

THE WHEEL

A JOURNAL OF CYCLING

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[WHOLE NUMBER, 265.]



Cycling clubs are not sought after in New York, on the contrary they are objected to, muchly. Mr. Richard Nelson, the owner of the house now occupied by the Citizens' club in 60th Street, was offered \$500 by each of eleven house owners in the block, and \$1,000 by one other, if he would not let his house for the club's occupancy. Anybody who knows Mr. Nelson, knows that money is no object, when he makes up his mind to go ahead with anything, so the snobs kept their money and the Citizens got their house.

They were going to hold a race meet at Rome, N. Y., and the committee were debating as to whether they could make it a paying investment by securing professionals, when the funny member advocated strongly and gave as his reason for doing so, that it would make "Rome Howell."

An Italian named Succi, has discovered an elixir which does away with the necessity of eating or drinking. There is a great chance for Mr. Succi in this country. During the winter season most of our cycling professionals would be good patrons, if Succi will swop his elixir for the professional brag.

Speaking of professionals, I understand that the scribe who originated the item that Woodside had \$10,000 invested in Minnesota land, and that his father was an Irish nobleman, has been elected to the honorary life membership in the St. Ananias club, and is to be presented with a gold badge of the club, which is in the shape of a musical instrument known as a lyre.

I saw rather an ingenious arrangement on a tandem the other day. It consisted of an arrangement to hold a watch in view of the rider, so that he could tell the time without fumbling for his watch. The same style of an attachment is arranged to go on a racing wheel, so that a man can time himself in practice.

The fault of cycling journalism is in the lack of enterprise on the part of the editors. Now *Literary Life*, a one-horse paper out in Chicago, goes and gets Rose Elizabeth Cleveland for an editress, and forthwith the proprietor, from having to dine out of his paste pot, buys a block of city property to get rid of some of his superfluous cash. Now why don't some cycling paper take this hint and place Belva Lockwood in charge of a ladies column, or have Dr. Mary Walker write a series of articles on what she knows about the proper dress for ladies who are devoted to tricycling? Enterprize! G'way!! Scat!!!

I have received a postal card from a cyclist notifying me of the loss by theft of a mustang bicycle, and asking me what ought to be done with the thief. I don't know what the law here is, but three years' life in Texas, taught me that the law there is, if a man steals a mustang, he mustang.

There was a time when the Apostle Paul was considered the master of epistolary writing. He thus addressed the Romans, the Corinthians, the Galatians, the Ephesians, the Philippians, the Thessalonians and his beloved brother Timothy. But he took his time to it. Compare him for one moment to a cycling correspondent and see how he shrinks. What would Paul have done had he tried to earn a living as a cycling correspondent, by working on half a dozen cycling papers every week, and expected to write each an epistle full of logic, satire and news? I am afraid he would have thrown up the sponge the first week.

Some kind friends (?) have interested themselves enough in my behalf to express an opinion that I should not be so free with my opinions in print. To them I can only say: "You make me tired." A man without opinions, and he must express them to let others know he has got them, is like a man without enemies, no man at all.

The *Bicycling World* says that its School street contemporary will hereafter revolve on wooden wheels, from which I conclude it means to term Bassett a species of roller skate. It further enlightens us, in a photographic direction, by declaring that a cyclist nowadays who does not own a camera is a *rara avis*. I suppose a cyclist who is photographically equipped is therefore classed as a *camerara avis*.

"After you, sir," as the scratch man politely said to the limit one.

The ghost of the old Manhattan Bicycle club finds lodgment in the back of Fred Jenkins' establishment, some six or seven juveniles having banded themselves together under that title. It is a shame thus to let a name, historic in the annals of cycling in this city, be thus dragged into disgrace. It should be allowed to sleep in an honored grave, for the good that it did in its prime.

There will shortly appear simultaneously upon both sides of the ocean, a set of papers on the amateur question, from the pen of a gentleman in this city, which will go far towards settling the present amateur—professional squabble.

A prominent ex-racing man, having married and settled down, dropped into Red Star's to buy a baby carriage the other day, when he was confronted by an old flame of his in the person of a saleslady. It was rather an embarrassing position for the moment, but he saved himself, by asking for an "infant's quadrant." Yes indeed! Funny things will happen in large cities where they burn gas.

Cyclists who are voters.—I am informed that Mr. Beekman, a candidate for the Presidency of the Board of Aldermen, is a friend to cyclists. I will personally see him about our just claims in the Central Park question, and if before election day you see any new conditions granted us, attribute them to him and vote solid for him. If you see nothing in the papers in our favor, cast your vote for some other candidate, whom you think is not against us. Remember get even, if you can't get justice.

A new luggage carrier in England is attached to the handle bar, and when not in use, is constructed to be used as an exceedingly comfortable leg rest for coasting. The idea is an ingenious and good one.

The Ixions open their winter season on Friday evening the 29th inst. A concert will be given by the orchestra, under the leadership of Lee Moses, tendered to the club's lady friends. Members only will be the rule. Refresments will be served by Mozzetti.

THE OWL.

RECORD BREAKING EXTRAORDINARY.

Without a pacemaker and on a 50-mile straightaway and surveyed road at Crawfordsville, Indiana, Stillman G. Whittaker started at 5 A. M., September 24th, for the 50 and 100-mile records, under A. C. U. rules. He did the 50 in 2 hours, 55 minutes and 46 1-2 seconds, beating Geo. Weber's American record by over nine minutes, and Golding's English record by over eleven minutes. He finished the 100 in 6 hours, 43 min. and 59 seconds, knocking McCurdy's record over an hour.

His mount was a 51-inch American Champion, constructed solely for road riding. **WITTAKER SAYS IT'S THE BEARINGS.**

We will Absolutely Guarantee

THE AMERICAN SAFETY

To be the Easiest Running Bicycle in the World, and we know whereof we speak.

It is original too and not a copy of a foreign make. We append herewith the unsolicited testimony of three of the largest dealers in the country who sell all the well-known makes, and who have purchased, paid for, and are now riding this machine because they know it is the best, and therefore the mount for their personal use.

DAYTON, OHIO, August 13th, 1886.

MESSRS. GORMULLY & JEFFERY.

Dear Sirs: Please send me, by freight, as soon as possible, one 42-inch American Safety, with ball bearings to both wheels and cranks, and with cow-horn handle bars. I wish this for my own use. I have, for the last five years, been riding an _____ but the American Safety you sent me has spoiled me, and I think the one you send me will be my future mount.

Very respectfully,

A. W. GUMP.

INDIANAPOLIS, IND., May 6, 1886.

MESSRS. GORMULLY & JEFFERY.

Please ship, etc., also, a 46-inch American Safety, with balls all over, for the writer's own use. We believe you have by far the best dwarf machine in the market. It runs easier than any light roadster I ever mounted, and I shall ride one the balance of the season.

Yours truly,

C. F. SMITH,

Manager Indiana Bicycle Co.

NEW HAVEN, CONN., June 3, 1886.

MESSRS. GORMULLY & JEFFERY.

The 42-inch Safety has arrived, and the purchaser is more than pleased with his mount. I tried the American Safety myself, and I must say that it has the finest action for a Safety and the easiest running bicycle I ever rode, and that is saying much, as I have ridden almost every make. I congratulate you on your achievement of turning out the best Safety for the lowest price.

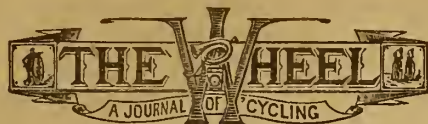
Yours, J. C. THOMPSON,

Pres. and Treas. Am. Bi. Co.

The last edition of our catalog printed in July and containing detailed descriptions of this and our other excellent cycles mailed free.

GORMULLY & JEFFERY,

CHICAGO, ILLS.



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F. P. PRIAL, - - - - - EDITOR.

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At last a wheelman has gotten within the charmed circle. The first man to get into the twenties is W. A. Rowe, of Lynn, Mass.; the man whom we selected before the Springfield tournament as the fastest rider in the world, and the one most likely to win that international race, a prediction he verified. But one other prophecy of ours remains to be fulfilled, and that was to the effect that Rowe would yet do 2.28 for the mile. Both Furnivall and Rowe have announced their intention of retiring after this year, but if the representatives of England and America could only be brought together next Spring in a grand climaxical struggle, a veritable world's championship could be decided, and both men would bow themselves out in a blaze of glory. Of course, it is possible that some of this year's novices may come out next Spring, and make both of these men look like duffers.

That grand rider, W. A. Rowe, has raised the hour record another notch by riding over twenty-two miles in that time. It takes a combination like the following to produce such a superb performance: The Pope Manufacturing Co., W. A. Rowe, a Columbia bicycle, a Springfield track, fair weather, and pace-makers like Hendee, Woodside and Crocker.

Of the table of records presented in another column, the American promateur bicycle are not regular, because the required seven days' notice was not given to the A. C. U. officials. Engleheart's four and five mile records, and Fenlon's eight mile record have been rejected by the N.C.U. committee, but the reasons for said rejection have not yet been made public. Furnivall's and Gatehouse's records up to and including the mile have also been rejected. Our readers will thus perceive that the record compiler's life is not all roses this Fall. The L. A. W. and A. C. U. racing powers will please set to work and separate the wheat from the chaff.

ROWE RIDES A MILE IN 2 29 4-5 AT HAMPDEN PARK.

CROCKER TAKES PROFESSIONAL WORLD'S RECORDS ON THE TRICYCLE—HENDEE AND ROWE BECOME PROFESSIONALS.

The one mile record has gone below 2.30 at last and falls to W. A. Rowe, together with the three-quarter mile, which completes his list of world's record from a quarter-mile to twenty-one miles, and within the hour. When Rowe got through record-breaking last year, he set the world amateur record at 2.35 2-5. Howell's world record of 2.31 2-5 was brought down to 2.30 by Furnivall on the Long Eaton (Eng.) track August 24, and 2.31 by Hendee on the Springfield tournament, if Furnivall's time is not allowed, for its fate now seems sealed. Rowe's record stands for the world, and it is probable that both he and Hendee can better it. The day was fine, warm and with but a bit of air blowing, and the track was of course in good condition. Rowe and Hendee resigned their promateur status in the American cyclists' union and became professionals yesterday, so Crocker and Woodside the professionals, set the pace with them. Rowe had two bad starts, getting a cropper in one. Woodside took him about one-third of the distance in good shape; Crocker carried him down the home stretch of the first lap, and then George Hendee picked him up a little slowly but carried him to the finish in great style, got him past the quarter pole in time to break Furnivall's record by a second, and across the tape just under Furnivall's record and a quarter under Hendee's own. Rowe's times were: Quarter, 37 2-5; half, 1.4 2-5; three-quarters, 1.50 1-5; mile, 2.29 4-5. The last two stand for world's record and fill up Rowe's list of world's record from 1-4 to twenty-one miles and within the hour.

The officials were: Referee, Howard L. Merrill; judges, C. W. Hutchins, and E. Pierce; time-keepers, Ethan C. Robinson, G. E. Robinson and Charles T. Shean; scorer, E. D. Curtis; starter, H. G. Cornish.

These officials also acted in Crocker's tricycle ride of ten miles for records a quarter of an hour later. Crocker rode a neat Columbia "trike" of the "Cripper" pattern such as Burnham used in the tournaments. He has not been training on it for some time, but he rode for all he was worth, and came very near the extremely good records of Geo. Gatehouse, of Cambridge University, England, who has been steadily riding the tricycle, and on August 26th, on the Long Eaton track, rolled up twenty miles within the hour doing it in 59.10 3-5. Such riding is remarkable, and Crocker's record by its side is praiseworthy. Crocker took the world's professional record from two miles to ten, breaking his own records for the second and third miles. He also holds similar records for the quarter and half, while Howell has those for the three-quarters and mile, the latter 2.49 2-5. The pace-making was very good and was by Woodside, Rowe and Hendee. Woodside brought him around evenly in 2.57 for each of two miles and then he dropped to three minutes and over. His times are given in the following table with the world's record and the English professional records also:

MILES.	WLD'S REC. GATEHOUSE.	ENG. PROF. BATTENSEY.	AM. PROF. CROCKER.
1-4	.40	.47	.45 4-5
1-2	1.19	1.21	1.28 4-5
3-4	2.00		2.12 2-5
1	2.41 2-5	3.03	2.57
2	5.37 2-5	6.07	5.53 4-5
3	8.30 4-5	9.12	8.49 1-5
4	11.26 4-5	12.18	11.50
5	14.27 3-5	15.25	14.50 1-5
6	17.25 3-5	18.35 2-5	17.49
7	20.16 4-5	21.41	20.51
8	23.15 4-5	24.48 2-5	23.53 3-5
9	26.25 2-5	27.59	29.56
10	29.26 1-5	31.02 1-5	29.54 3-5

—Republican.

TWENTY-TWO MILES IN THE HOUR.

W. A. ROWE'S GREATEST FEAT.

The unparalleled feat of riding the bicycle twenty-two miles within the hour was successfully accomplished by William A. Rowe, of Lynn, the record breaker of the Columbia team, on Hampden Park, on Monday. The ride was a great one, as the times show, and the records are down where they are likely to stay for some time before another cyclist lowers them. No end or credit from the "cycling public" belongs to Rowe for that work. The day was raw and a gusty wind blew over the track, making the feat the more difficult. Rowe mounted his wheel just after 2 o'clock and rode doggedly to the end. He was ably paced by Hendee, Woodside and Crocker, first by miles, and then by laps; indeed, to his pace-makers belongs much of the credit of the performance. Rowe rolled off the first mile in 2.36, and averaged 2.43 throughout. The world's records, his own, began to fall at four miles and were cut by many seconds. At the end of the ride all the men were pretty well used up. The officers were: Referee, Howard P. Merrill; judges, George J. Taylor, E. F. Pierce, and A. O. Sinclair; timers, E. C. Robinson, Chas. T. Shean, and G. E. Robinson; scorer, H. P. Merrill; starter, H. S. Cornish. Rowe's times, with his previous world's records are given below, the records as they now stand being starred. The table:

MILES	ROWE'S PREVIOUS RECORDS.	ROWE'S PRESENT RECORDS.
1-4	*.35 1-5	.38 2-5
1-2	*1.12 4-5	1.15
3-4	*1.50 1-5	1.56
1	*2.29 4-5	2.36
2	*5.11	5.12 3-5
3	*7.48 4-5	7.54 3-5
4	10.45	*10.41 2-5
5	13.27 2-5	*13.23 4-5
6	16.31 1-5	*16.12 3-5
7	19.16	*18.59
8	22.04 1-5	*21.41 2-5
9	24.48	*24.26 2-5
10	27.37 1-5	*27.07 1-5
11	30.22 4-5	*29.51 3-5
12	33.09	*32.35
13	35.54 2-5	*35.18 2-5
14	38.43 4-5	*38.01 2-5
15	41.32 1-5	*40.41 2-5
16	44.25	*43.26 4-5
17	47.12 1-5	*46.14 4-5
18	50.	*48.58
19	52.47 2-5	*51.40 1-5
20	55.36	*54.25 2-5
21	58.19 2-5	*57.07 3-5
22		*59.46

Greatest distance within the hour, Rowe, October 19, 1885, 20 miles, 1144 yards; Rhodes, October 8, 1886, 21 miles, 530 yds; Rowe, October, 12, 1886, 21 miles, 1149 yards; Rowe, October 25, 1886, 22 miles, 150 yards.

UNKINDEST CUT OF ALL—*Recreation* calls G. Lacy Hillier, Lacy Hilliar.

SHALL WE GET MORE PARK PRIVILEGES?

The following letter was sent by the New York and Ixion Bicycle clubs to the Park commissioners, accompanying the petition to which they have been securing signatures for some time past. It is to be regretted that for some unaccountable reason the Citizens' B. C. and Harlem Wheelmen would not lend their support to this effort to have the Park thrown open to wheelmen.

TO THE BOARD OF PARK COMMISSIONERS:

In presenting to you the petition herewith, we beg leave to submit the following facts, which we think fairly warrant the wheelmen of this city in asking further privileges.

1st. The right to ride on Riverside Drive was granted about three years ago, and shortly afterward the freedom of the West Drive was given between the hours of midnight and 9 A. M., and for that portion below 72d street for all hours of the day. It was understood that we were thus put under a sort of probation, the results of which were to be taken into consideration in adopting regulations in the future.

2d. The drives which we have thus been using have grown rapidly in popularity, especially since Claremont was selected as the site of General Grant's tomb, and the test whether or not cycles would introduce any elements of risk among the ordinary traffic has therefore become unexpectedly severe.

3d. During the entire three years there has not been a single accident caused by the collision of a bicycle or tricycle with other vehicles or foot passengers, and hardly an instance of momentary fright to green horses, even when driven by careless or ignorant persons; and it has thus been clearly demonstrated by a long and full experience in your own domain that cycles are not peculiarly dangerous or obnoxious vehicles; a fact which has also been proved in parks elsewhere and on the public highways.

4th. Although wheelmen are already a numerous class, constantly growing, and entitled to consideration, both by reason of their members and because as tax payers they contribute their full share towards the maintenance of the parks; yet theirs are the only pleasure vehicles that are excluded from the benefits of the public drives, or from any part of them.

5th. The very roads to which we are not admitted, (with the exception of the east) are much less frequented than those which we have safely used for a long time and—were there any danger involved—the use of cycles on them must therefore be even freer from risk than on the Riverside. In view of all these circumstances, we think the time has now come when we may justly ask that you abolish the restrictions imposed upon us alone among all your guests, as has been the case in Fairmont Park in Philadelphia, and as has been done recently in Druid Hill Park, Baltimore. Throw open all drive-ways in Central Park to the use of wheelmen and thereby place them on an equal footing with other citizens who use the public pleasure grounds.

EDWARD J. SCHRIVER,
Sec'y N. Y. Bi. Club.

OSCAR LEE MOSES,
Sec'y Ixion Bi. Club.

CAMDEN WHEELMEN'S RACE MEET.

The Camden, N. J., Wheelmen inaugurated a new quarter mile bicycle track last Saturday at Stockton, with a race meet which was attended by wheelmen from Philadelphia and vicinity. The track is twenty-five feet broad on the turns and backstretch, and thirty-five feet on the homestretch. Below will be found a summary of the races.

One mile, President's cup, to be won three times.—W. I. Wilhelm, Reading, Pa., 3m. 33 1-5s.

One-half mile club, best two in three heats.—J. Potter, Camden, won in two straight heats; times: 1.43 3-5 and 1.48. W. J. Atkinson finished second in both heats, and C. P. Chew third.

One mile open.—W. I. Wilhelm, 3.33 4-5; J. W. Egolf, Spring City, Pa., 2d; J. Powell, Jr., Smithville, o.

One mile club.—C. P. Chew, Camden, 3.58 2-5; J. H. Crossley, Camden, 2d.

Two miles open.—J. Powell, 7.53 4-5; W. I. Wilhelm, 7.54 2-5; J. W. Egolf, o.

Three miles lap race.—J. Powell, 11.24 1-5; W. I. Wilhelm, 11.26 2-5; J. W. Egolf, o.

One mile for boys under sixteen.—F. Connegsby, Philadelphia, 3.49 2-5; C. Atkinson, Camden, 2d.

Quarter-mile open.—W. I. Wilhelm, 47s.; J. Powell, 48 1-5s.

Two miles club.—H. B. Weaver, Camden, 7.57; J. Potter, 7.57 1-5.

One mile inter-club race.—Millville B. C. 1st, 3.31; Camden Club 2d.

One mile consolation.—W. M. Justice, 3.51; B. O. Miller, 3.52.

One of the features of the meet was the fancy riding of T. R. Finley and G. S. Hart.

WHY ROWE AND HENDEE TURNED PROFESSIONALS.

No little surprise has been expressed by wheelmen generally regarding the action of Rowe and Hendee Friday, whereby they became professionals. The *Springfield Republican* tells the story as follows: Hendee and Rowe by their action yesterday in pace-making for a professional make themselves professionals also, and, anticipating it, sent in to A. O. McGarrett, secretary of the American Cyclists' union, their resignations of promateur standing, in the morning. Rowe doesn't mind it much, but it is a bitter pill for Hendee, who must give up his membership in the Springfield Bicycle Club. Both were forced to take the action by "the powers that be" behind the Columbia team. They want records badly and want them at any price. To get them it was necessary to have more pace-makers. No promateurs were available. Woodside was obtained and has signed with the Pope Manufacturing Company. Manager Pattison tried hard to get Frazier with his Star machine to pace, but he would not come. Crocker was available, and so to use them the Colonel said the boys must go into the professional ranks, and there they are. All considered it is the best thing. Rowe on the first good day will be put to do twenty-two miles within the hour, and Crocker for the twenty mile tricycle record. Hendee is not allowed to ride for the bicycle records, and will ride the tricycle.

Wheeling intends to call its Christmas Annual, "Chestnuts." We feel sorry for the English public.

FURNIVALL'S MILE RECORD NOT ACCEPTED.

GATEHOUSE'S TRICYCLE RECORD IS ALSO REHEADED.

The N. C. U. records' committee refuse to pass the following claims for record.

Bicycle, (path).—1. Furnivall at Long Eaton track, 24th August, 1886: $\frac{1}{2}$ mile, 37s.; $\frac{3}{4}$ mile, 1.15 $\frac{1}{2}$ s.; $\frac{1}{2}$ mile, 1.51 $\frac{1}{2}$ s.; 1 mile 2.30. A. P. Engleheart at Coventry track, 6th August, 1886: 4 miles, 11m. 14s.; 5 miles, 14m. 1 $\frac{1}{2}$ s. J. E. Fenlon, at Paignton track, 4th August, 1886: 8 miles, 23m. 28 $\frac{3}{4}$ s.; 12 miles, 35m. 14 $\frac{3}{4}$ s.

Tricycle, (path).—By G. Gatehouse, at Long Eaton, 24th August: 1886: $\frac{1}{2}$ mile, 40s.; $\frac{1}{2}$ mile, 1m. 21 4-5s. $\frac{3}{4}$ mile, 2m.; 1 mile, 2m. 41 $\frac{3}{4}$ s.

The reasons why these records were rejected have not been given, but will doubtless be forthcoming in reply to public clamor.

RACING AGAINST TIME AT LYNN.

On Thursday afternoon, W. J. Morgan and Louise Armaindo completed their twenty-four hours tandem record ride at the Lynn track. At 3. 51. 55 P. M., the riders stopped with 250 miles, 140 yards to their credit, and with twenty-six minutes to spare. Their actual riding time was 18h. 48m. 18s.

T. W. Eck appeared on the track for a tricycle record ride, and when T. W. had retired he had the tricycle records from four to twenty-five miles. His times were: 4 miles, 12m. 54 1-5s. 5 miles, 16m. 17 1-5s. 6 miles, 19m. 45 1-5s; 7 miles, 23m. 07 2-5s; 8 miles, 26m. 34 2-5s; 9 miles, 30m. 01 3-5s; 10 miles, 33 m. 48 2-5s; 15 miles, 52 m. 16s; 20 miles, 1h. 10m. 25 2-5s; 25 miles, 1h. 28m. 26 1-5s.

RACING AT LYNN.

A testimonial race meet was given to Mille. Louise Armaindo at the Lynn track last Saturday afternoon. A summary of the races is as follows:

One mile professional handicap.—Mille Armaindo, one lap start, 1st; time, 2.45 2-5; E. Wiswell, 200 yds., 2nd. W. J. Morgan, scratch, third.

One mile bicycle.—D. E. Hunter, 2.45; C. E. Whitten, by fifty yards, F. Barnett, o.

Five miles tandem tricycle.—This was an attempt to break the five miles tandem record. They succeeded in beating the four and five miles records, viz: 4, 12.39 2-5; 5, 15.47 2-5.

Two miles bicycle handicap.—D. E. Hunter, scratch, 6.20 4-5; C. E. Whitten, scratch, second; F. Barnett, 175 yds, o.

Twenty miles tandem record.—Eck and Morgan, assisted by pace makers, made an attempt to break the twenty miles tandem record. Records were made from six to twenty miles as follows:

MILES.	M. S.	MILES.	H. M. S.
1	3.16	11	36.10
2	6.30 1-5	12	39.24 3-5
3	9.41 2-5	13	42.40
4	12.54	14	46.09 1-5
5	16.16 2-5	15	49.32 2-5
6	19.30 1-5	16	52.52 4-5
7	22.51	17	56.15
8	26.06 1-5	18	59.33
9	29.30 2-5	19	1 02.54
10	32.51	20	1 06.12 2-5

The American Champion holds the mile one wheel record made by Barber at Rochester in 3m. 51s.

BICYCLING NEWS.

Some Welsh rural postmen use "Rover" safeties in distributing their mail.

The long and short of it.—Messrs Dean and Fourdrinier of the *Bicycling World*.

Karl Kron says Thanksgiving Day for that book. Now let up Karl, don't give us a fit of indigestion on that gorgeous, gorging day.

Prince Wells, the well known fancy bicycle rider, has recently purchased an American Champion, and will use it in his future exhibitions.

Poultney Bigelow, editor of *Outing* is quite active in Metropolitan politics this year. We believe he supports that utopian humanitarian, Henry George.

Mr. W. Philips, of Rudge & Co., has designed a new handle-bar. The handles are attached to the handle-bar by a universal joint, and can be fixed in any position.

A Canadian named W. G. Hurst, who is now giving fancy riding exhibitions in London, modestly bills himself as "The King of the Wheel, and champion trick rider of the world."

A. L. Atkins, who has managed the Columbia team, is now on the sick list. Mr. A. E. Patterson will probably manage the team for the rest of the season, as Mr. Atkins will go off for a long vacation.

An English firm advertises for a name for a new tricycle, which is about to be put on the market. We suggest that they call it the *Bicycling News* tricycle because the machine and the paper are propelled by *cranks*.

Violet Lorne wants to know what our Owl means when he says that Burdette the humorist laid off the uniform of a cyclist to don that of a married man. Why, Violet, he simply laid aside his hair and night-key. *Savez vous?*

Ira Perego has just got back from the "other side." The result of his visit to Parie and Lunnon is a dazzling array of gentlemen's neck-wear and a large selection of novelties, in all sorts of ordinary and sporting togis.

The "Owl" club of Chicago is the most favored organization in this country. It is impossible to find a cycling journal that has not a correspondent who devotes his best efforts to chronicling the doings of the members of this club.

Edwin Oliver's contributions to the cycling papers over the *nom de plume* of VERAX, continue to astonish New York wheelmen. They are clothed in scholarly, elegant, and euphonious english, and Ed's friends are wondering how he developed so much style.

The poet of the *Bicycling News*, F. F. S., has produced a pathetic poem on "Those Springfield Tears." He entitles it "The Great Weep," and refers to the saline down-pour as the "record weep," and truly it was a "record weep," being the first, last and only weep on the slate.

T. Battensby made tricycle records from two to ten miles at Coventry, October 8th. His times were:

1 mile, 2.58 1-5	6 miles, 17.40 4-5
" 5.47 2-5	7 " 20.41
2 " 8.45	8 " 23.45
" 11.41 1-5	9 " 26.47
" 14.42	10 " 29.41 3-5

A race between Whittaker and Stone for the championship of the West is a probability.

The very latest.—Small boy examining a bicycle: "Say Mister, what is that?" Wheelman: "A bicycle." S. B.: "And what's that little clock in the wheel?" W.: "Why that's a cyclometer?" S. B. turning to his father: "Oh! Par! Here's a thing that tells you when a cyclone is coming?" Fact.

Tit Bits of London, England, has offered a prize of £50 for the best article entitled "My experience as a Cyclist." Matter must be between 2,000 and 4,000 words in length, must be marked "Cyclist," and sent in before November 15th. Some of our witty American scribes should try for this prize.

The promateur is a grand success, view from any light, says the *Wheelmen's Gazette* for October, which, is *en passant*, typographically up to the usual high standard. Yes, the promateur may be a grand success in almost any light, but in the sun-light, and viewed from the reporters' stand, the promateur is a grand failure.

A NURSERY ON WHEELS.—There is said to have been but one unpleasant feature connected with the recent ladies' cycle tour. The mothers mourned for their absent babies. This led to the suggestion which will probably be adopted, that next year a large wagon be taken along, and into this stow all the babies with their nurses.—*Globe*.

It is expected that an immediate reply will be given to the petition presented to the Park Commissioners. If unfavorable, the New York and Ixion Bicycle Clubs have arranged to notify every wheelman get-at-able of the result, and advise them not to vote for Park Commissioner Beekman. If anything is conceded, the daily papers will tell the story.

The American Champion now holds every world's road record, up to 300 miles within the twenty-four hours. S. G. Whittaker, who has recently been attaining such startling results on this wheel, and who had never before experimented on a roadster, lays it to the bearings. The G. & J. bearing is the most original of any on the market, and, likely there is something in this.

Kennedy Child returns to England this month. We are glad to hear it. He will be wanted in December. The general body of wheelmen in England who read the attacks made upon Child should remember that it is all done for a purpose. An independent devil-may-care speaker like Child is a most unpleasant man for certain celebrities to deal with. Why, if Child chose to go back to the years round about 1881 he could be very, very unpleasant.—*Wheeling*.

The first annual 10 mile road race of the Northern Division of the Hudson Co. Wheelmen, occurred on Saturday, Oct. 23, over the Irvington-Milburn course. E. Clark, W. Peters and E. Mehman started from the corner of Bruen ave. and Clinton st. at 4 P. M. Clark won, with Peters, who took a terrific header on the homestretch, second. Time, 40.45½. C. A. Stenken gave them a start of five minutes, and attempted to break his record of 36.03; the roads were too rough for fast time and he finished in 37.04. Dr. G. Carlton Brown and Mr. John Wetmore of the Elizabeth Wheelmen were the timers.

The alphabetical Association will hold forth on Election Day, Tuesday November, 2d, which has been selected for their second road championship race. The start will be from a point about 2½ miles beyond Irvington, and the finish at Milburn. The course is five miles in length, and the contestants will ride over it five times.

Several contemporaries are ringing the changes on this sentiment: The League meet at St. Louis means death to the New York ring. We are not quite so sure of that; rings die hard, and New Yorkers are a long-headed lot. And if they should be shelved who will take their place? Why another ring of course. There's the Western ring, the Chicago ring, the Philadelphia ring and the Boston ring, altogether quite a collection of jewelry. If a man is able and ambitious nowadays, he and his henchmen are immediately branded: "ring."

Dr. Beckwith missed the chance of retiring when popular for the sake of one more year of office, and now will retire with not the best of feeling towards him by his constituents.—*Wheelmen's Gazette*.

We disagree with our e. c. To be sure Dr. Beckwith may not have the best wishes of those wheelmen who salaam whenever they pass the Springfield Printing Company's building, but this will be amply compensated for by a large majority of the L. A. W., who will not withhold from President Beckwith the reward earned by four years of labor in their interests.

The American style.—Mr. G. P. Mills, riding an "Ivel" safety, for which machine the popular Dan. Albone is agent, recently made a twenty-four hours' road record of 294½ miles. Quite a respectable record.

The English Style.—

294½ miles!

Record for 24 hours!

Something like a road record.

Dan Albone's machine takes it!

G. P. Mills on the "Ivel" Safety!

Our esteemed contemporary.—esteemed because it has failed to jump on us for the past few months.—the *Wheelmen's Gazette*, offers the "Book-keepers Delight" free to any person sending in eight subscriptions. Now it is a pretty open question what a "Book-keeper's Delight" is, but judging from several specimens we know, it is a cute and cunning little pocket pistol, and of course no wheelmen has any need for such a utensil.

It is quite a common thing for ambitious novices to steal onto the Roseville track these fine afternoons, and test themselves against the watch, generally held by some friend. The result often determines them to train for path work, and doubtless New Jersey will be heard from next year. If the cycling association can induce Hoag to take plenty of athletic work during the winter, we believe he will hold his own with the best of them next year, and if the management have long heads, they can secure a three-days mortgage on the Newarkers next year, who will all turn out to see their man vanquish the visiting cracks on his native heath. It cannot be denied that the success of the Springfield tournaments in past years, was greatly due to the personal interest taken in the doings of "Our George," by every man, woman and child in the town.

BICYCLIST STEVENS IN CALCUTTA.

HE WILL PUSH ON TO CHINA AND WILL TRY
TO BE HOME BY CHRISTMAS.

Thomas Stevens, the plucky bicyclist who is making a tour of the world on his machine, is now in Calcutta. A letter has just been received from him by *Outing*, at the instance of whose editor, Poultney Bigelow, he is making the trip. In it he makes no reference to his arrest in Russia, shortly after leaving Teheran, and when near Meshad, and it is evident that this action on the part of the Russians, which came very near causing an international imbroglio, has made but little impression upon the traveller's mind. He has been ill but one day, which is considered remarkable for one who has travelled 1,400 miles on Indian roads in this season of the year, when exposure and exertion are considered highly indiscreet. He writes:

"All through Lower Bengal the clouds were hovering through the tree tops; when it was not pouring rain it was drizzling, and the roads were shallow streams. What with profuse perspiration, the rain and the excessively humid atmosphere, a dry thread of clothing was entirely out of the question. I passed through districts where the natives were dying at a fearful rate with a peculiarly malignant type of fever. But the natives have no stamina; like a sheep, when they get fairly down they seldom recover. My own immunity from serious illness I credit to the daily exercise. It must be this; because from sheer necessity, I have daily drank indifferent water, slept in damp clothes and committed various other indiscretions inseparable from a bicycle tour through India in August and September.

"Notwithstanding these discomforts and drawbacks, there has been all along a genuine element of pleasure and satisfaction in the splendidly metalled roads, smooth for the most part as an asphalt pavement, as well as in the many interesting objects and equally interesting people, so different from any other country. From Lahore to Sasseram, a distance of about one thousand miles, the road may be described as the finest in the world."

Mr. Stevens adds that his stay in Calcutta will be but three or four days, as he is anxious to push on to China and avoid the possibility of being overtaken by wintry weather in the interior of that country. He intends, if possible, to get through the China and Japan tours and return home by Christmas or New Year's day.

INTERVIEW WITH STEVENS.

A "WHEELING" CORRESPONDENT MEETS HIM
AT ALLAHABAD.

"Last Sunday (August 29th) I received information that T. Stevens had arrived, and was putting up at the hotel, so I at once donned my togs and rode over to have a look at the notable.

"Found him the same quiet, easy-going, taking-it-all-in, much-enduring Englishman as the T. Stevens, whom I had the pleasure of meeting at the Barnes Common Meet, 1885, and who was then starting on his interesting and difficult tour. Having a lot of notes to exchange since our last meeting, and finding that he was starting again

either next day or the one after, I at once engaged him for the evening.

After viewing the few lions of the station, we refreshed the inner man and proceeded to make ourselves comfortable with the implements of the season, etc.

"Stevens kept us deeply interested in his stirring narratives, until it was time to turn in, and we parted with the promises of a spin together next morning, but when morning arrived the rain was coming down as it knows how to during this season, so I saw nothing of Stevens until midday when he called in to tell us that he was to continue his journey next morning, so we made arrangements to accompany him to the first ford out of the station. Next morning we started from the hotel at six o'clock and rode with him to the Ganges, which he had to cross by boat to regain the Benares road, on opposite shore. After seeing him and his bicycle safely on board, we left him with our blessing and heart-felt wishes for his safe arrival in America, and even the stolid natives gazed with increased interest on the Sahib who had traveled so far on the 'Atesh Gharri.' After watching the queer-looking native craft until she was a mere speck in the distance and we could no longer see the renowned cyclist, we remounted our machines and rode back to our respective bungalows, and that is all I can find time to tell you about his visit here. It was perhaps a lucky occurrence from various points that he was turned back in Afghanistan, because if he had been allowed to continue his ride the chances were in favor of his being struck by the Afghans for his machine and revolver, etc., or he might have succumbed to the heat of the Indian sun, as he would have arrived here early in June and the hardships he would have been compelled to go through must have been terrible, but thanks to the unexpected refusal he met with, he was compelled to return, and landing at Kurachee, made his way at once to Lahore from whence he commenced his ride through India, passing through such historical places as Umballa, Delhi, Agra, Cawnpore, and Allahabad, thence to Benares and Calcutta. I cannot give an idea of the hardships he had to contend with in passing through Asia, etc., but I can imagine what he has to go through here, and there are very few Europeans living who would care to try it on even in the cold season and possess the same amount of pluck and muscle as himself; fancy a diet for several weeks consisting of rice, milk, and stale Chippaties (cake made from flour and water), sleeping at night in a mud hovel, smelling of Ghee and stale tobacco smoke, with temperature 96° and everything damp and clammy and no one with whom you can converse, as the natives in the outlying districts speak a very mixed lingo, difficult for even the best Hindustani scholars to understand.

But in spite of bad food (and very little of that at times), wet clothes, mosquitoes, ants, jackals, Paria dogs, and other disagreeables too numerous to mention here, he keeps his health and spirits and is gaining in muscle considerably.

A. W.

The New Jersey Wheelmen of Newark, held their inaugural "smoker" last Friday. A progressive euchre party is on the cards for November 28th.

RACING FROM A FEMININE POINT
OF VIEW.

The racing costume is really very trying unless a man possess some of the beauty of the ancient Greeks. We should advise all racing men to spend the winter over arm exercise and develop those members in proportion worthy of their calves. Then, too, they all ought to be warned against the habit of stooping—a position necessary in racing may be but a most awkward carriage when it becomes habitual. This is all very truly feminine I suppose, since it is not to be imagined a man cares an iota how he looks if he can only break a record.

We saw one young athlete on the track who fulfilled in his person many of the conditions of the ideal racing man, and yet his symmetrical proportions and graceful bearing did not handicap him in the least, and we were glad to see him many times the winner. It caused us keen regret to think that this beautiful rider was a *hireling*, but, then, as for that matter, the pure love of sport to be found among them all was, I am afraid, almost an unknown quantity.

We were fortunate enough to sit directly in front of a lady who gave us the benefit of her large fund of information, and I think I can not do better than to quote some of her words of wisdom: "Yes, he is a promoter, but they are not going to have any next year; they are too much like professionals." Keen was her regret when a Star won. "Oh! I hate a Star," she said, "A man who can ride nothing but a Star ought not to ride at all." In answer to some remark of her companion she replied, "Oh, yes, of course, I must admit that the Star is fast, but then I repeat, if a man can't ride anything better than a Star he ought not to ride at all." In every race she had a favorite, and loud were her lamentations when he was defeated. She consoled herself by often repeating: "Well, it is something to be a favorite if you don't win."—IRIS in *Recreation*.

THE LONG DISTANCE CRANK.—As winter approacheth, the long distance crank begins to publish the report of his efforts during the riding season to pile up the miles. First in the field this year comes William W. Shean, of Quincy, Mass. William has already covered 6,500 miles this season, and unless the fates overtake him, he "feels confident"—would-be record breakers always feel that way—that he can grind off five hundred extra miles, giving him a record of 7,000 miles, to which he will point to with pride forever after. Mr. Shean lives 14 outside Boston, in which city he earns his bread and oleo by laboring from 7 A. M. till 6 P. M. He rides back and forth every day, and proudly boasts that he has not known the inside of a steam car for six months. After supper William dons his machine and pumps around the Boston roads in the wild chase after miles. His entire Sundays are devoted to riding. William says that he is yet alive, but he will not try for a record next year. How many men, are, like William, held in bondage by their wheels. The only commendable and profitable feature is his determination to wheel to and from business, which saves him money and gains him the health which is the result of prudent and moderate exercise.

ODDS AND ENDS.

Harry Walcott and L. H. Johnson, of the Orange Wanderers, have been making tandem path records from four to ten miles on the Roseville track. Their times were: 1 mile, 3m. 18s.; 2, 6m. 36 4-5s.; 3, 10. 15 2-5s.; 4, 13m. 19 2-5s.; 5, 16m. 46 2-5s.; 6, 20m. 35 1-5s.; 7, 23m. 45 2-5s.; 8, 27m. 13s.; 9, 31m. 01 2-5s.; 10, 34m. 19 2-5s. The timers were J. W. Smith, W. A. Belcher, and Dr. T. N. Gray.

Forty members of the Massachusetts club recently formed a theatre party and witnessed the graceful Dixey dance through "Adonis."

The Champion's record of 300 miles on a straightaway course of fifty miles is certainly a poser, and is a mark for the other markers of road records to work upon.

The point made by Gormully & Jeffery, that racing records show the excellence of racing wheels only, and cannot in justice be applied to roadsters, is well taken.

The Long Island Wheelmen will have a club run on Election Day, finishing up at the Irvington Hotel, where dinner will be provided in time to allow attendance at the inter-club race.

New York having claimed and got the office of president L. A. W. on the strength of one of its members riding the largest wheel and presenting an imposing appearance when on parade, will lay claim to the office next year on account of the extreme beauty of one of its members, but it is no go. George R. White the League will have in the future is brains and executive ability, which it has lacked for the past few years.—*Wheelmen's Gazette*.

We regret that the *W. G.* has commenced a bombardment of the New York League lights. As an admirer of Mr. Bidwell's work for the N. Y. State Division, we cannot allow such a flat footed fling to pass unnoticed. Of course, the implication is obvious that by brains and executive ability our e. c. means H. E. D. But there are two kinds of "smart" men; the one who says: "Behold in me a brainy man; have I not penned a series of letters remarkable in the annuals of cycling controversy? Note my executive ability; have I not plastered acres of dead walls and miles of fences with startling allegorical chromos? Of course I have capital and G. M. Hendee behind me. On the other hand there is the quietly "smart" man, who possesses more brains and as much executive ability as his Blatancy, but does not placard the fact where he that runs may read.

Our thanks are due to our e. c. the *Wheelmen's Gazette*. Copy was very short until the mail brought us this angel of light. We wish the *W. G.* was a weekly during the winter.

It was rather hard on a man, when a contemporary, in eulogizing his racing abilities, pronounced him a "bummer" instead of a "hummer."

A copy of *Recreation* dated October 16th, which has just reached us—October 26th,—contains a criticism of our report of the Roseville meet. It is not journalism, but mere petty puling personality, so we shall not answer it.

A Great Reward

will be secured by those who write to Hallett & Co., Portland, Maine. Full information will be sent you, free, about work that you can do and live at home wherever you are situated, that will pay you from \$5 to \$25 and upwards a day. A number have earned over \$50 in a day. Capital not needed; Hallett & Co. will start you. Both sexes; all ages. The chance of a lifetime. All is new. Now is the time. Fortunes are absolutely sure for the workers.

TABLE OF RECORDS.

AMERICAN AMATEUR BICYCLE.

MILES.	TIME.	NAME.	PLACE.	DATE.
$\frac{1}{4}$	35 1-5s.	W. A. Rowe.	Springfield.	Nov. 5, 1885.
$\frac{1}{2}$	1m. 12 4-5s.	"	"	Oct. 15, 1885.
$\frac{3}{4}$	1m. 55 1-5s.	"	"	Oct. 26, 1885.
1	2m. 35 2-5s.	"	"	Oct. 23, 1885.
2	5m. 21 3-5s.	"	"	Oct. 23, 1885.
3	8m. 07 2-5s.	"	"	Oct. 19, 1885.
4	11m. 11 4-5s.	"	"	Oct. 19, 1885.
5	14m. 07 2-5s.	"	"	Oct. 19, 1885.
6	16m. 55 3-5s.	"	"	Oct. 19, 1885.
7	19m. 47 2-5s.	"	"	Oct. 19, 1885.
8	22m. 41 4-5s.	"	"	Oct. 19, 1885.
9	25m. 41 4-5s.	"	"	Oct. 19, 1885.
10	28m. 37 4-5s.	"	"	Oct. 19, 1885.
20	58m. 20s.	"	"	Oct. 19, 1885.

ENGLISH AMATEUR BICYCLE.

MILES.	TIME.	NAME.	PLACE.	DATE.
$\frac{1}{4}$	37s.	P. Furnivall	Long Eaton	Aug 25, 1886.
$\frac{1}{2}$	1m. 15 4-5s.	"	"	" "
$\frac{3}{4}$	1m. 51 1-5s.	"	"	" "
1	2m. 30s.	"	"	" "
2	5m. 30 4-5s.	M. J. V. Webber	Cambridge	June 15, 1885.
3	8m. 20 1-5s.	H. A. Speechley	London	July 3, 1886.
4	11m. 14s.	A. P. Engleheart	Coventry	Aug 16, 1886.
5	14m. 01 1-5s.	"	"	" "
6	17m. 33 3-5s.	R. H. English	London	Sept 11, 1884.
7	20m. 30s.	"	"	" "
8	23m. 28 3-5s.	J. E. Fenlon	Paignton	Aug 4, 1886.
9	26m. 22 2-5s.	R. H. English	London	Sept 11, 1884.
10	29m. 19 2-5s.	"	"	" "
20	59m. 06 2-5s.	"	"	" "

AMERICAN AMATEUR TRICYCLE.

MILES.	TIME.	NAME.	PLACE.	DATE.
$\frac{1}{4}$	42s.	G. M. Hendee	Springfield	Nov. 4, 1885.
$\frac{1}{2}$	1m. 21 4-5s.	"	"	" "
$\frac{3}{4}$	2m. 10 2-5s.	R. Cripps	"	Sept. 10, 1885.
1	2m. 51 3-5s.	A. B. Rich	Lynn	Sept. 27, 1886.
2	6m. 01 2-5s.	"	"	" "
3	9m. 08 3-5s.	P. Furnivall	Springfield	Sept. 9, 1885.
4	12m. 15 1-5s.	"	"	" "
5	15m. 18 3-5s.	"	"	" "
10	34m. 50 4-5s.	John Williams	"	Nov. 6, 1885.

ENGLISH AMATEUR TRICYCLE.

MILES.	TIME.	NAME.	PLACE.	DATE.
$\frac{1}{4}$	40s.	Gatehouse	Long Eaton	Aug. 25, 1886.
$\frac{1}{2}$	1m. 21 4-5s.	"	"	" "
$\frac{3}{4}$	2m. 04s.	"	"	Aug. 21, 1886.
1	2m. 41 2-5s.	"	"	Aug. 25, 1886.
2	5m. 37 2-5s.	"	"	Sept. 2, 1886.
3	8m. 30 4-5s.	"	"	" "
4	11m. 26 3-5s.	"	"	" "
5	14m. 27 3-5s.	"	"	" "
10	29m. 26 1-5s.	"	"	" "
20	59m. 10 3-5s.	"	"	" "

TABLE OF RECORDS.

AMERICAN PROMATEUR BICYCLE.

MILES.	TIME.	NAME.	PLACE.	DATE.
$\frac{1}{4}$	36 2-5s.	G. M. Hendee	Springfield	July 5, 1886.
$\frac{1}{2}$	1m. 13 2-5s.	"	"	" "
$\frac{3}{4}$	1m. 50 1-5s.	W. A. Rowe	"	Oct. 22, 1886.
1	2m. 29 4-5s.	"	"	" "
2	5m. 11	"	"	Oct. 14, 1886.
3	7m. 48 4-5s.	"	"	" 14, 1886.
4	10m. 45	"	"	Oct. 13, 1886.
5	13m. 27 2-5s.	"	"	" "
6	16m. 31 1-5s.	"	"	Oct. 12, 1886.
7	19m. 16s.	"	"	" "
8	22m. 04 1-5s.	"	"	" "
9	24m. 48s.	"	"	" "
10	27m. 37 1-5s.	"	"	" "
20	55m. 36s.	"	"	" "

AMERICAN PROFESSIONAL BICYCLE.

MILES.	TIME	NAME.	PLACE.	DATE.
$\frac{1}{4}$	36 4-5s.	Fred. Wood	Springfield.	Sept. 8, 1885.
$\frac{1}{2}$	1m. 13 3-5s.	R. A. Howell	"	Sept. 28, 1885.
$\frac{3}{4}$	1m. 52	Fred. Wood	"	Sept. 8, 1885.
1	2m. 31 2-5s.	R. A. Howell	"	Sept. 29, 1885.
2	5m. 27 1-5s.	Wm. Woodside	"	Aug. 28, 1886.
3	8m. 15 3-5s.	"	"	" "
4	11m. 04 4-5s.	"	"	" "
5	13m. 50 1-5s.	"	"	" "
6	17m. 28 2-5s.	"	"	Oct. 26, 1885.
7	20m. 25 3-5s.	"	"	" "
8	23m. 23 4-5s.	"	"	" "
9	26m. 19 4-5s.	"	"	" "
10	29m. 12 2-5s.	"	"	" "
20	59m. 29 4-5s.	"	"	Oct. 27, 1885.

ENGLISH PROFESSIONAL BICYCLE.

MILES.	TIME.	NAME.	PLACE.	DATE.
$\frac{1}{4}$	39s.	H. O. Duncan	Leicester	Aug. 17, 1885.
$\frac{1}{2}$	1m. 17 3-5s.	"	"	" "
$\frac{3}{4}$	1m. 59 4-5s.	R. Howell	"	Aug. 18, 1883.
1	2m. 38s.	Fred. Lees	"	July 3, 1883.
2	5m. 36 4-5s.	John Keen	Cambridge	May 21, 1879.
3	8m. 38s.	Fred Lees	Leicester	Aug. 11, 1884.
4	11m. 39s.	"	"	" "
5	14m. 28s.	R. Howell	Wolverh'pt'n	Oct. 8, 1882.
6	17m. 34s.	Fred Lees	Leicester	Aug. 11, 1884.
7	20m. 30s.	"	"	" "
8	23m. 29s.	"	"	" "
9	26m. 28s.	"	"	" "
10	29m. 20s.	"	"	" "
20	58m. 34s.	"	"	" "

BROOKLYN NOTES.

On Tuesday, October 10th, Mr. A. B. Barkman broke the twenty-four hour L. I. record, held by Mr. F. B. Hawkins. He accomplished 205 $\frac{1}{4}$ miles between 12 M. Monday and 12 M. Tuesday, beating Hawkins' record by 3 $\frac{1}{4}$ miles.

Mr. Hawkins intended to break this record Tuesday, October 17th; but he did not feel quite well, besides, he feared the rain and chilly weather.

Mr. John M. Schoeffer, the Brooklyn correspondent for the *Wheelmen's Gazette*, took a severe header near Jamaica, L. I., while out on a tour on Tuesday, October 19th. He turned a complete summersault, spraining his right elbow, besides badly scratching his face. He was accompanied by two friends, one of whom went home with him *via* the railroad. Readers of the *Gazette* will probably miss his newsy notes. He will have to carry his arm in a sling for several weeks.

On Saturday, October 16th, eight members of the Brooklyn Bicycle Club boarded the 5.25 A. M. train at Flatbush Avenue, which brought them to Jamaica at 10 A. M. Here they were joined by one of their club-mates and the writer, and also two K. C. W. men, who tried to "do them up," but failed. After a pleasant ride in the glorious weather they reached Hempstead, having ridden *via* the Jericho Pike and Garden City, at 11.30 A.M. Having ordered dinner, six of the party under the leadership of Mr. F. B. Hawkins, took a spin on the New Bridge road. They came back at 12.15 P. M., and when dinner was announced at 12.30, thirteen hungry bicycle straddlers did justice to a very good meal. At 2 P. M. they started from Far Rockaway—the road thither is excellent—and reached the club-rooms at 6.10 P. M. Among the party were "Road-book" Barkman, Scorchers Hawkins, Laughing Jones, G. Todd, Eugene Williams, Messrs. A. and W. Haviland, Mr. W. Cole and Mr. W. S. Vail, who had organized and had charge of the tour.

Several members of the Bedford 'Cycling Club made a tour to Hempstead last Sunday.

What's the matter with the K. C. W.? One hears almost nothing about that prominent club.

INDEPENDENT.

Saturday, Oct. 22d, '86.

It is said that *Recreation* pays \$30 000 a year to Mr. J. Purvis Bruce, for the privilege of publishing all his work. The Harper's pay W. D. Howells \$20,000 per year, but they are simply not in it with *Recreation*.

The Ixion Club will hold a private concert to-night, the music being supplied by the club orchestra, under the leadership of O. L. Moses. A few invitations have been issued to non-members.

The Columbia College Fall handicap field meeting, which was held at Staten Island last Saturday, included a two miles bicycle handicap. E. Hornbostel, 100 yards start, held the lead from start to finish, winning in 6m. 29 4-5s.; excellent time for a five lap cinder path. H. Hornbostel, 100 yards, finished second. S. McGuire, scratch, third.

"No traveller should despise railways. Rapid trains, lightning trains are not the worst triumphs of civilization. We breakfast one morning in London, the next morning at Luzerne, and dine that evening at Milan. We commit ourselves to a sleeping-carriage and wake up some days afterward at Rome or Constantinople, having found all our wants supplied in our travelling house. But this rapidity is purchased at some cost. There are towns which the habitual travellers never see. Early in an autumn morning we brush the film from our windows to catch a glimpse of the hill-fortress of Laon, or of the cathedral of Rheims. If we wish to visit them, we must get out in the cold, and wait twenty-four hours for another train. Other names great in history or art pass by us unnoticed. We know the refreshment-room at Amiens better than its cathedral. What is the remedy for this? We cannot return to the days of travelling carriages. The old post stations are shut up; post-horses and postillions are not to be had. We should not like to stable our horses in the close, ill-smelling hovels which would be offered to us for accommodation. It is poor fun to take a walking tour along the hard highroad. Luckily, civilization has provided the best remedy for its own ravages. The bicycle supplies the place of the pad-horse, and the tricycle of the gig. We rattle merrily along the macadam at the rate of seven or eight miles an hour; our steeds only need a few drops of Tringham's oil; we carry in our wallet enough clothes for a night or two, and send our heavy luggage by train or diligence. We are restored again to the delights of the road—we see the hills, the open fields, the peasantry, and the country inns; we stay in

many an old town forgotten since the time of our grandfathers; we have freedom, air, and exercise of our bodies, and plenty of entertainment for our minds."—*Blackwood's Magazine*.

The Chelsea Bicycle Club had its first Annual road race Saturday afternoon, over a 12 miles course, from a point in Everett avenue to Cliftondale avenue and return. At 4.02 o'clock Simpson started, having five minutes handicap. Roberts, Turner and Fracker were the next starters with four minutes handicap, and two minutes latter Pratt was off. The scratch starters were Woodman and Frost, who were very evenly matched. On the start the handlebar of Frost's machine broke, and he was compelled to drop out. The riders finished in the following order: Roberts, 48m. 11 3-5s.; Simpson, 48m. 11 4-5s.; W. S. Fracker, 48m. 12s.; Woodman 50m. 19 4-5s.; Pratt 53m. 44 2-5s.; Turner, 55m. 14 4-5s. The officers of the course were: Referee and starter, Mr. Abbot Bassett; judges, Messrs. Seward and Hardy; timer, Mr. A. D. Stoddard; checkers, Messrs. C. C. Walker, G. H. Danforth and R. G. Beazley.

Following were the prizes: first, a pair of opera glasses; second, a revolver; third, a silver cup. As an extra prize, Mr Bassett offered a year's subscription to the *Cycle*, for all those who covered the course in 50 minutes.—*Boston Herald*.

FIXTURES.

NOV. 2.—Twenty-five miles Road race of Inter-Club Road Racing Association at Roseville, N. J.

FOR SALE—54-inch Expert, Columbia pattern, 1885, full nicked, ball bearings, in good order. Also King of Road Lantern, bundle carrier and L. A. W. badge with genuine sapphire. Machine \$85. Sundries at a bargain. Can be seen at 218 Washington St., New York City. E. J. WESSELS.

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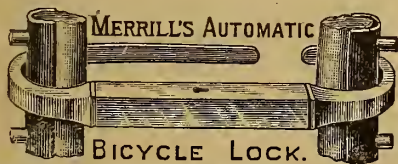
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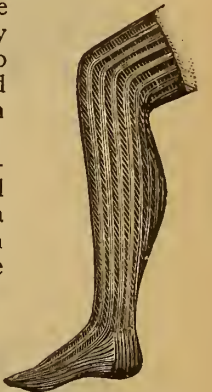
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