of the club.

I see by the local cycling paper that there are a great many wheelmen who want the League meet held in Boston, for three days. Evidently the League members feel confident of a hearty reception at the hands of Boston wheelmen; and they think rightly too. It is a hard enough job, goodness knows, to entertain the League's thousands for two days; but Boston is just the town that can do it, and I don't think that we would complain much if the League remained with us a week.

According to Chairman Bassett, the L.A.W. Racing Board does not recognize safety bicycle records. That being the case the board should at once begin to get familiar with them. Racing on safety bicycles is considerably different from racing on the regular bicycle, and there is just as much reason for them having a separate class of records, as there is for tricycles having a distinct class.

I am informed that there are a number of Boston wheelmen planning to participate on Elwell's Bermuda cycle tour.

The Wakefield bicycle club is a flourishing organization of 35 members; and feels so prosperous that it proposes to rent a whole floor for a club house in a large brick block, now being erected in a central location.

Mr. George Pope has returned from Montreal, and intends again taking up his residence in Boston. He left the small-pox behind him.

Mr. A. D. Peck will probably be the next captain of the Massachusetts club. It would be difficult to find anyone better fitted for the office.

When McCurdy attempted to break the 24 hour road record, a friend of his picked up from the road, just before he started, an old and rusty horse shoe. It proved an omen of such good luck that when Munger was about to start for a try at the record, Mr. Ross, of W. B. Everett & Co., thought he would try the same dodge, so he went out and hunted up an equally old and dirty horse shoe, and sent it the nickel platers. Dame fortune was, however, on to him, and his little game didn't work worth a cent.

McCurdy is suffering from a bad header and will probably not be able to ride again for several days. Had it not been for this header he feels confident that he would have considerably lowered the 100 mile record.

The Boston club had a well attended run to the Woodlawn Park Hotel, Auburndale, Sunday. Captain Edmonds was in command.

The Charlestown club is making active preparations for its third annual ball, which is to be held at Monument Hall, January 28.

The wheelmen of Lynn are enthusiastic enough to think that next season they can give a tournament which will rival those of Springfield. As a first step in that direction they have selected a location, easy of access from the center of the city, where they propose to lay down a track, that will excel any thing of the kind ever before constructed. It is to be a half circuit, and will, they say, be a track that their champion Rowe can do a mile on in something below 2:20. They say that they intend showing the wheelmen of Boston what it is to have a little pluck and energy.

At a meeting of the Newton bicycle club held last Tuesday evening, it was voted to raise the limit of active membership from 35 to 50. As a result of this increase seven new members were at once admitted. It was decided to give a minstrel entertainment some time in February.

The Boston Bicycle Club was visited by burglars last Friday morning, some time between the hours of 1 and 8 o'clock. The thieves succeeded in making way with all the money in the steward's drawer, about \$60, all the cigars in stock, and the billiard balls. The servants and one of the club members were asleep in the house at the time, but heard nothing of the burglars. As yet no trace of them has been discovered.

Last Thursday, W. A. Rhodes made an attempt to break the 100 mile road record; but, after riding 50 miles in 3 hours 54 minutes, nearly 20 minutes behind the record, he concluded to abandon the attempt. This is the third time that he has failed in his attempts at breaking the 100 mile record, and he would do well not to try it again until season. The trouble with Rhodes is that he has done far too much riding this year; and if he is not careful he may seriously injure himself.

Munger's hard luck seems equalled only by his pluck. Last Wednesday he made his third attempt to gain the 24-hour record, and was so unfortunate as to take a header after riding but a few miles which so disabled him, that after riding a few more miles he was forced to give up. He was dashing through Chester Park at a terrific pace when a surly driver drove his team directly across the road, and as Munger was going too fast to slow up, he struck the wagon at full speed and was thrown heavily to the ground, badly spraining his ankle. He however, mounted again and continued to Dedham, some 17 miles. There he was forced to stop. His friends claim that he made some most wonderful time before he fell. It is claimed that he covered 4 3-4 miles in 10 minutes 30 seconds; which would make the average time for a mile about 2.15, considerably better than any thing that has ever been done on the

path. They base their belief on the fact that a gale of wind was blowing at his back; and that after the fall his watch was found stopped, the fall having broken the works, and it registered just 10 and a half minutes after the time it was checked at the start. They say if this is not possible, how could he have covered his 17 miles in 1 hour 7 minutes, after his fall, against a head wind and allowing 10 minutes consumed by two stops? He will try again for the record as soon as he is able. C. S. H.

Boston, November 16, 1885.

MARYLAND BICYCLE CLUB.

Our House-Warming was a great success. But in connection with same, I wish to correct an error of several of our daily and weekly papers, which was, their crediting our indefatigable (?) secretary with the cause of same.

Now I don't object to a man receiving praise when it is his due, but I do most strenuously protest when he is lauded undeservedly, particularly when he is such a conceited prig as he is.

The truth is, that superlatively modest young man had nothing whatever to do with the arrangements, but in the absence of chief kicker John, led the kicking, being swayed by his desires, he objected to the style of the "liquidities."

The arrangements and success of the Heating are due to William, who is such a gentle flower, that we call him sweet William. William is a new rider, and we have therefore concluded that that is why William is so fresh.

This young man's labors were the admiration of the younger members and the nightmare of the treasurer. With an utter disregard for expense, with the idea that the cornucopia of plenty, the treasury, was x y z plus inexhaustibleness, scattered ten cent pieces and quarters to the four winds of claret, salads, tobacco and Appolinaris water. The conundrum finally became: "Will Billy's bills build a building?"

The great night finally came, and the gentle rain came with it. Of all the cold, mean, officious, I-will-get-under-your-umbrella rains that ever the north-east wind brought to Baltimore, that was the meanest.

In the midst of it, just before the arrival of the guests, the secretary walked in, with a look of malignant triumph on his scornful countenance, and striding to the dejected committee, exclaimed: "So you wanted a cold water racket, did you; well, you have it." Then throwing himself in his easy chair, he lazily doffed his seal skin circular and told William to order him a claret punch as it was so warm.

Before the guests begin to arrive, it may be well to describe the house and its situation. The latter could not be improved. Facing directly in the Druid Hill Park, over looking the Mt. Royal Reservoir, it presents to the occupants of the two first floors a view of the principal driving entrance to the park. Whilst from the windows of the third and fourth floors one has before him half the city, the green fields of the country, and the nickel plated, oyster flavored waters of the Chesapeake Bay.

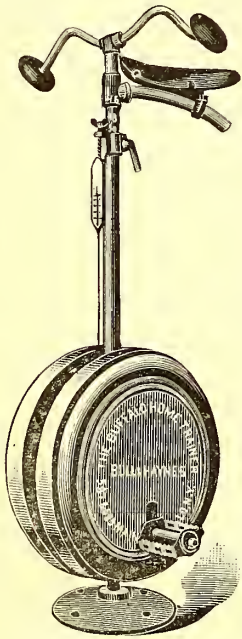
The club's ground is a plot 39x180 feet; the house itself is 24x80; the balance of the land will probably be graded for tennis courts, etc.

The structure is red pressed brick, finished in blue stone trimmings, four stories high, the inside wood work being in hard wood.

The ground floor, which is half basement has storage facilities for 100 machines and also contains two tenpin alleys. The second floor is divided by portierres into a reception room, reading room and committee room, which on necessary occasions can be thrown into one room. The third floor has the pool and bil-

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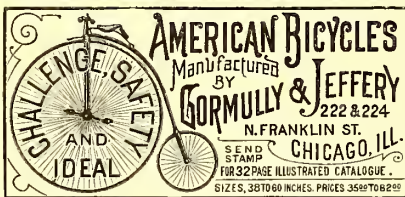


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MISCELLANEOUS.

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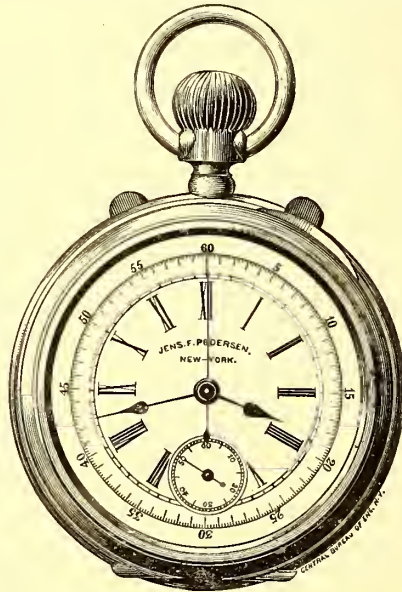
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Respectfully announces that in order to close out his fine line of Imported Jersey Bicycle Pants, the price has been reduced from

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A Special Line of English Bicycle Shoes has just been received, and as a well fitting shoe secures the greatest comfort to the wearer on a run, we invite an examination of our styles, confident that they will meet with the approbation of all experienced riders.

\$5.00 will purchase an all leather hand-sewed shoe, with plain sole of red para rubber to prevent slipping the pedal.

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liard tables, locker rooms, and bathing apartments. The fourth floor is divided into gymnasium, smoking room and janitor's apartments. Electric call bells are on every floor and in each story there is a gas jet electrically lighted. The completed building will cost \$18,000.

We have some very fair adornments on the walls and mantels of the main floor, and amongst the Rembrandts, Stewarts, and tobacco labels, are several works of "Hunt" our rising artist member. His two principal paintings are, "The Lost Cow," and "The Oft-Told Tale."

The former is but a circular pond of water, whose bank is fringed by cat tails, sunflowers, and dandelions, with an occasional bull frog to give tone to the scene. The cow is supposed to have jumped in the water and disappeared, whether, "suicidally" or to water her own milk is not known. Anyhow, she has disappeared and her going under the third and last time, has caused the surface of the pond to ripple, and the ripples are the feature of the picture. They are beautiful and fair to look on. It is said that the artist persuaded the Chairman of the House Committee to laugh and then painted his beaming countenance in its radiance of smiles, wrinkles and dimples, and behold, it was the pond.

The other picture entitled "The oft told tale," is a life like portrait of our President in a sandy desert, telling one of his stories to a laughing hyena and an ostrich. It is a lovely work of art and always the centre of an admiring group.

The President said he was much obliged, but was doubtful if it was not a left handed compliment; said he: you see that specie of a hyena cannot help laughing and an ostrich will swallow anything."

About eight p. m. the first visitor entered the door, and then there was a steady stream until nearly midnight.

Despite the miserable weather, we had about two thousand callers; and if the night had been auspicious, I don't know what we would have done. About a dozen of the Capital club were kind enough to come over.

Amongst the prominent local persons there was the Mayor and myself, and then there were present three or four General's, a half dozen Commodores, it being a good night for the navy, and no end of Captains, bugler's and other small fry such as color bearers, lieutenants etc.

I don't say it because we are conceited, or it was our fire, but we did have a jolly good sociable time, and successfully warmed our home. You should have been there. It was ten minutes past—when our honored President and I stood alone amongst the debris of the lunch tables. A last bumper, and I escorted him to the steps, and as I listened to his footsteps retreating away, I bolted the door, pulled in the latch string, turned off the gas, and wrapping myself in the remaining billiard table cover, and taking one last survey, lay me down by Tom's side and was soon fast asleep. SECRETARY.

WOODSIDE VERSUS BELL.

The long expected race between Woodside and Bell, for a purse of \$100 divided as follows: \$70 for 1st and \$30 for 2nd., came off at Minneapolis, Minn., Nov. 10th, and was rather a surprise party for Woodside, we fancy. Bell rode a Star, roller and ball bearings, with "special" wheels, but weighing 55 pounds. It had been expected that Woodside would ride his Columbia Racer, but he evidently deemed that too lofty for Rink riding, for the wheelmen and spectators were somewhat surprised on seeing a Rudge Safety, weighing 29 pounds,

and geared up to 60, brought out. The first appearance of that make of Safety in this city, I believe. The floor was in good condition for racing, and the track measured a fraction over seven laps to the mile, making 38 laps and 104 feet for the entire distance, 5 miles. The first start was no start at all for Bell, but Woodside kindly turned around and came back to starting point. Both got off well this time, and the fun commenced. For the first 30 laps Woodside led, and apparently easily. Bell was but a short distance behind, and spurred on by the spectator's kindly-meant advice, made several efforts to pass, but to no avail. On the 31st lap, however, he seemed to conclude that something ought to be done, and amid shouts that seemed to lift the very roof, flew by Woodside, and took a good lead. This he kept until the finish, Woodside being unable to overtake him again, though he made strong efforts. Time for the race is as follows: 1st mile, 3.15; 2nd 6.20, 3d 9.29, 4th 12.33, 5th 17.53 7-16. Slowness of the last mile shows that both men had been taking too fast a pace for the first part of the race. Both appeared in fine shape afterwards, and another race is talked of for next Monday, the 16th. Woodside lays his defeat to having come directly from Hampden Park to the Rink, and never having raced before in a rink. He wishes to have the ends raised for the next race, and feels confident that if this is done things will have a different ending. Minneapolis boys are naturally jubilant over Bell's success.

Yours truly,
L. B. G.

A ST. LOUIS CLUB HOUSE.

The Missouri B. C., following the example of the Citizens, Massachusetts, Maryland, etc., are building a club house. In St. Louis, at least, wheelmen are aware that whatever the M. B. C. do, is done well, and we take their word for it, that the edifice will be second to none other in the country. Though the work is progressing rapidly, but little of the house is above ground, and we are therefore compelled to gather our information from the plans alone. The house is situated on the west side of Cardinal avenue, between Pine and Olive streets, which being asphalted and convenient to both good roads and places of amusement, is all that can be desired in the matter of location. The lot is not connected directly with any other, an alley, twenty feet wide, surrounding it on all sides. This, besides abundant air, gives direct entrance to the side-door of the wheel-room, and the lavatory, etc., is situated so conveniently, as to enable the wheelman to brush up before entering the club-room or main apartment. The front is of best stock red brick laid in red mortar with red sand-stone window sills, with ornamental brick work. In the doors will be stained glass with pretty designs. On the first floor, in front, are the hall and parlor, which will be appropriately furnished, the floors stained with cherry and polished. In the parlor, the mantel will be wood, elsewhere, of marble. The woodwork throughout will be stained cherry, except in the lavatory, wheel-room, and back hall, which will be appropriately painted. The wheel-room will have ample facilities for washing and cleaning wheels. The lavatory will possess two bathtubs, shower-baths, two closets and five wash-basins, all of the best materials. The floors of the lavatory will be composed of suitable waterproof material.

On the second floor is the dressing room, containing over one hundred lockers, wash basins, etc., and is a model in its line. The gymnasium occupies one-half the area of each floor, both forty feet square. The walls will

be of the best red brick, in red mortar, and all the interior woodwork will be of a stained order and present a taking appearance. This necessary apartment will be furnished with everything of a gymnastic description attainable, and will easily accommodate 200 members at one time. The card, smoking, and billiard rooms are all of ample size and will be appropriately furnished.

In addition to the admirable arrangements for the comfort of the members in the clubhouse, the club has leased for the coming year, an adjoining lot, which will be used for a lawn-tennis ground. The club will not allow any intoxicating liquors on its premises, thereby removing one great obstacle to any club's existence.

ROWE'S RECEPTION.

On November 12th, William A. Rowe, the premier American rider, was given a rousing reception home, by his club mates and the people of Lynn. Rowe left Springfield shortly before noon, Thursday, and upon his arrival at the Albany depot at 3:30 P. M. was met by a party consisting of Vice President S. S. Merrill, Lynn Cycle Club; Mr. Rowe and W. T. Rowe, brother and father; Col. Albert A. Pope, Boston; A. L. Atkins, his manager, Boston; and Asa Wendell, his trainer, of Lynn. They took the 7:10 train for Lynn, and at Chelsea the party was augmented by Abbott Bassett, Ed. *Bi. World*.

The welcome was to open with a parade, and at 7 o'clock the club rooms of the L. C. C. and the Boscobel's presented an animated appearance. The club rooms were brilliantly illuminated with oriental colored lanterns and candles, while outside wheelmen were flitting about bearing lanterns and torches. The scene was a brilliant one, and well calculated to inspire enthusiasm. Crowds of people had assembled in the streets and on the route of march, and it was with difficulty that the line was formed. All was at last ready at 7:30, and the parade started in the following order:

Captain E. G. Gordan and J. H. Shurman of the Lynn Cycle Club.

Mounted police.

National Band, 25 pieces, T. D. Perkins, conductor.

The Lynn Cycle Club, 60 wheelmen, under command of First Lieutenant Charles W. Wilson.

Boscobel Bicycle Club, 20 wheelmen, Captain Robert J. Heron.

Detachment of wheelmen representing the Star Club of Lynn, Cliftondale, Salem, Gloucester, Peabody and Danvers.

Invited guests in barouches.

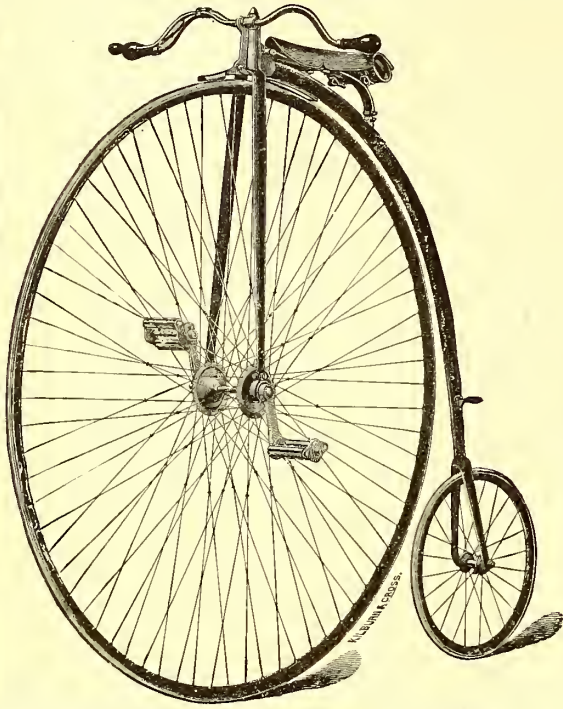
The route was through Market and Monroe streets, and Central Avenue to the Central Railroad Depot, which was reached just as the train bearing their favorite steamed into the station. Rowe was on the front platform, and as he saw the crowd in waiting, started back as if to avoid recognition, but too late; many pairs of sharp eyes had already discerned his presence, as announced by the tumultuous cheers which welled up from hundreds of throats. Amidst the inspiring tune of "Hail to the Chief," Rowe was escorted to an open barouche, in which seats were also occupied by his brother, father, Col. Pope, and two members of the Springfield B. C. The second carriage contained Hon. Jas. N. Buffum, and two Boston newspaper men. The third was occupied by A. A. McCurdy, holder of the 24-hour record, Asa Wendell, and A. L. Atkins. Rowe's record-breaking Columbia held an honorable position in line, and received much attention.

THE WHEEL.

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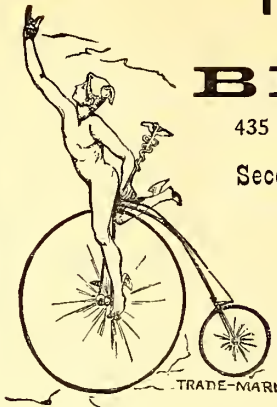
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A RIGID, SUPERBLY BUILT BICYCLE.

72 TANGENT SPOKES, tied as well as brazed at intersection, by the Royal Mail Works system of tying, adding Great Strength and Rigidity to the Wheel. GENUINE WARWICK 8-inch HOLLOW RIM, believed to be the Strongest rim made. ANDREWS HEAD, with long center. HOLLOW FORKS, stout, and with round edges, unlike the thin sharp edge of many light machines. HOLLOW COW-HORN HANDLE-BARS. DETACHABLE CRANKS. BOWN'S ZEOLUS BALL BEARINGS, which we recommend as the best, as they are easily adjusted and do not tighten up or wedge after long runs. STEEL HUBS, 5-inch narrow tread. Best moulded RED RUBBER TYRE, very full. New pattern Close Fitting Noiseless BRAKE, very strong. BACKBONE OVAL, much handsomer and stiffer than round shape. HARWOOD'S DETACHABLE or FIXED SAFETY STEP. SUSPENSION, LONG DISTANCE or DURYEA SADDLE as preferred. FINE ENAMEL FINISH, which is most durable and less trouble to care for, and is now the favorite finish, with all BRIGHT PARTS NICKELLED. Weight, 50-inch, 35 lbs. SEND FOR CIRCULAR SURELY BEFORE PURCHASE.

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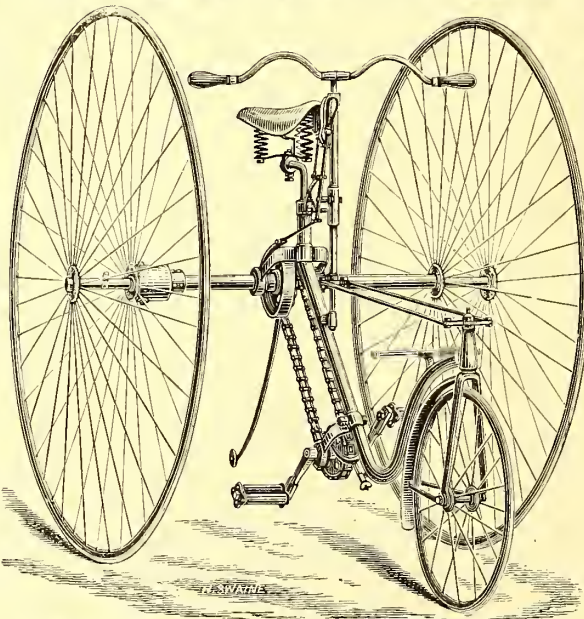
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Machines Sold on the Instalment
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SOME OF ITS ADVANTAGES ARE:

THE COMFORTABLE AND NATURAL POSITION OF THE ARMS.
OF BOTH ARMS AND LEGS.

THE RIDER IS IN THE BEST POSITION FOR EXERTING THE FULL POWER
THE ABSENCE OF VIBRATION TO ALL PARTS OF THE BODY. ITS GREAT SPEED.

This Machine is Unquestionably the Fastest Tricycle that has ever been built.

HEAD AMERICAN OFFICE

THE COVENTRY MACHINISTS' CO.,

239 COLUMBUS AVENUE,

BOSTON, MASS.

THE WHEEL.

The line of march was resumed, and led through Exchange, Broad, Green, Union, Ireson, Essex, Pearl and Union streets, Central Square and Monroe Street. A card bearing the word "Welcome," was displayed from the Cycle Club's house, and in passing the headquarters of the Laster's Union, the members of that organization greeted the parade with enthusiastic cheers. A short halt was made at the city Hall to receive into the flock Mayor Baldwin, but another engagement prevented his being present. The march was then continued through North Common Street, and Market Square to Hotel Boscobel. The sidewalks all along the route were packed with humanity, who were enthusiastic in an orderly manner. Many witnessed the procession from the windows and roofs of public and private buildings, which were profusely decorated with lanterns and colored lights. Some fireworks were also set off. Among the inscriptions on the different transparent banners were: "Our Champion," "The World's Record," and a picture of a frog on a bicycle, inscribed "On the Path."

At the Boscobel the party proceeded to the parlors of the hotel, where Rowe was given an informal reception. After the hand-shaking was through, the party, now including the Mayor, found their way to the banquet hall. President F. A. Lindsay, Lynn C. C. presided. At his left sat Rowe, and his right Col. Pope. The menu card was a neat thing, an engraving of a mounted wheelman occupying its cover. Of the menu itself, suffice it to say, that many delectable dishes were on the table and to which the company did full justice. After each had done his duty, and cigars had been lighted Mr. Lindsay called the company to order, and after making a few short remarks on Rowe's career as a wheelman, presented Mr. S. G. Gunn as toast-master. The latter in a few words acknowledged and accepted the honor, and presented Mayor Baldwin, who responded to "The City of Lynn." In his remarks, the Mayor congratulated the Cycle Club on possessing such an able member as Mr. Rowe. He closed by presenting the latter with a gold club-badge, in behalf of the club. The audience called for Rowe, Rowe, so persistently, that the recipient of their attentions finally arose and said a few words. He spoke of his doings at Springfield, and said he was deeply affected by the reception which he had been tendered.

The toast-master then introduced Col. Albert A. Pope, Pope Mfg. Co. makers of the machine which Rowe rides, who responded to following toast:

"The wheel which rolled him into fame,
And made success more than a hope,
Is represented here to-night
By him who makes them, Col. Pope."

Among his other remarks Col. Pope said that he was glad that the records were at last held by an American and on an American-made machine.

The next toast was intended for Abbott Bassett, but he had retired and it went unanswered. This was the verse:

"Who patiently watches day by day,
The records stand to see who'll pass it,
Wants not the earth, but runs the World,
Each Cycle man knows well 'tis Bassett."

Mr. William T. Rowe, father of the champion was the next speaker and responded to the following pretty poesy:

"'Tis well to give full praise to him
For what the son to sire does owe;
The body strong, the mind and limb
Does honor bring to Mr. Rowe."

Mr. Rowe thanked the club for its kind reception and said he, as well as the club, was proud of his son.

"The Press" was the concluding toast, although speeches were made by A. L. Atkins and Asa Wendell. The company then adjourned to the parlor where delightful music was rendered by several talented club-members. The company dispersed at 1:30 A. M.

A complimentary dance was tendered Rowe on the next evening, the 13th, at Infantry Hall, where all his prizes were on exhibition.

REVOLUTION OF THE WHEEL.

The rise and fall of the bicyclist is a subject which may some day be expatiated upon by one who has had the varying experiences of riding the steel steed. Individually every wheelman has had his rises and falls, and in many cases just as many of the latter as the former, but collectively speaking the bicyclist is just now on the rise. Figuratively, he is just reaching the crest of the tidal wave of popularity. He has boldly buffeted the white-caps of ridicule and is now sailing proudly on the calm sea of approbation. Considering that a bicycle is not a catamaran, this marine metaphor may not be quite the proper caper, but it answers all purposes just the same.

Time was when the people of this great and glorious country looked upon the bicyclist with feelings of mingled pity and contempt. At that time the average wheelman was not calculated to inspire a great deal of admiration in the minds of the people. In many instances he was not a man at all, but an attenuated youth who parted his hair in the middle to preserve his equilibrium, and who devoted most of his spare time to coaxing out a very coy mustache and cultivating an inane expression of countenance. This was in the infancy of bicycling and matters have changed wonderfully since then.

No longer does the attenuated young man remain the type of the wheelman. Men of brain and brawn have learned to master the metal charger, and giants, physically and mentally speaking, can now be seen poised gracefully upon the machine, kicking their heels with glee and inhaling the fresh air as they speed along the drive, challenging admiration and getting it.

Sedate business men who smiled scornfully at the original cyclist, now work the treadles themselves and wax eloquent as they expatiate upon the glorious feeling of exhilaration that comes from a spin over the road. Taciturn lawyers have stirred up the blood which had become sluggish from sedentary habits and have made their sallow cheeks rosy by working the wheel. Athletes who used to have nothing but disdain for the devotees of the wheel have learned to change their opinion. And now the clergymen have joined the army and are lending their influence to secure the enlistment of recruits.

Verily we are in the midst of a revolution. Here in the City of Churches, where the minister wields such an influence aside from religion the significance of this latest acquisition cannot be overestimated. As yet none of the reverend enthusiasts have preached a sermon demonstrating that the Scriptures refer to the bicycle, but their example will no doubt be emulated by the deacons and Sunday-school teachers. The clerical wheelmen in this city include several well-known preachers, but strange to say the name of Talmage does not appear upon the list. Mr. Talmage states however, that he attributes, after God, exemption from sickness to the gymnasium. The venerable pastor is one of the most ardent supporters of that institution; he has been for years a most regular attendant himself, and his reputation as a gymnast is of the best. That he has not become a wheelman is consequently a mat-

ter or surprise to many, and a matter of regret to the cyclists. There can be no question that Dr. Talmage in knickerbockers and a short jacket would present an inspiring spectacle, gaily balanced on a diminutive perch, his jaunty peaked cap drawn over his massive brow, his face wreathed in smiles, and his whiskers fluttering in the wind. The picture, once seen, could never be effaced from memory's tablet, and there would at once be a boom in the bicycle trade.

But even without this inspiring spectacle, the cause of the wheelmen is bravely advancing. The Park Commissioners have shown they appreciate the change in the times, and even the drivers of fast horses, who were unusually prejudiced, are beginning to have a higher regard for the modern Ixion. There is one important advantage that a bicycle possesses over a horse. It doesn't eat. Occasionally it becomes rather bulky, and at times it has a touch of the blind staggers, but it is never afflicted with spavin or epizooty or the numerous other ills by which equine property is afflicted and veterinary surgeons grow rich. And when the rider stops at a road-house to get some tea, he does not have to tip the stable boy for tying his steed under the shed and wrapping it in a blanket. All these little things count up.

Another sign of the times is seen in the advertising columns of the *World* every day. Young men announce in every issue that they would like to exchange a fine set of etchings, a suit of clothes or a cedar-wood boat for a fifty two inch bicycle. In the same way delicate young creatures declare that they are willing to hand over a beautiful rosewood piano or an amateur photographer's outfit for a tricycle in good order.

Thus the world moves on. What was the despised hobby of yesterday is the popular craze of to-day. But there will have to be another step in advance before the wheelmen take front rank. Until some genius invents a bicycle that will accommodate two and can be managed with one hand, the day when every one will be on wheels, which is so often predicted by enthusiasts, will never come, and buggy-driving will hold its own.

A NEW HYDRAULIC MOTOR.

The application of motive power to cycles, other than that put forth by the rider, is still engaging the attention of scientific men. We will watch with interest the development of the following invention, the description of which we clip from *The Faversham News and East Kent Journal* of Saturday, October 31st, 1885:

"Mr. W. Fletcher, engineer, Noah's Ark, Faversham, has at length successfully applied hydraulics for the purpose of locomotion. He has given considerable time and attention to the subject, has been at great expense, and in the machine—the hydraulic motor—which he has made, he demonstrates its practicability for riding and weight-carrying purposes. The machine we have inspected is, we understand, the first of its kind that has ever been made. It may shortly be described as a large tricycle, driven by water power. The pumps attached to the machine for the purpose of obtaining the motive power may either be worked by hand, treadle, or electricity, and the principle embodied in the invention may be applied equally well to engines for tramways, locomotives, or ordinary tricycles for road purposes. Mr. Fletcher has spared no pains, and has so far surmounted all preliminary difficulties of construction as to produce a machine, which despite its weight, moves itself easily when set in motion. It is stated that two men working the pumps—which does not require so much exertion as to propel an ordinary tricycle—can easily develop at least one-horse power.

"The construction of the hydraulic motor is such that great speed can be obtained if necessary, as the rotary motion is direct from the cylinders to the two-throw crank, to which the wheels are fixed. The inventor says that the compression obtained on the water used (which is forced by pumps into a reservoir or accumulator), gives an enormous power, which might be utilized for propelling torpedo boats and prove very valuable, as there is no fuel required, and consequently no fire or smoke. The water (which is carried in a small tank) after having passed through the accumulator and cylinders returns to the tank again, so that there is no waste, and the same water may be continually used. Mr. Fletcher seems to have realized the fact that, though it is difficult to invent, it is easy to improve. He does not propose to take the machine out for public exhibition, as there are many improvements he will be able to introduce in the new one which he contemplates making.

"The development of power by the aid of water has long been an established fact, but its practical application in this form is quite new, and it is confidently anticipated that when it comes into general use it will result in an immense saving of expenditure for coal.

"In October, 1883, Mr. Fletcher took out a patent—No 4910—to protect his invention, and having now brought his machine to such a pitch as to demonstrate its real practicability and usefulness, he is about to make another, with some slight improvements, but is at present deterred by the expense. As he has already made a considerable outlay, he is anxious to meet with a gentleman who will assist him in bringing the machine before the scientific world and the public. It is to be hoped that, in the interests of science, Mr. Fletcher will meet with the assistance he needs."

AROUND THE WORLD.

Thomas Stevens has reached Teheran, Persia and under date of October 1st writes the following letter to *Wheeling*.

"I rolled into Teheran yesterday noon, having covered the last 200 miles of my journey for this season in three days. Not so bad for Persian roads you will, of course, be inclined to think concerning this. But this 200 miles has been far ahead of anything hitherto encountered between here and Constantinople. The country is level plains of a hard gravelly nature, and the camel paths across them I found simply perfect for wheeling. This is altogether a different state to what I have to tell of Asia Minor and Koordistan, where I found little else but mountains, and the steepest mountains I ever climbed; for nearly 1,000 miles it was over a succession of mountain ranges and spurs, but the country has gradually become more level eastward from Erzeroum. My route had led me through Angora, Juzgat, Sivas, Erzeroum, Khoi, Tabreez (Ancient Tarsus), Zendjan, Casveen, Teheran, crossing the Persian frontier between Erzeroum and Khoi. I have carried a cyclometer from Constantinople; it has recorded 1,576 miles; the distance from Liverpool to the Bosphorous I can only estimate; I think it somewhere near 2,750 by road; this would bring the distance wheeled this season up to 4,326 miles; not a very large aggregate on English roads, but hundreds of these miles have been over routes where a bi. is never likely to go again. I would rather wheel from London to Constantinople and back again, than from Ismid to the Persian frontier; but in a tour around the world this sort of thing is to be expected and regarded as a mere matter of course. I will not enter here into a discantation on my experience; they have been strange and varied beyond my wildest dreams,

and will, of course, be published in the *Outing* magazine. The natives frequently regard me as a supernatural being when they see me bowling along; often when I have come up behind them suddenly, they have bolted terror stricken clean off the road, looking wildly back as though expecting instant death. I have, on the whole, been treated with kindness and consideration; Asia being beyond a doubt the home of hospitality to strangers. But no two days have been alike, and I have not been without several narrow escapes. I passed close by the foot of Mount Ararat near Dyadin; its upper portion is covered with snow. Ararat and Mount Demevard, near Teheran, are the only two genuine snowy peaks I have yet come across in Asia.—Sincerely yours."

THOMAS STEVENS.

WOMEN AS TRICYCLERS.

It is evident that the season of 1885 will show a great multiplication in the number of women and girls who ride the tricycle. Last Summer the tricycle made such a long swing forward in feminine favor that its success this side of the water is as well assured as in Britain, where there are now hundreds of lady tricyclers. When we first read that the Princess Beatrice had mounted the three-wheel our lively interest in the machine began. We may be the most democratic of mortals, but we have been educated from infancy to consider Queen Victoria a model mother. Therefore, when the cable flashed over the fact that her daughter had taken a turn in the tricycle, we felt a national glow of emulation. The strength of English women is doubtless due to the great amount of out-door exercise they take. But American women must remember that they cannot put on the Saxon fashion of endurance as readily as they can the tweeds and flannels and the sensible boot of the English woman who walks. American girls are receiving much better physical training than their mothers, and the time must come when, in spite of what is called the nervous American climate, they may compare favorably in physique with their English cousins. If much out-door life in the moist meadows and cloud-hung parks and lanes of England develops health and muscle and vitality, one may reasonably expect as good results from the free inhalation of American oxygen.—*Chicago Tribune*.

FROM THE CLUBS.

[Club secretaries and others are invited to contribute to this Column and keep us well posted as to runs, races, elections and other events of interest.]

WASHINGTON.—At the regular meeting of the Washington Cycle Club, held on October 5th, officers were elected as follows: President, Edward T. Pettengill; Vice President, Frank T. Rawlings; Secretary, Geo. W. Myers; Treasurer, Sam'l T. Stott; Chronicler, Wm. Geo. Kent; Captain, J. C. V. Smith; First Lieutenant, B. S. Graves; Second Lieutenant, M. M. Crenshaw.

JAMESTOWN.—The Jamestown, N. Y., B. C. is officered as follows: President, R. P. Hazard; Vice President and Captain, Chas. E. Gates; Secretary, E. R. Dempsey; Treasurer, Frank Reed. If expedient the club will hold a five days' tour next Spring.

MOUNTAIN.—The Mountain Wheel Club was organized at Philipsburg, Pa., Oct. 8th, with eleven members, all using Columbia wheels. Officers are as follows: President, Neil Davis; Captain, C. B. Holly; Sec'y and Treas., T. J. Lee.

The prodigious contractile power of cold has been remarkably illustrated during the past month. The Boston Bicycle Club gave its third annual 100 mile road race Oct. 3, and George Weber, of Smithville, N. J., won in 6h. 57m.—quicker than any former record on either side of the Atlantic. During the following ten days the air grew raw and chilly, and it was announced that a careful re-measurement of the course, made Oct. 11, had reduced the alleged 100 miles to 97 miles. Then came cold weather, frost and snow, and now we are informed that a second re-measurement, made by five experts, reduces the 97 miles to 94 1/2 miles. About the time that sleighing and skating begin we shall no doubt hear that this elastic road has shrunk to 90 miles. Hereafter bicycle road-records, like other scientific statistics, must be corrected for temperature.—*Exchange*.

ONE HUNDRED MILE RECORD.

A. A. McCurdy of Lynn broke the hundred mile road record on Monday last. He left Newton Centre at 9:08 A. M. and went over the course laid out for the twenty-five mile race on Thanksgiving Day, four times. He had Munger as pace maker for the first fifty miles, and succeeded in making the first circuit in 1.34. He tried hard for the fifty mile time but the strong wind made it impossible to do anything better than 3.36 1/2. On the last two laps, David Drummond, of Cambridge, acted as pace maker. He finished at five o'clock having made the entire distance of one hundred miles in 7h. 51m 30s. which wipes the record of Cola Stone from the books. He was checked at different points and there is no doubt as to the accuracy of the performance.

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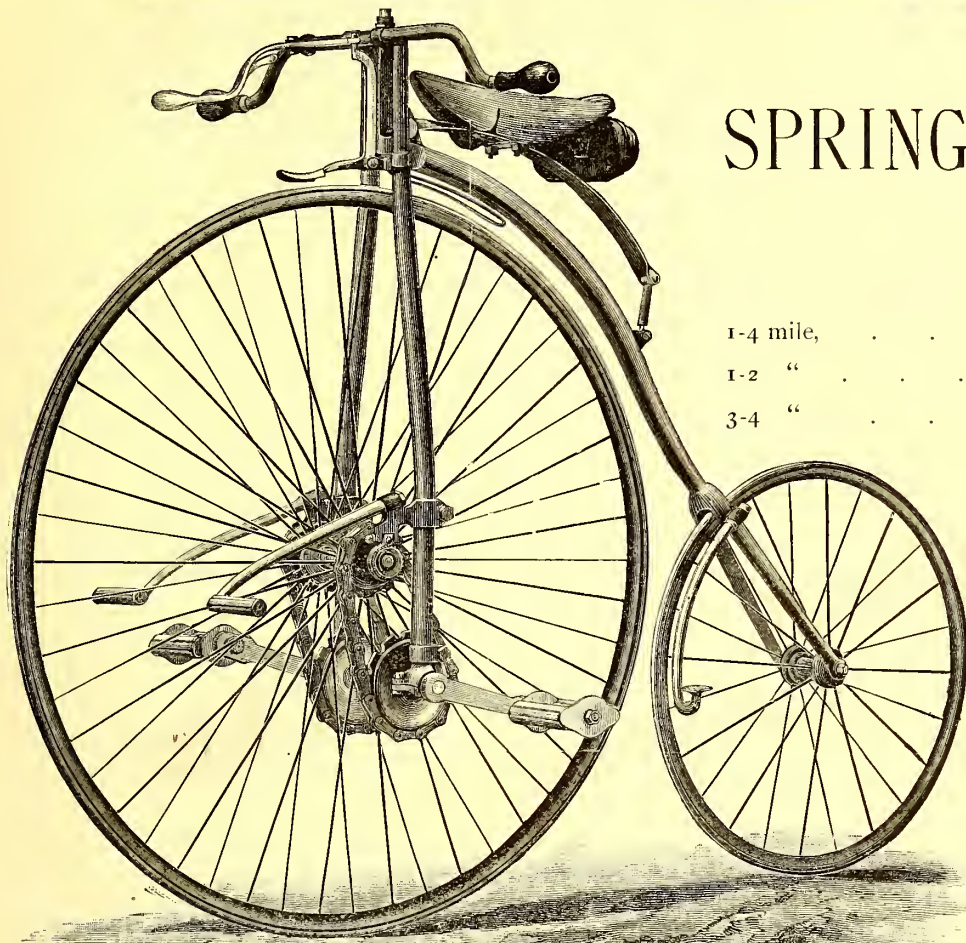
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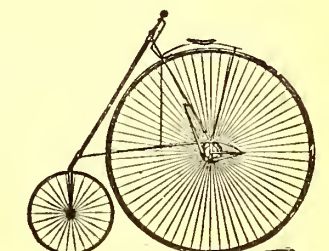
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WORLD'S RECORD,	1-2 Mile,	WM. A. ROWE,	1.12 4-5
WORLD'S RECORD,	3-4 Mile,	WM. A. ROWE,	1.55 1-5
WORLD'S RECORD (Amateur),	1 Mile,	WM. A. ROWE,	2.35 2-5
WORLD'S RECORD,	2 Miles,	WM. A. ROWE,	5.21 3-5
WORLD'S RECORD,	3 Miles,	WM. A. ROWE,	8.07 2 5
WORLD'S RECORD,	4 Miles,	WM. A. ROWE,	11.11 4-5
WORLD'S RECORD,	5 Miles,	WM. A. ROWE,	14.07 2-5
WORLD'S RECORD,	6 Miles,	WM. A. ROWE,	16.55 3-5
WORLD'S RECORD,	7 Miles,	WM. A. ROWE,	19.47 2-5
WORLD'S RECORD,	8 Miles,	WM. A. ROWE,	22.41 4-5
WORLD'S RECORD,	9 Miles,	WM. A. ROWE,	25.41 4-5
WORLD'S RECORD,	10 Miles,	WM. A. ROWE,	28.37 4-5
WORLD'S RECORD,	11 Miles,	WM. A. ROWE,	31.37 4-5
WORLD'S RECORD,	12 Miles,	WM. A. ROWE,	34.32 3-5
WORLD'S RECORD,	13 Miles,	WM. A. ROWE,	37.24 3-5
WORLD'S RECORD,	14 Miles,	WM. A. ROWE,	40.25
WORLD'S RECORD,	15 Miles,	WM. A. ROWE,	43.26 1-5
WORLD'S RECORD,	16 Miles,	WM. A. ROWE,	46.29 2-5
WORLD'S RECORD,	17 Miles,	WM. A. ROWE,	49.25
WORLD'S RECORD,	18 Miles,	WM. A. ROWE,	52.25 1-5
WORLD'S RECORD,	19 Miles,	WM. A. ROWE,	55.22 2 5
WORLD'S RECORD,	20 Miles,	WM. A. ROWE,	58.20

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7 MILES PROFESSIONAL RECORD,	20.25 3 5
8 MILES PROFESSIONAL RECORD,	23.23 4-5
9 MILES PROFESSIONAL RECORD,	26.19 4-5
10 MILES PROFESSIONAL RECORD,	29.12 2-5

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