



VOL. IX.—No. 10]

NEW YORK, DECEMBER 4, 1885.

[WHOLE NUMBER, 218.

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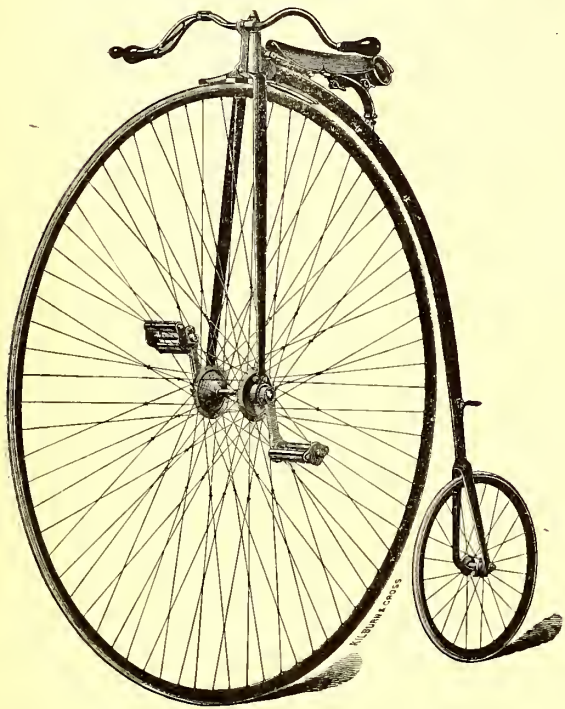
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A Superbly Built Wheel, Rigid, True Running.

From N. Y. Cyclist and Athlete, September 18.

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From Bicycling World.

"The Royal Mails have proved thoroughly reliable, and I doubt if the repairers see them as often as some others."

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Of the many Royal Mails in the Eastern Division of the Big Four Tour of this year, not a single one gave out in any particular, while other makes, broke down under the strain of the bad roads.

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Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest.

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the Company. Make all Checks and Money Orders payable to THE CYCLING PUBLISHING COMPANY. We cannot use stamps other than the two or one cent issue.

WHEEL GOSSIP.

The special delivery messenger of the Battle Creek, Mich., P. O. makes his rounds on a bicycle.

A college student, at Princeton Ky., has been fined five dollars and costs for riding a bicycle on the streets.

The Boston Institute Building, which once, in the pioneer days of cycling, held all the American records, has been sold.

The Elizabeth Wheelmen keep a record of each month's riding. Mr. D. B. Bonnett heads the list for October, with 536 miles.

Hart, of New Britain, Conn., is reported to be quite a fast man. In a ten mile spin recently he made the distance in 38.24.

The Buffalo B. C. will while away the dreary evenings, by holding a series of social and musical entertainments during the winter.

A favorite run of wheelmen in the "Golden Gate City" is from San Francisco to San Jose. The road is described as simply inimitable.

The St. Louis tricycle school opened some time since at the Globe Rink, is reported to be well patronized by wheelmen and in a prosperous condition.

Under the caption of "Good News for Philadelphians," the *Bulletin* reports a number of streets and avenues which are to be either macadamized or asphalted, suitable for cycle-riding.

Dr. W. G. Kendall's twenty-five road race, as well as the numerous other runs of the clubs in and around Boston, that were to have taken place on Thanksgiving Day, were indefinitely postponed.

In Williamsport, Pa., on Nov. 20th, the Wheel club formally opened their new and elegantly furnished hall, 16x20 feet, in the Hays block. A collation was the most interesting feature of the opening.

The City of London T. C., grasp time by the forelock with a vengeance. They have made these fixtures for 1886: Club dinner, Jan. 15; club races at Crystal Palace, June 5; garden party at Merton, July 10.

Master George Nash, the Springfield "Manipulator," has found an unoccupied field for fancy riding in Northern Michigan. He is at present performing in Houghton, situated in the mining districts of the northern peninsula.

A Louisville paper remarks that Brooks says he can show prizes won in England ten years since. When he made his first appearance at Washington two years ago, we thought he was not so new a hand at the business as was believed.

The Massillon Wheel Club, of Ohio, held an entertainment recently. Many enjoyable novelties in the racing line were run off, but the events of the day were the fancy drill by the club-team, and "a Kangaroo vs roller-skate race, won by the skater.

The Mechanic's Fair Building, Boston, was opened as a roller-skating rink on October 25th. The ground floor is devoted exclusively to skating, but in the balcony is a riding school and six lap track of maple, forty feet wide, solely for cyclists.

F. R. Fry, the celebrated long distance rider, has removed to Weston-super-Mare, in easy reach of that renowned track, where he will endeavor to make some new long distance records in the spring. We understand that he is confident of giving Rowe's 20-in-the-hour, the go-by.

TEN MILE TRICYCLE:—On November 18th, at St. Louis, T. W. Eck lowered the ten mile tricycle record, of 41.03 by H. W. Higham, August 5th, '85, at Washington, 5m. 30.3-5s. making 35.32 2-5. The world's record is 32.33 3-5, by M. J. Lowndes at Surbiton, England, on June 21st.

Mess. Westbrook and Hacker, the fancy riders, have lately attained considerable notoriety from the excellence of their performance. The best feat is Westbrook's mounting, dismounting, and doing other various things, on the bicycle, Hacker the while, standing erect on his shoulders.

George Hosmer, the rowing celebrity, has invented a rowing machine for indoor practice. In form, it is of the size and bulk of the tricycle, and constructed in a similar manner. He doubtless obtained his idea from this machine. Hosmer claims to have made a mile on it to the tune of 3-45.

The 'Cycling press of the "rival cities" are endeavoring to arrange a series of rink races for the winter, whereby riders from St. Louis and Chicago can meet in friendly contest. The idea is a good one. Whittaker and Van Sicklen, we think, would make a grand race at any distance up to twenty miles.

All the prominent fancy riders, besides not a few amateurs from Podunk and Wayback,, attracted by Canary's enthusiastic reception, have evinced their determination of visiting England next season. Among the most noted are mentioned Tufts, Friedberg and Wells, Annie Sylvester, and the Speedwells.

S. G. Whittaker last week attempted to ride 20 miles inside the hour, but was compelled to stop at twelve miles, which he made in 36.29 3-4. We are informed that Whit does not claim his Kangaroo record of 2.45 3-4 at the Crescent Rink, as the track was found to be four-fifteenths of a mile short. That's right,

Whit! Don't claim a record that you think can hardly go down.

Now that winter is approaching, the rinks of this and other cities are preparing for the skating season with great ardor. Bicycle vs. skate contests are in order, and will undoubtedly receive their full share of attention. Several have already been run off. At a Boston rink recently, Coombs of Wakefield, on a bicycle, defeated by a long distance O'Melia and Hathorne, on skates, the skaters each going one mile, in a two mile race.

Quite an interesting road race was held in St. Louis on Nov. 20th. It was a contest between four of the city's best riders, P. W. Stone, A. A. Hart, Hal Greenwood and H. O. Oellien. The distance was 18 miles, to a certain pump at Forest Park. Stone won in 1.05.25, with Hart second, two minutes later, Oellien third, Greenwood, o. The race was rather a disastrous one for Greenwood, as he was the promoter of it, and expected to win. He attributes his defeat to five headers taken on the route, and the loosening of the tire on his Star. Oellien, who came in third, and is really a novice in wheeling, is spoken of as St. Louis' "coming man."

The "Trick Mule Bicycle," was the feature of an entertainment held at the Newark Roseville Rink last Monday. The management offered a handsome cane to the first gentleman who succeeded in riding it twice around the floor without falling. In person, the "Trickster" is an antediluvian, iron-spoked boneshaker of ye olden time. Many efforts to ride the machine, by old experienced wheelmen and others were alike unavailing, and called forth the mirth of the audience, provoked by the ludicrous positions assumed by the ambitious riders, just after the boneshaker would "hump" itself. But one person succeeded in bestriding the machine for any length of time, and he on a second trial, profiting by the experience gained in his first essay.

The bicycle riders of whom Jersey City, has a smaller proportion than perhaps any other city in the land, join the carriage riders in the cry for better roads. Some people deem these two classes of citizens of the sort who ask only for luxuries, but it should not escape notice, that they are generally also of the class who pay for city improvements, and help to make a city grow. Give Jersey City such roads as may be found in most well kept towns, and an increase of population of the good classes will follow. The bicycle men may not be so far out of the way as some think, for the best test of a good road is the wheelmen's liking for it, and a good road means a prosperous town. Certain it is that Jersey City is now the only place in which a bicycle excites notice, and by this much at least we are behind the times.—*Journal*.

The first bicycle in use was the Draisine, patented by Baron von Drais, in 1816, consisting of two wheels of equal size connected by a bar, on which the seat was placed, and propelled by the rider striking his feet against the ground. It was introduced in England the following year, and soon afterwards made its appearance in Philadelphia, New York and Boston, where for a time it was quite the craze. In 1863, a Frenchman applied cranks to the fore wheel of the Draisine, and some further improvements were made in 1866, and in 1868, it became quite popular for a year or so, when it was as summarily abandoned. In 1878, the first American company for the manufacture of bicycles was organized. From that time on, its continuous success, in overcoming the prejudices of the people, and establishing itself on a firm foothold is public property.

THE WHEEL.

Dan Canary's dates are filled up to March, '86.

A bicycle club with eleven members has been organized in Keyport, N. J.

Wellsboro (Pa.) Wheelmen held a very pleasant second annual hop on Thanksgiving evening.

The members of the Chicago Bicycle Track Association have been assessed, to make good \$1,500 lost this year.

The *L. A. W. Bulletin* informs its readers that there are several large clubs, notably in New York, Boston, etc., that should be in the League.

John Nicholson, of Minneapolis, Minn., and so-called champion of his state, has sailed for Ireland on a visit, where he will doubtless do a little racing.

Wheelmen of Columbus, Ohio, are considerably elated over a case in which a young loafer was fined five dollars for making off with the handlebar of a bicycle.

Thomas Hallem, champion of Tasmania, recently rode 100 miles in 9h. 9m., on a Rudge roadster. This becomes the century record for Tasmania, eclipsing all previous performances.

The directors of the Weston Super-Mare Recreation grounds in England, have decided to hold a cycling meeting on the open air track December 26th. Great Scott! It makes us feel chilly.

D. Rudge & Co., Coventry, England, have presented Mr. H. D. Corey with a tricycle valued at \$275, in recognition of the wonderful times and success of R. Howell, in America, under the care of Mr. Corey.

Mr. Adolph Escens is travelling through Kansas and other States, on a business trip, by means of a bicycle. He has reached Junction City, Davis County, Kansas, and reports the roads in that vicinity as bad.

It is said that R. H. English will abandon the Humber next season, the machine on which all his victories have been won, and in future ride the Rudge. We suppose that Messrs. Rudge & Co. outbid the Humber people.

J. D. Macauley, of Louisville, Ky., doubtless holds the best riding record for the season in the South. He has already travelled five thousand miles on his Expert, and expects to add another thousand before the coming of winter.

From an English contemporary we glean that the Messrs. Ogden, senior and junior, have been granted a patent for "an auxiliary air vacuum motor for gaining power on bicycles and tricycles." How quickly they snap up the Copeland idea.

We are informed by a Southern correspondent of the *Mirror Am. Sports*, that in a two-mile bicycle race on the Charlotte, N. C., Fair grounds between Asbury and Maxwell, the former won in 6m. 10s., thus establishing a Southern record.

The Maverick Wheel Club, of East Boston, is said to be rapidly outstripping its rivals in popularity and membership, and gaining an enviable reputation as a live organization. The M. W. C. was organized on March 12, 1884, and has thirty members.

The Bay City Wheelmen, of San Francisco, are agitating the track question. It is quite

probable, that before the close of next season San Francisco will possess a track second only to Hartford and Springfield. Golden Gate Park has been selected as the site.

The St. Louis *Critic* says that on Thursday, Nov. 26th, S. G. Whittaker clipped 2m. 19 2-5s. from Hendee's fifty mile record made at Springfield on the 10th, accomplishing the distance in 2:55 38 3-5. The particulars are very meagre and unsatisfactory. The record will hardly go down.

The N. C. U. vs. A. A. A. war (of words) still continues on the other side. As far as we understand it, the latter body has the right of it. At any rate the members of the N. C. U. must be weary of the continual strife, and bless their officers for engaging in such a useless battle.

A young son of Ex-auditor John S. Lufburrow, of Monmouth, N. J., departed to join the majority on Nov. 21. He was riding a bicycle a few days previous to his death, and was thrown from the machine, breaking his arm in two places, the bones protruding through the flesh. His demise was hastened by gangrene setting in.

A perusal of this issue of THE WHEEL will reveal the many off-hand records reported to have been broken during the past fortnight. Prince, Eck, Woodside and Whittaker have all had a rap at the long-distances. While no question has been raised as to the honesty of the performances, we wish it distinctly understood that THE WHEEL does not accept them until further proof is offered.

The Lynn Cycle Club held an entertainment at the Coliseum on Friday evening, the 28th. Ayers, of Lynn, won a three-mile handicap race, from a large field. W. W. Marshall, Beverly, gave an exceedingly clever exhibition of fancy riding, closing by riding a carriage wheel. Messrs. Marshall and Tift played an interesting game of polo on Star bicycles, followed by a remarkably pretty drill. A game of polo between teams from Lynn and Beverly, was won for Beverly by her representatives, Messrs. Marshall and Tripp. Dancing followed the racing events, and a very pleasant evening was passed.

Outing for December has been received, and is one of the most interesting numbers of that magazine yet issued. Thomas Stevens portrays in life-like style, his wanderings through Bulgaria and Servia, *en route* for Teheran, Persia, now the seat of war. Mr. M. W. Hubbard, a missionary at Sivas, Asia Minor, writes a letter chronicling Stevens' arrival there, and tells how he was received. Jo. Pennell has an interesting sketch entitled "My Scorch to Ripley," hardly up to his usual standard. Other sports are well represented, while the *Monthly Record* contains condensed reports of all cycling affairs during the past months.

A series of home trainer races came off at York, England, on Nov. 11th. The mile handicap was won by a Mr. Nordaby, 15s. start, in 1.50 1/2, from sixteen pedallers. The two miles scratch was captured by R. Leach, out of eight starters, in 4.35. This class of racing is becoming very popular with our English cousins, and very justly too. Over there, they use a common bicycle attached to a stationary stand, on which they can do some rattling riding, as the times above will testify, the distance being taken by means of a cyclo-meter attached to the wheel. Our advice to any club, wishing to imitate their example, is to send thirty dollars to Bull & Bowen, Buffalo, for one of their home trainers.

GRANT BELL SERIOUSLY INJURED.

ST. PAUL, Dec. 2.—Grant Bell, the champion bicyclist of the Northwest, has ridden his last race. Last night while asleep, he walked through a window at his home and fell a distance of 23 feet. His spine was seriously and permanently affected. Bell has been the champion of the Northwest for some time past, and recently achieved a national reputation as a fast short-distance rider by twice defeating Woodside, the Irish champion, at five miles.

ECHOES FROM BOSTON.

THE LEAGUE MEET FOR 1886 AND ITS MANAGEMENT. POINTERS ABOUT CLUBS AND INDIVIDUALS.

The Boston *Sunday Globe* will publish this week a challenge from Robert A. Neilson, Boston's professional, to John S. Prince, to race him any distance from one to twenty miles, for \$500 a side, and to show that he is dead in earnest Neilson has deposited \$50 with Mr. W. D. Sullivan, Sporting Editor of the *Globe*. The challenge is accompanied by a letter in which Neilson expresses his surprise that Prince should claim he won two races on fouls at Chicago when the fouls were promptly disallowed. The writer claims that his records are all properly authenticated, while he doubts if any one but Prince himself would believe in the records which Prince claims as his own. He further says that unless Prince covers the deposit inside of two weeks, he will draw down the money, and take no further notice of what he is pleased to call Prince's empty boasts. The articles provide that the race shall take place at Springfield before the first of June, 1886. To this document Robert subscribes himself champion of America and Canada.

How tiresome all this championship talk. Still it is refreshing to note one of these paper champions put up his money. It is to be hoped that Prince will cover the deposit and the race be held, for in this instance if it should be, there is little doubt that it would be "for blood," and that the best man would win.

Massachusetts wheelmen have begun to discuss the details of the League Meet in 1886, and the talk among them has demonstrated two things quite plainly. One is that the affair can be made, and probably will be made the greatest meet the country has ever seen. The second thing is that in order that it should have the full measure of success that is due to it and to the League, the preliminary steps as to the manner in which, and by whom it shall be conducted, must be arranged with great care and no little diplomacy.

To understand this better, I will as briefly as possible state the situation. The Massachusetts Division has extended an invitation to the League to hold the meet in the State, and the League has virtually accepted the invitation. The Massachusetts Club has invited the Division to hold the meet in Boston, and that invitation is now being considered by the State Board of officers, Chief Consul Ducker having taken a mail expression concerning it. He has not promulgated the result, because it is not just exactly such an expression as would suit the Massachusetts Club. To sum up, the officers are willing to accept the invitation with the proviso that the whole business shall be run by the Division, this in effect is a declination of the invitation.

Thus it is plain to be seen that right here is obstacle number one. The next element that enters into the question is the Boston Club. The Boston Club has voted to join the League, and will do so Jan. 1. It will be remembered

that they withdrew from the League some years ago, on grounds that to them were amply sufficient and amply sufficient to many others. They have gone back to us now because of their pride in Boston as a city that should entertain visiting wheelmen second to none, and because they believe that the League has entered upon an era of usefulness and prosperity, which it is their duty as the oldest cycling organization in America, and among the first in point of numbers, influence and wealth, to aid with all their power the perpetuation of that usefulness and prosperity. The League should, can and must receive them without giving one thought to the past, but as brothers ready, willing and able to work for the organization, and by so doing for the cause of the world over.

There has always been much rivalry between the Massachusetts and Boston Clubs, and it now becomes the task of the division officers to so arrange this League Meet programme as to do away with the slightest feeling of that rivalry, other than the ordinary pride of a club, and in order to crown the 1886 gathering with the greatest possible need of success positive, an unqualified unity of action must be obtained. In order to bring about this so greatly to be desired result, I have proposed a scheme to the Chief Consul which seems to me the only proper one to adopt. It is this: Place the whole matter in the hands of a committee of fifteen members of the League, of which the Chief Consul shall be ex-officio a member and chairman. The committee to be appointed; three by the Massachusetts Club, three by the Boston Club, three by the Dorchester, three by the Cambridge Club, and three by the Massachusetts Division. Could there be a better plan devised to secure harmonious unanimity, perfect satisfaction and the grandest cycling reunion the world has ever known?

POINTERS.

Lieutenant Peck of the Massachusetts Club is organizing his drill squad and great things may be expected of them. Wonder if "Lonny" will work in the stand still?

The Boston Club will hold a meeting tomorrow night to appoint a committee to nominate officers.

F. A. Woodman of the Chelsea Club claims a record for season of 1885 of 3,300 miles. "Woody" is a terror and no one doubts his figures.

Dr. Kendall's 25-mile road-race which was set for Thanksgiving Day, as well as the proposed road-race of the Boscobel Club, of Lynn, are off for the season. They may be looked for among the early spring fixtures.

L. D. Munger has written a letter to the Boston *Globe* substantiating his recent road performance from which it appears that his record of 259 13-16 miles was honestly and faithfully made.

The committee of the Suffolk Wheel Club has at last succeeded in securing a suitable club room, and it is now available for members and their friends. It is located at 443 Broadway, between F and Dorchester streets, and will soon be comfortably furnished.

Recent additions to the Cambridge Bicycle Club, are George H. Gould, Hastings D. Wright John McConnell, H. E. Lombard and George H. Jacobs. Mr. Jacobs was formerly a member of the Worcester Bicycle Club, and has a mile record better than three minutes.

The entertainment committee of the Springfield Club has not as yet done anything to-

wards a series of sociables during the winter months or towards arranging for the ball February 22. The scheme of substituting a series of sociables for the ball is not looked upon with favor by many members.

The season has now so far advanced that it is probable that McCurdy will not attempt to regain the 24-hour road record until next spring. He is in excellent trim, and it is only the weather which has prevented him from essaying the feat. He is still in training at the Faneuil House, Brighton, and yet hopes to capture the 50-mile record.

The cycling fraternity of Boston are greatly exercised over the approaching entertainment and carnival of the Massachusetts Club which is shortly to occur at the Mechanics' Building. The club is making great preparations and the carnival can hardly fail to prove a most entertaining and delightful affair.

Snow to-day, and consequent sorrow in the breast of winter riders.

Boston, Dec. 1, 1885.

W. I. HARRIS.

RENTON VS. AARON.

The quarter of one boat to Staten Island on Monday last, took down a party of witnesses, the "expert," the prisoner and the lawyers, in the celebrated libel case of Renton vs. Aaron, which will be remembered was reported at length in our columns, but owing to postponements and a failure to come to some understanding was again brought up for trial. The ocean voyage was successfully accomplished, and we were soon greeting the combined judge, commissioner of deeds, stenographer, etc., who invited the party to take possession of the court-house while the court went to lunch, remarking in a casual manner that a stove had been put up to warm and cheer but not inebriate. Pretty soon the case was called and the Scranton witness had hardly been put through the mill of damaging unshaken testimony, when the counsel for the prosecution was seen to wriggle, and finally called Mr. Gulick aside and suggested to the court that they adjourn for a beer, remarking that the case could probably be adjusted.

Then the real facts came out, and it seems that the outraged feelings of the offspring could only be appeased with glittering gold and the worthy secretary-editor of the L. A. W. gracefully drew his check to cover expenses, and the sensational case was settled with the understanding that a short explanation should follow in the *Bulletin* of this week.

The case is not without some good points. It will make racing men more careful of their attire on the racing track, and it will also warn clubs to insert on their programmes the well known phrase, "the right to eject any entry is reserved," which appears on the announcement card of any first class athletic club contest, and is a good point to remember.

POSTAL STATISTICS.

Editor of The Wheel:—I am glad to see that you have reprinted from *Wheeling*, the interesting note of Thomas Stevens, announcing that he had safely completed the second stage of his round-the-world journey, on the last day of September, (five months from Liverpool), and that he will devote the winter to the composition of his *Outing* articles, at Teheran, Persia.

I wish to remind his American acquaintances that a five cent stamp will carry a half-ounce letter to him there, in about six weeks; that a postal card may be sent thither by affix-

ing a one-cent stamp; and that a one cent stamp will also take to Persia a copy of *THE WHEEL*, or any two ounces of printed matter.

Considering the cheapness of the postage, I hope a good many congratulatory messages may be mailed to this intrepid traveler, who has already accomplished an exploit that impresses the popular imagination more than anything else yet done upon a bicycle. It will half strengthen his spirit for the last and most desperate section of the journey, if the men whom he met in America send him such direct assurances of their pleasure in his success, and good wishes for his future.

As for myself I may be addressed during December, at West Springfield, Mass.; though whatever comes for me to New York will be duly remailed. I have now learned to write quite readily with my left hand, but I hope to make faster progress next month, by having others write at my dictation.

KARL KRON,

Washington Square, New York.

Nov. 21, 1885.

WOODSIDE DEFEATS BELL.

The last of the series of three five-mile races between William M. Woodside and Grant Bell, occurred Nov. 24th, at the Washington Rink, the attendance being larger than on any previous occasion. Woodside appeared on the track mounted on a new 57-inch Columbia light roadster, received the previous afternoon from S. F. Heath & Co. Bell was mounted on his favorite Star, weighing 40 pounds. The start was a good one, Woodside taking the pole and the lead. From the very first lap it was apparent that he would win the race, but when at the nineteenth lap he was one-half a lap ahead, a storm of applause swept through the great building that shook the rafters. Both men went for all that was in them, and around the raised curves they maintained about the same rate of speed as on the straight. Woodside now began to gain more rapidly on his opponent until at about the thirty-fourth lap, or about four miles, he was at Bell's wheel. The applause was now loud and continuous, and when the bell announced the race won, the champion must have felt gratified at the three hearty cheers which went up from the whole vast concourse for him. Manager Clark, who by the way, takes as much interest in the race as any youngster present, could hardly contain himself as the whirring wheels went past the scorer's stand. He was here, there, and all over the rink, and his cheer to the contestants resounded to the echo. The score by miles was as follows: One mile, 2m. 55s.; two miles, 5m. 50s.; three miles, 8m. 50s.; four miles, 11m. 30s., and five miles, 15m. 19 2-5s. This is the fastest five miles ever run in a rink, Prince, the nearest to this record, having made the five miles in a Boston rink in 19.23.

At the close of the race Woodside was presented with an elegant bouquet of flowers from Mrs. Louis Etzell.

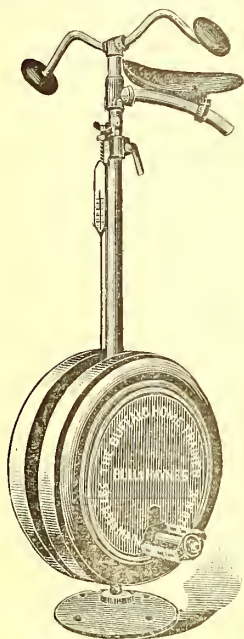
The scorers were E. A. Savage, E. J. Hale, P. S. Bates; the timers were T. E. Reed and O. W. Smith; S. F. Heath acted as starter, and L. B. Graves as referee.

WOODSIDE BREAKS A RECORD.

William M. Woodside made a successful attempt Nov. 21st, at the Washington Rink, to break the 10-mile professional American Safety record of H. W. Higham, of 38m. 12 1/2s., made at Washington, D. C., in August last. The curves at the rink had been raised and a surveyor yesterday measured the rink, making one lap to measure 683.65 feet. Following is the record made: 1 mile, 3m. 5s.; 2 miles, 6m. 14s.; 5 miles, 16m.; 7 miles, 22m.

THE WHEEL.

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Adjustable all around.

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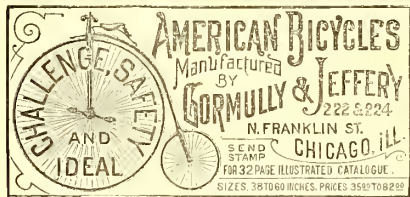


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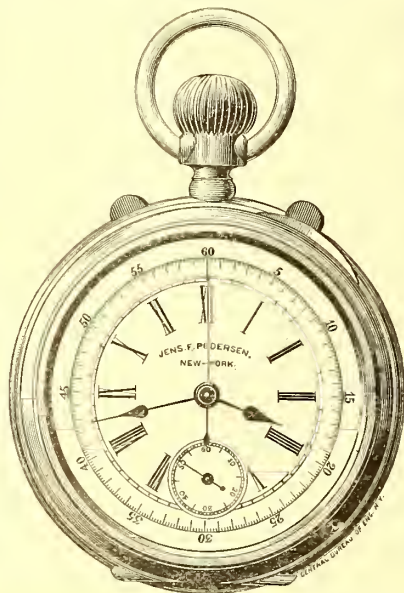
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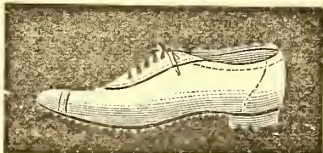
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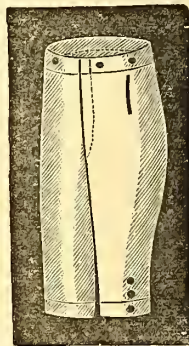
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30s.; 8 miles, 25. 36 3-4s.; 9 miles, 28m. 47s.; 10 miles, 31m. 54s. This is very near the world's record of 29m. 20s., made in a 20-mile race, won by F. Lees in Leicester, England, August 11th, 1884. The scorers were E. A. Savage and E. J. Hale, and the time-keepers, O. W. Smith and James Alger. There was a large attendance at the rink.

Editor of Wheel:—The above report clipped from *Tribune* of Sunday is, I think, quite correct, but in view of the time made last evening, 15m. 19 2-5s., the track *might* be a trifle short, and as the manager is naturally anxious to establish a reputation for his rink as a good place to race in, I think the time should be taken with due consideration. Woodside rode a fine race from beginning to end, but was unable to lead Bell by more than a lap, though he did his best to pass him. It was evident to all that with raised corners, Woodside had about the same advantage over Bell that Bell himself had on a level floor. Woodside took the curves at racing speed, while Bell manifestly slowed up as he came to them. Still that was Woodside's good fortune, and no one in the crowd begrudged him his well-won victory, while all his friends were rejoiced that he had a fair chance to show what speed he was really capable of. The management announces a 50-mile race between Woodside and Bell to take place later in the week.

Yours truly,
L. B. G.

RECORDS AT ST. LOUIS.

On November 14th, John S. Prince made a successful attempt to lower the 50-mile bicycle record, recently established by W. M. Woodside, on the Fair Grounds track, 2,180 yards in length, a little over three laps to the mile. The officials were: Timers, Jno. P. St. John, L. S. C. Ladish and Louis Lueders; starter and referee, S. G. Whittaker; scorer, L. Lueders.

Prince started on his long trip shortly before 3 P. M., when the wind was blowing very strongly across the track, but it gradually eased up, and at the finish of the ride had entirely died out. He started in at a good pace, but fell way behind Woodside's records till the last five miles, completing the fifty in 2h. 53m. 54s., about three minutes better than the previous record.

The record was made under adverse circumstances, the last four miles being necessarily ridden in the light of the moon. There is hardly any doubt as to the correctness of the time and track, as the former was taken very carefully, and the latter measured and re-measured prior to the start. The following table compares Prince's time with those of the previous holder, Woodside:

PRINCE.				WOODSIDE.			
Miles.	H.	M.	S.	Miles.	H.	M.	S.
5		16	8	5		14	33
10		32	13	10		29	21 2-5
15		48	37	15		44	24 3-5
20	1	4	44	20		59	29 4-5
25	1	21	48	25	1	15	33 2-5
30	1	38	52	30	1	32	56 1-5
35	1	57	25	35	1	51	25 2-5
40	2	15	20	40	2	11	46 2-5
45	2	34	30	45	2	33	48 3-5
50	2	53	54	50	2	56	19 4-5

While Prince was endeavoring to down the fifty mile record, T. W. Eck, on a Columbia tricycle, made his appearance on the track, and established a new quarter mile record. The weather was against him as before stated, and it was reckoned impossible to do anything fast, but Eck made a plucky race, and came under the wire in 44 2-5s., lowering the exist-

ing record two fifths of a second. He slipped his pedal just before finishing, thereby losing a second or so of time. The world's record for the distance is 42s. by Geo. M. Hendee.

SOME MORE RECORDS.

The best bicycle race ever ridden in the Northwest was that which occurred on Nov. 27th, at the Washington rink between William M. Woodside, champion of Ireland, and Grant Bell, of Minneapolis. It could hardly be called a race, so far as Bell was concerned, for he stopped for several minutes, and although he received five minutes start, he is unevenly matched to race with Woodside. Several spurts, however, were made between the two, which always resulted in victory for Woodside. If the latter had not stopped twice for a drink, and if Bell had been a better pace-maker, or the track had been larger and out of doors, to-day Woodside would hold the world's professional record for 50 miles. As it is, there are few who saw the expert rider last evening but will believe confidently and honestly that Woodside on this same track can break the record held by Wood, of England, by seconds if not minutes. His riding was graceful and easy, and as Johnson the Roller skater, Champion of Indiana, bears the palm for the poetry of motion on the race track, so Woodside may be said to bear the same as a 'cyclist. One other thing kept him back, and that was the want of communicating to the rider some knowledge of the time he was making.

The conditions of the race were that the second man should ride 35 miles in order to get second money, \$25, and the winner was to get \$75, or if Woodside broke his own record of 2h. 56m. 19 4-5s. he should receive a special purse of \$60. Bell was to have a start of five minutes. When Woodside started he had in his mind to break the record recently made by Prince at St. Louis on an out of door track, which the latter rode in 2h. 53m. 54s. to break the record of Woodside. The latter was confident he could do this, but when he got at it he rolled the miles off with such rapidity that the world's record of 2h. 47m. 20s. hung for a while trembling toward his grasp.

The race was called for 7:30 o'clock, but it was some time after before Bell appeared on the track. In his five minutes' start he got a lead of 11 laps. Woodside broke in at a rapid gait, and passed Bell three times in 21 laps. As the latter finished his first 100 laps, Woodside was just two laps behind. Then both commenced to spurt, Bell leading the race for 23 laps. Woodside soon after took the lead, and was riding a lap in 25 seconds, while Bell had slowed down to 35 seconds. On the one hundred and sixty-third lap, or 63 minutes after Bell's start, the men were riding on even terms. Woodside passed the five-mile post in 15m. 34 2-5s., and Bell in 17m. 53s. At the twenty-second mile Woodside rode several laps at a 2:40 gait, while Bell was moving along at 3:05. At the 32d mile Bell, who was several miles behind, stopped and did not start again until Woodside had finished his 39 miles. On beginning the 44th mile both men spurted with Bell leading at a tremendous gait, but although he had taken a rest, he could not draw away from the champion, and this spurt was kept up until Bell retired from the track with 37 miles 5 laps to his credit. Woodside was continually cheered by the large audience present, and when he closed the race three cheers were given, and Manager Clark stepped forward with an American flag, stating that as he bore the name of Champion of Ireland he was also deserving of the emblem as Champion of America.

Bell is undoubtedly the best Star rider in the Northwest, and on a rink floor without raised

corners the best in the country. He is a fine wheelman, but with Woodside in a race conditioned as the one on Nov. 27th, he has no place. Woodside's machine was a 57-inch Columbia light roadster, which was recently received through S. F. Heath & Co. from the Pope company, and is valued at \$150. It was fitted with the Kirkpatrick saddle with spade handles.

The track was recently surveyed, and measures 685.65 feet to a lap, and 386 laps to 50 miles.

Woodside's record by miles is as follows:

Miles.	H.	M.	S.	Miles.	H.	M.	S.
5		15	34 2-5	39	2	09	59
8		25	02	40	2	13	27
10		34	26	41	2	17	03
25	1	21	06	42	2	20	32
30	1	37	36 1-2	43	2	23	59
31	1	40	36	44	2	27	27
32	1	44	37	45	2	31	..
33	1	48	24	46	2	34	33
34	1	52	27	47	2	37	47
35	1	56	..	48	2	41	04
36	1	59	30	49	2	44	26 1-2
37	2	02	57 1-2	50	2	47	34 3-5
38	2	06	37 1-2				

Bell's time so far as taken was for five miles, 17m. 53s.; 10 miles, 34m. 26s.; 25 miles, 1h. 23m. 5s.

It will be seen by a reference to the table, that Woodside's last mile was about the fastest made.

The timekeepers were James Alger, O. W. Smith and E. A. Sargeant; scorers, Charles E. Shebard, C. B. Elliott and E. J. Hale; referee and judge, S. F. Heath.

[We should like to know whether the track had a raised curb or simply a chalk line, and how the miles were determined upon a track of uneven laps.—Ed.]

Editor of the Wheel: I was unable to be present at the race in person, so I clip the above from the *Tribune* of the 28th. Those who were there tell me it is quite correct, and I believe the measurement of the track is now generally accepted by wheelmen. Fourteen members of the wheelmen here made the run to St. Paul and return on Thanksgiving Day, a distance of 30 miles, under the direction of the Mercury Club. Four of the "Alert" Club of St. Paul came over early in the morning and rode back with us. Roads were hard and dry, and in very good shape for this time of year, while the day was all that could be desired for a ride. We imagine that Eastern wheelmen did not have as favorable circumstances for their runs. Our Captain, John Nicholson, is at present in London on business, but is expected back in a couple of months. Doubtless he will take advantage of the trip to bring home a new wheel with him.

Yours truly, L. B. G.

TEN MILE PROFESSIONAL TRICYCLE RECORD.

On the board track of the Fair Grounds, on November 19th, Thomas W. Eck lowered the ten-mile tricycle record 4 minutes, 28 seconds, making the distance in 35:32 2-5. The previous record was H. W. Higham's made at Washington last August. A stiff breeze was blowing throughout the run and greatly impeded the rider. Were the elements more favorable Eck would doubtless have bettered the time by a couple of minutes. Everything considered, the performance was a remarkable one, and we congratulate the plucky triker on his improved form.

He rode a Columbia machine, and his is the first

THE WHEEL.

The last of the season's notable race-meets in England, was the Cambridge University races, on their own track, Nov. 12th. The mile handicap was won easily by G. Gatehouse, scratch, with G. F. Searle second, in 3:13 2-5, a time hardly worthy of the so-dubbed champion. Gatehouse also won the mile tricycle from a handicapped field in 3:34 4-5 as well as the five miles bi., scratch, in the very slow time of 18.42 3-5. This meeting was hardly a "brilliant conclusion" of the years racing, partly owing to the muddiness of the dirt track from frequent downpours of rain, and the thin attendance.

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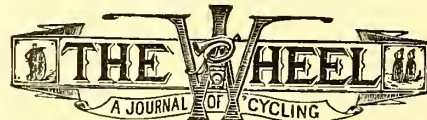
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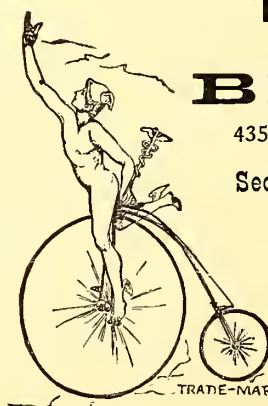
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professional tricycle record made on an American wheel. John S. Prince, with whom Eck has been associated since time immemorial, made the pace, in which capacity he was competent to serve excellently.

The following table gives the time consumed in running each mile. Eck takes the records from five miles up.

THE SCORE.

Miles	Time	Total	Miles	Time	Total
1	3:30	3:30	6	3:33	21:04
2	3:26	6:56	7	3:35	24:39
3	3:30	10:26	8	3:39	28:18
4	3:35	14:01	9	3:40	31:58
5	3:30	17:31	10	3:34	35:32 2-5

The officials were: Timers and Judges, S. G. Whittaker, Percy W. Stone and E. C. Klipstein; Scorers, Charles Felton and Richard Hale; Starter, R. C. Gordon; Referee, J. E. Smith.

THE QUESTION IN HOLLAND.

From the interest now being taken in this country regarding the amateur question, or "what is a Professional?" we think the production of a clause relating thereto, adopted by the Dutch Cyclist's Union will be of interest. The rule would be a good one provided that the word "knowingly" was struck out.

"(a.) One who has competed, or competes, in public for money.

"(b.) Any rider who, knowingly, competed with riders who have ridden for money prizes.

"(c.) Any rider who, knowingly, without permission of the Union Council, participates in races in which professional riders compete, even if not for money prizes.

"(d.) Any rider who engages in cycling as a means of subsistence (persons who give gratis instruction in cycling as a means of selling or facilitating the sale of cycles will be considered professional riders, unless such instructions be given for the purpose of selling an old machine which has been used by the seller.)

S. G. WHITTAKER TAKES A RECORD.

Stillman G. Whittaker, St. Louis' champion rider, on November 20th distinguished himself by breaking the ten-mile amateur tricycle record at the St. Louis Fair Grounds. He lowered the record 2m. 35s., accomplishing the distance in 32:56 2-5. Whittaker takes the records inclusive, from six to ten miles, formerly held by John Williams, of Boston, the colored rider. The record was made with the aid of pace-makers. His time comes within twenty-three seconds of the world's record, held by M. J. Lowndes, made at Surbiton, England, in June, 1883.

The following table shows Whittaker's time for the intermediate as well as the full distance:

WHITTAKER'S RECORDS.

Miles.	Min.	Sec.	Miles.	Min.	Sec.
1	3	11 3-5	6	19	50
2	6	29 2-5	7	23	08 3-5
3	9	49	8	27	27 2-5
4	13	10 3-5	9	29	44
5	16	31 2-5	10	32	56 2-5

PREVIOUS RECORDS.

Nov. 6, 1885,	John W. Williams,	6	20:51 2-5
"	"	7	24:24 2-5
"	"	8	27:53 1-5
"	"	9	31:26 1-5
"	"	10	34:50 4-5

The officials were: Referee, Dr. Standing;

Scorers, Richard Hale and John Felton; Timers, Chas. Felton, J. E. Smith and T. W. Eck; Starter, Richard Hale.

HUB HAPPENINGS.

Dull and dreary indeed, from a cyclist's point of view, was Thanksgiving Day. Constant rain and a snow storm of previous days made the roads unridable for cyclists, and all the planned events were necessarily postponed. It may be practically considered the end of the riding season of 1885. The season has apparently been ended for several weeks past, but the determined efforts of certain riders to gain more records, has kept the season open for an undue length of time. I think that the majority of cyclists will be heartily glad if the season is really at an end, for this continual breaking of records has grown rather monotonous. So much so that we are beginning to lose all respect for a record. There was a time when it was considered considerable of a feat to bring down a record, but now a man who cannot break a record, apparently don't amount to much. I presume there is a limit below which no record can be brought, but it seems as though that limit was away off yet.

I am glad that Munger finally captured the 24-hour record, for he deserved it for the sake of his pluck, if for nothing else. There are not many men who would persist after so many failures. Considering the day and the fact that he was suffering from a lame leg, the performance was certainly a remarkable one; so much so, indeed, that certain persons of this city consider it their duty to doubt its genuineness. They based their claims when questioned, that the last 73 miles of the run was made over a short distance course which was not made public. Munger was naturally highly incensed at the expression of these doubts, and has published in the *Boston Globe* a communication giving his route in detail, and the pacemakers who were with him at all times.

He states that he started on his final circuit at 10.44 A. M.—McCurdy went out at start, Danforth catching up a few miles out and going with them to Newton Centre. Thence Danforth and Fennessy ran to Signboards and back via Walnut avenue; Fennessy and others to Signboards and back, via Chestnut street; Fennessy and others to Signboards and back via Walnut street. All of this time at Newton Centre to Signboards, Munger was taking lunch. From Newton Centre to Newtonville via Walnut street, Danforth, Fennessy and others; Newtonville, two circuits, Craft, River and Waltham streets, one with Danforth and one with Getchell; three circuits over Craft street, Lexington, Auburndale, over River and Waltham streets, Drummond, pacemaker, who brought Munger home.

It is a long time yet before the League meet will be held in Boston, but local wheelmen are already beginning to take an active interest in the affair. It is understood that the general desire is that the meet be held for three days. Just where this general desire originated it is difficult to learn. However, it is not likely that Boston wheelmen will object. Chief Consul Ducker has taken the affair in charge and intends to boss it in great shape. He has sent around to the state representatives asking their opinions regarding the meet. It would seem that he wishes the League to come to Boston as the guest of the Massachusetts Division rather than of the Boston clubs. The invitation extended by the Massachusetts club sometime since has not yet been accepted and I am told that it will not be. The reason for this is said to be that if the invitation was accepted it would make the League practically

the guest of the Massachusetts club only; and thus create the possibility of some hard feelings of jealousy among the Boston club members who are to return to League membership the first of January. Perhaps this action is a wise one, for it would certainly be most deplorable to have the two clubs again engaged in petty squabbles. A most harmonious feeling now seems to exist between the two organizations, and it would be a great pity to disturb this pleasant situation. I, however, cannot well understand how it will be possible for the League to come to this city and not be the guest of either one or both of our clubs. Perhaps the State Division can take care of it, but I doubt it. If all the work is to be done by Boston club men there seems no reason why they should not have charge of it. Mr. Ducker's assistance would of course be most welcome, but I fear if he undertakes to assume supreme command, there will be a row. Yet if its management were left to the two Boston clubs, I don't know just what would be the result. The Boston club would probably ask for an equal representation on the general management committee, but I fear the Massachusetts club would not consent to this. The Massachusetts club will have a much greater number of members in the League, and the organization has always remained with that body. For these reasons its members think that they are entitled to the right of line, and a little something extra to say in regard to the management of the meet. Perhaps though everything can be satisfactorily arranged; at least I sincerely hope so.

As yet, nothing definite has been done regarding the meet, and probably will not be until after January 1st, when Chief Consul Ducker proposes to go to work in earnest. If the meet is for three days the probable programme will be: For the first day, a reception and general good time; second day, business meeting, and third day the parade and races. A specially constructed track will be laid either on Beacon Park or at a location just beyond East Chester Park. The dates for the meet suggested are May 27th, 28th and 29th. Following these days come Sunday and the celebration of Memorial Day on Monday; so that those who attend from a distance will be able to return home without a too long absence from their business.

NOTES.

McCurdy was to-day to have attempted to break the 24-hour record, but a snow storm interfered.

Rhodes was to have tried for the 25 mile record.

Munger returns home to-morrow.

The Somerville club has a ball, December 9

Tickets for the Mass. club's carnival are out.

Williams is training at the association gymnasium.

Six new members are to be voted upon at the meeting of the Mass. club to-morrow evening.

Richard Beasely, shipper of the Pope M'fg Company, is on a vacation up in the wilds of St. John.

Neilson has been winning much glory and a little cash from racing at rinks. He has issued a challenge to ride John S. Prince next spring any distance, for \$500 a side.

H. D. Corey has been presented with a Humber tricycle.

Boston, Nov. 30, 1885.

C. S. H.

THE WHEEL

SOUTHERN VERMONT ITEMS.

The Springfield (Vt.) wheelmen no longer carry the name "Roll Away Bikes," but are now known as the Springfield Wheel Club.

The Bellows Falls "scorchers" have been organized under the title "Mt. Kilburn Bicycle Club;" they held a 40-mile handicap road race this last fall, which was quite successful.

The Bennington Bicycle Club is a new organization formed during the past season.

The Brattleboro Cycle Club, which has been one of Vermont's principal clubs since May, 1884, disbanded Nov. 12. A new club has been formed to be known as the "Vermont Wheel Club" of Brattleboro; it is an L. A. W. club, and starts off with 18 members.

The following officers have been elected for the ensuing six months:

President, H. L. Emerson. Vice-President, F. L. Shaw; Sec. and Treas., J. W. Drown; Captain, F. T. Reid; Lieut., C. R. Crosby; Color-Bearer, W. E. Gordon.

This club has purchased the furniture, etc., of the late Taurus Club, and will occupy the rooms vacated by the latter. It is safe to say that they have the finest club-rooms in the State; these are situated in Harmony Block, on Elliott St., and consist of a parlor, dressing-room, general reading and assembly room, wheel room, card room, and a kitchen.

These are all tastefully and conveniently furnished, and will probably be much used by the members during the coming winter; the club intend to be heard from in social affairs to some extent. B. X. B.

THE IXION'S CONCERT

The third of the series of private concerts given by the Ixion Club was held on Wednesday evening, December 2nd, at the comfortable parlors in 351 West 59th street. There was a very large attendance of club members and a few outsiders, who listened with pleasure to the excellent rendering by the club orchestra of the following programme:

PART FIRST.

1. March, - - "Fanfani," - - - Suppe.
2. Overture, - - "Aurora," - - - Mozart.
3. Waltz, - - "Sweet Smiles," - - Waldteufel.
4. Selections from "Evangeline," - - Rice.

(Arranged for Orchestra by O. L. Moses.)

PART SECOND.

5. Portpourri, - - "The Mikado," - - Sullivan.
6. Serenade, - - "Mandolina," - - Langey.
7. "The British Patrol," - - - Asch.
8. Fantasia - "Platton Echoes," - - Puerner.

The musical director, Mr. O. L. Moses, is to be congratulated upon the success of his efforts in securing such excellent results from the musical talent of the club, and it is hoped that the series of concerts so successfully inaugurated will be continued throughout the winter months.

A GRACEFUL ACT.

The following correspondence between the Massachusetts Bicycle Club, and the Citizens Bicycle Club explains itself:

Mr. Knight L. Clapp, Secretary Citizens Bicycle Club—Dear Sir: Learning of the change in your bylaws, by which non-residents of New York of local cycling organizations are made eligible to membership in your club, remembering the pleasant acquaintances we already have in your ranks, and being desirous of continuing and strengthening the fraternal feeling existing between the Citizens and Massachusetts clubs, and of participating to some extent in your runs and club privileges, we hereby apply for membership in the Citizens Bicycle Club. Fraternally,

HENRY W. WILLIAMS, President Massachusetts Bicycle Club;
CHARLES P. SHILLABER, captain;
F. A. PRATT, secretary;
A. A. POPE, past president;
E. W. POPE, past captain;
C. F. JOY, past treasurer;
W. C. LEWIS, } club committee;
A. E. PATTISON, }
E. F. MEYERS,
THOMAS F. SALKELD.

—Boston Herald.

THE KEYSTONE CLUB DINES.

The Keystone Club of Pittsburgh enjoyed their fourth annual dinner on Wednesday, Nov. 25th, at the Seventh Avenue Hotel. This is what they disposed of:

MENU.

"Man shall not live by bread alone."—Matt. iv, 4.
[Entries close at 9 o'clock. Open to all members. Start from scratch.]

OYSTERS.

Blue Points, case hardened. Celery, hollow rims.

SOUP.

Consomme, A. B. C. of Bicycling.

FISH.

Salmon, Steamed, Victor backbone, Parsley Sauce.
Potatoes, a la Julienne, dust proof.

ENTREES.

Quail on Toast, with detachable cranks.
Young Turkey, with Cranberry Jelly shrunk on.

VEGETABLES.

French Peas, bills all round.
Potatoes, a la cream, cow-horn.

RELISHES.

Queen Olives, roller bearings.
Sweet Pickles, Andrews Head with long centre.
Chicken Salad, swing spring.

DESSERT.

Bisque Ice Cream, Nicked and Enameled.
Lady Cake, tandem and sociable.
Champagne Jelly, with detachable step.
Florida Oranges, buckled.
Malaga Grapes, long distance saddle.
Banana, with compressed tire.
Assorted Cake, racer and light roadster.
French Coffee, liquid enamel.
Tea, tire heater.
Rolls, continual coast.
Bread, sand papered.

LIQUORS.

Beverage a la Cincinnati, with extra amount of rake.
Sherry, with resultant spokes. Claret.

MUSIC.

"By Six Jolly Seamen in tarpaulin jackets."

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.]

YONKERS:—At the annual meeting of the Yonkers B. C., on November 6th, officers as follows were elected: President, M. Lorine; Secretary-Treasurer, E. C. Thorne; Captain, W. B. Ewing; Lieutenant, J. J. Lawrence; Color-bearer, D. G. Holbrook; Bugler, W. L. Thorne.

OWL:—At a meeting of the business committee of the Owl Bi. Club, Chicago, on November 9th, John W. Bell was suspended from membership, and the position of captain, which office he has heretofore filled, will be occupied by Lieutenant C. B. Pride, until his successor is appointed.

EUROTA:—The Eurota B. C., St. Louis, have elected these officers: President, H. C. Thorne; Secretary, E. T. Cushing; Captain, R. Bakewell; Lieutenant, Geo. E. Hoffman. The Eurota's have an even dozen members, and slowly going ahead, though without any fixed headquarters.

PILOT:—The "Pilot Wheel Club," Lancaster, N. H., have elected these officers: President, H. H. Jones; Vice President, Hazo

Woodward; Captain, H. H. Larkin; Sec'y-Treas., C. D. Bachelder.

ROSELLE.—The Roselle, N. J., Ramblers, were organized recently. Officers: Captain, Robert L. Stewart; Secretary, John L. Warner; President, Thos. R. White, Jr.

CHEYENNE:—At the last meeting of the Cheyenne, Wyo., B. C., these officers were elected: President, Chas. W. Riner; Captain, Harry B. Rice; Financial Secretary, Frank H. Clark. The club was organized in 1882, and is now in a flourishing condition. The club rooms, with facilities for billiard playing, etc., are pleasantly situated in the centre of the city.

EMPIRE:—The Empire Bicycle Club has been organized at Smyrna, N. Y. President, Fred Brigham; Captain, Edward Rice; Drill-Inspector, Rob't Hamlin; Sec'y-Treas., L. S. Wilson. The club is the outcome of the defunct Central City B. C.

JUNIOR:—The "Junior Wheelmen," Washington, D. C., have elected these officers: President, F. M. Phillips; Sec'y. and Treas., G. W. White; Captain, W. A. Mills; Lieutenant, S. E. Cole; Bugler, C. A. McKenney; Color-bearer, F. W. Vaughn.

MARYLAND:—The officers of the Maryland B. C., Baltimore, are: President, Samuel T. Clark; Secretary, A. C. Kenly; Treasurer, H. P. Hayden; Captain, E. K. Jones.

BRATTLEBORO:—The Brattleboro, Vt., Cycle Club, has been disbanded, and a new club organized. Officers: President, H. L. Emerson; Vice-President, F. L. Shaw; Sec'y and Treas., J. W. Drown; Captain, F. P. Reid; Lieutenant, C. R. Crosby; Color-bearer, W. E. Gordon. The club has bought the furniture and fixtures of the late Taurus club, and will occupy the premises vacated by that organization.

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That the WHEEL may be bought at the following stands:

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Astor House, side entrance.
St. Paul's Church, Vesey street and Broadway.
Merchants Hotel, Cortlandt street below Church.
Foot of Elevated stairs, Cortlandt and Church streets.
Liberty street and Broadway.
Fulton street and Broadway, N. E. corner.
Wall and Nassau streets, Sub. Treasury.
Nassau and Fulton streets N. W. corner.
Cedar and Nassau, S. E. corner.
Park Place and Church, S. E. corner.
Garvey & Herrings' Bicycle shop 59th street and Broadway.

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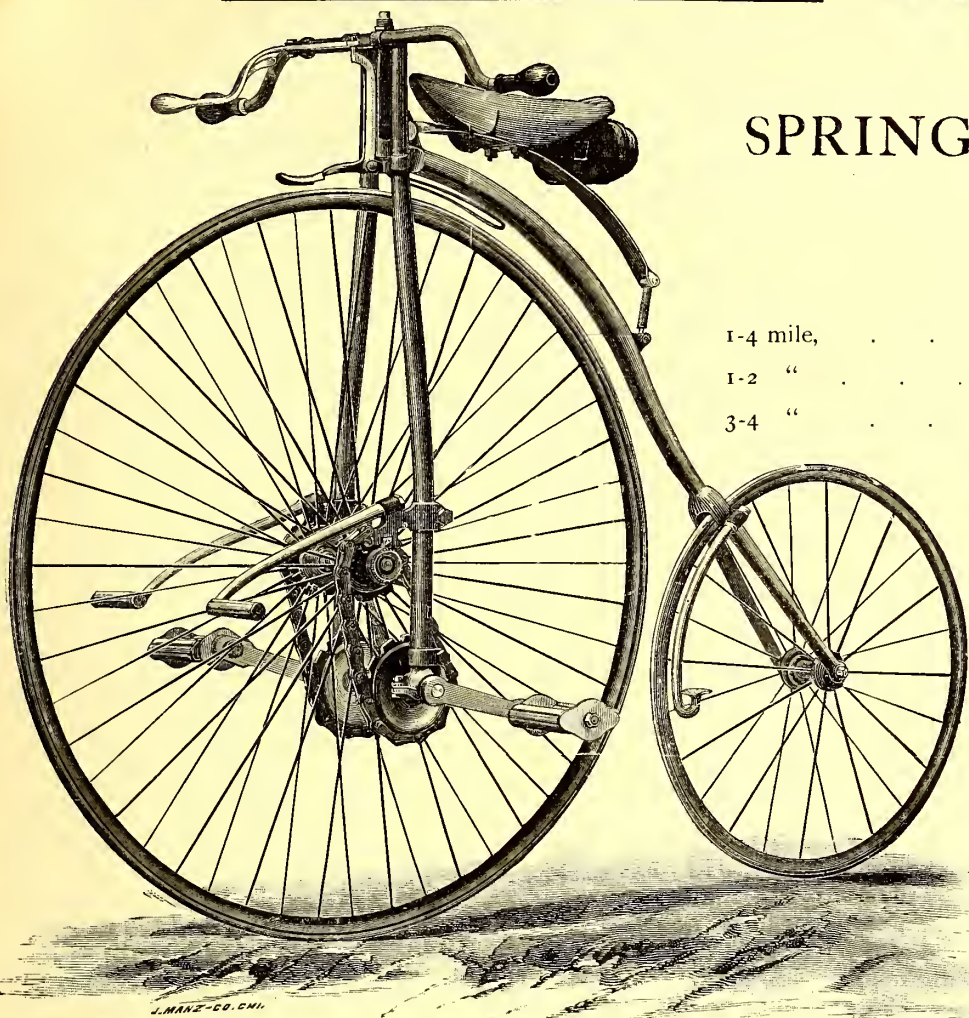
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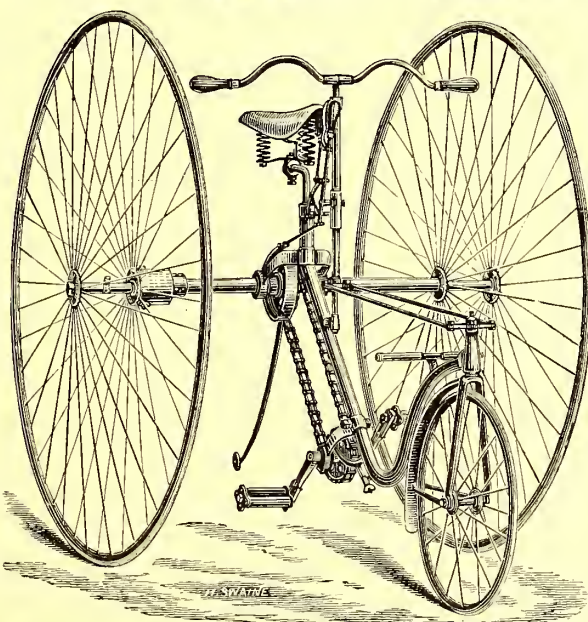
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WORLD'S RECORD,	-	-	-	-	1-4 Mile,	-	-	WM. A. ROWE,	.35 1-5
WORLD'S RECORD,	-	-	-	-	1-2 Mile,	-	-	WM. A. ROWE,	1.12 4-5
WORLD'S RECORD (Amateur),	-	-	-	-	3-4 Mile,	-	-	WM. A. ROWE,	1.55 1-5
WORLD'S RECORD (Amateur),	-	-	-	-	1 Mile,	-	-	WM. A. ROWE,	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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