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AT THE HUB.

TWO BICYCLISTS RIDE FOR FAME AND GLORY BUT ARE OVERCOME BY HUNGER AND WEARINESS—HUB CYCLISTS COMING TO GOTHAM—POINTS AND PROPHECIES.

As I told you in my last letter, Boston wheelmen have not yet had a sufficiency of 24-hour rides, and every day or two some new candidate for honors in that line appears. The latest were Danforth and Haynes, who made the ambitious attempt last week to do up McCurdy's record of 233 miles. They failed in breaking the riding record, but were very successful in smashing the record for sandwich eating. They were also the first to fail to break the record; for until their attempt everyone who started from hereabouts succeeded in doing a little better than the previous record. They had intended essaying the feat several weeks ago but concluded to postpone the attempt until they grew a little stronger. One day last week they thought themselves in proper trim and off they started at 6 p. m. The chief fear of these two record breakers was not that they would be unable to ride the desired distance but that they would suffer from hunger, and accordingly great preparations were made to guard against such a catastrophe. In fact those were about the only preparations they did make, for they did no previous preparatory riding and were in no sort of condition to attempt such an arduous performance. Immense quantities of sandwiches were stored away in a huge tin box which was slung across the shoulders of one of the riders. The moon had been in splendid shining condition for a week past, and depending upon that for

light the riders failed to take their lanterns with them. But on that particular night the moon refused to shine at all, and as a result the cyclists had to ride with caution. They had laid out a roundabout route which brought them to the Faneuil House, Brighton, at 11 o'clock, at which time they were some six miles behind the record. By this time all their sandwiches had been consumed and a goodly number of minutes were spent in disposing of beefsteaks of generous proportions and laying in a fresh supply of sandwiches. Mr. W. B. Everett met them there and set the pace until 2 o'clock, by which time they had rolled up some sixty miles. Though this was a half score miles behind the record, their spirits were still high, and munching another sandwich they continued on alone. Mr. Everett now left them, and after riding on alone for several miles, their vigorous appetites required more sandwiches. The last was soon consumed, and much time was lost in trying to wake up the country people to secure more eatables. As morning drew near they became irresistibly sleepy and it was all they could do to keep their wheels moving. At 7 o'clock they had covered but 112 miles. They were then in Belmont and dismounted at a farm-house to try and obtain some milk. Haynes went into the house leaving Danforth outside. When he returned he found Danforth stretched out on the lawn fast asleep. Casting a sad glance at the cyclometer and perceiving that it would be impossible to make a respectable record he concluded to follow Danforth's example and the two weary cyclists slept on the dewy grass for several hours. Thus ended the ambitious attempt to ride more than 233 1-6 miles in 24 hours.

A cavernous looking Massachusetts club man remarked a few days since that the average Boston club man's idea of fame and glory was well illustrated by the prizes offered the winners of the club's pool and billiard tournaments—varied terms of membership in the chop club.

H. D. Corey has been ready to sail for England for several weeks past, but has been kept from going by Howell's desire to smash a few more records. Corey now says that he will remain until Howell has smashed all the records he is able to, and also until Fred Wood has done all he wants to.

The hill climbing craze seems to have taken possession of Boston wheelmen. Rumors are flying around to the effect that both the Boston and the Mass. Club are preparing to hold contests on Corey Hill, and yesterday League representative W. G. Kendall of Dorchester, made the announcement that he was getting up a hill climbing contest and desired entries sent to him at 79 Tremont street. These contests should be encouraged, for anything that tends to teach cyclists how to properly mount hills, cannot fail to prove of benefit to the sport. No hill is better adapted to such a contest than

is Corey hill. It is ridable, but there are few who can ride it. The Boston club held a contest there two years ago, which created a deal of interest. The only man who then succeeded in reaching the summit was Burt Pressy.

There is a report going around to the effect that the Massachusetts club will hold another race meeting on the road, before the season closes.

The average wheelman is inclined to believe that one first-class racing machine is as good as another, but occasionally facts are presented which rather staggers such reasoning. Take for instance, Neilson's riding. He has been racing as a professional for the last four years, but was always considered a third rate man until this season when he took to riding the Columbia, and he is now considered the fastest American professional. Rowe is another example. Never did a rider gain such fame from his first season's riding.

Gid Haynes sailed for England last Saturday.

Boston wheelmen are wondering why Munger does not come on from Detroit and smash the 24 hour record, as he claimed he would.

Every now and then something appears in a local paper regarding a proposed or past run or tour of lady tricyclists. That the writer knows but little of what he is trying to tell the public about, the vagueness of his statements makes plainly evident. The latest is to the effect that on October 15th will begin a more extensive ladies' cycling tour than any yet attempted. Miss Minnie C. Smith, well known for her contributions to *Outing and the Wheelman* under the *nom de plume* of "Minnimum," writes. The tour will probably not be a very long one, and will be along the North shore. It is the universal opinion hereabouts that the ladies make a great mistake in excluding from their runs gentlemen cyclists. I am sure no gentleman would refuse to have a lady accompany him on his cycling run.

Messrs. Danforth and Sanger of Chelsea, last Sunday made the run from Boston to Portsmouth, N. H. and return. The roads are very rough and there are few wheelmen about Boston who have been able to do the trip in one day.

The Boston club will add a number of new names to their membership rolls at the meeting of the club to be held to-morrow evening.

The Maverick Wheel club will give an exhibition at the Paris rink, October 22d.

Last Sunday a half score members of the Massachusetts Bicycle club departed from their usual course by going out to cycle instead of attending church. As might have been expected an accident happened. When returning from Natick, well filled with one of Bailey's good dinners, they were approached by a skittish looking horse, which had behind him a carriage containing two very pretty young ladies. When the horse drew near he concluded to be-

THE WHEEL.

come badly frightened and thereupon dashed across the road and tried to scale the stone fence and mingle with the cows on the other side of the road. Several of the wheelmen had dismounted and ran to the rescue of the ladies. They succeeded in quieting the animal before he could do further damage, and after apologizing for the accident of which they had been the innocent cause, were about to depart, when the young ladies expressed such fears of their inability to safely drive such a foolish horse, that one of the gallant wheelmen felt bound to offer his services as driver. The offer was gladly accepted, and while the cyclist saw the ladies safely home, his companions provided for his cycle being sent to town by express.

BOSTON, October 5, 1885. C. S. H.

BY OVER AN HOUR.

WEBER BEATS THE 100-MILE RECORD—RESULT OF THE BOSTON BICYCLE CLUB'S ROAD RACE

Record breaking has become so universal at all our race meetings, that if one is held where the records fail to suffer, we are disappointed, and feel that we have been unjustly treated. It was generally expected that at the 100-mile road race of the Boston Bicycle Club yesterday the American record would be reduced, but no one had the presumption to think that the English record would be lowered; but it was, and that too, by 14 minutes. Geo. Weber, of Smithville, N. J., and rider of the Star Bicycle, was the man who did it, and his time was 6 hours 57 minutes, which is 1 hour 31 minutes better than the American record.

The race was conducted throughout in a way which reflects the greatest credit on the Boston Club, and the committee in charge. To Captain Harrison belongs the most credit, for he was the head of the whole affair, and it was he who laid out the route over which such wonderful time was made.

THE COURSE

was a fifty mile one, making it necessary to be traversed twice. A heavy wind, at times almost a gale, was blowing all day long, and when dead against them it was about all the riders could do to push against it. Fortunately, however, the course happened to be so laid out the wind was with them for more than a third of the way, against them for about a fourth of the distance and for the rest of the way blowing at their sides, during most of which time they were protected by the woods. The route in detail has already been published in these columns.

The race was to have been run last Saturday, but rain caused a postponement until Monday. The postponement occasioned a deal of extra work for new checkers and pace makers had to be secured; some of those who had promised to assist on Saturday being unable to be absent from their business on Monday.

All the entries but Kluge appeared for the start. They were as follows. George Weber, Smithville, N. J.; F. F. Ives, Meriden, Conn.; Theodore Rothe, Boston; A. A. McCurdy, Salem; W. A. Rhodes, Dorchester. Such a field never before faced the starters for a bicycle road race. Every one is recognized as an expert, and as a whole they make a field of the recognized fastest amateur riders in America.

At 8.11 a. m. the men were sent away by President E. C. Hodges. They went off up Arlington street slowly, waiting until they reached the suburban roads before they settled down to their work. Rounding into Commonwealth avenue, Ives and McCurdy were found to be setting the pace, and the rest close behind. A half-score of trainers and pace-makers accompanied the racers. Each of the riders had pinned to his machine a card showing the route in detail.

Entering Chester Park, the racing began in earnest, Rhodes in the van and setting a rattling good pace. They hung well together until reaching Meeting House Hill, when the heavy wind caused wide gaps to open between the riders. Rhodes resides in Dorchester and though that town he set a great pace, for the edification of his numerous friends who lined the roads to cheer him on.

At Milton Lower Mills, Dr. W. G. Kendall, checked the men as follows: Rhodes, Ives, Weber and McCurdy in a bunch, 34 min. from time of starting. Rothe was a mile or so in the rear, not hurrying himself in the least but riding on schedule time. Rhodes acted as pace setter for the next few miles when Weber made the going, and the men were checked at Needham by Captain Harrison as follows: Weber, Ives, Rhodes, McCurdy, 1 h. 19m.; Rothe, 1 h. 29 m. At Dedham Mr. Heath checked the men as follows: Weber, Ives, Rhodes, McCurdy, 1 h. 3 m., and Rothe seven minutes later.

After leaving Needham, Weber and Ives settled down solidly to their work and were soon out of sight, and entering Newton they had a lead of 2 m. 30s. on the next two men. Mr. A. L. Atkins checked them here as follows: McCurdy, 1 h. 35 m. 30s.; Rhodes, 1 h. 35 m. 30s.; Ives, 1 h. 33 m. 15s.; Weber, 1 h. 33 m.; Rothe, 1 h. 50 m. Following the roads and returning to Newton Centre as per route, the riders were checked: McCurdy, 2 h. 1 m. 30s.; Rhodes, 2 h. 5 m.; Ives, 1 h. 59m. 30s. Weber, 1 h. 57 m. 30 s.; Rothe, 2 h. 20 m.

At Newton Centre happened a chapter of accidents. Rounding a turn Mr. W. W. Stall, who was acting as pace-maker for Weber, run square into a youngster, knocking him—the boy—senseless, but he soon recovered and was as well as ever. McCurdy took a bad header here and Rhodes had some trouble with his knee, which had been previously injured, and was forced to slacken his pace. Rothe had a remarkable accident. While going at full speed he struck the shaft of a one horse wagon in such a way as to throw himself from his bicycle astride one of the shafts, but still clinging to his machine. The horse naturally became frightened and ran some distance down the road before he could be stopped and the cyclist rescued from his perilous situation. Neither the rider nor his machine were much hurt, and they were soon away again after the leaders.

Reaching Newton Centre for the second time Weber had gained a good lead on Ives and McCurdy, who were riding together in second place. There Ives learned that they were making record-breaking time, and being anxious to make a fifty mile record dashed away, and gained steadily on Weber.

At West Newton, Mr. C. P. Donahoe checked the riders as follows: Weber, 2 h. 19 m.; Ives, 2 h. 21 m.; Rhodes, 2 h. 31 3-4 m.; Rothe, 2 h. 45 m.; McCurdy, 2 h. 22 1-2 m. At Newton, Mr. Dalton checked them: Weber, 2 h. 5 m.; Ives, 2 h. 6 1-2 m.; McCurdy, 2 h. 9 m.; Rhodes, 2 h. 15 1-2 m.; Rothe, 2 h. 29 m.

Twice before reaching Cambridge Weber was forced to dismount and wait for passing trains. All the riders had to dismount and walk over the cobble stone pavements of Watertown.

At the corner of Brighton ave. and Cambridge street, Messrs. Houston, Lambert and Robinson timed the contestants as follows: Weber, 2 h. 49 m.; Ives, 3 h. 1 m.; Rhodes, 3 h. 19 m.; McCurdy, 3 h. 15 m.

The fifty-mile point was at the corner of Commonwealth avenue and Chester park. But few riders were assembled there, for the contestants were not expected to arrive until a

half-hour later. The timers, however, were there, and Webber's fifty mile time was checked in 3h. 10 m. 30s., breaking the record by 21 m. 50 2-5 s. The previous best record was 3 h. 32 m. 20 2-5 s. made by Rhodes at the Massachusetts races a week ago last Saturday.

Weber was then looking in fine trim and continued on at a rapid pace, after dismounting a few seconds to take of some refreshments. Ives came in at 3h. 14 1-4m. looking very fresh. At 3h. 15m. McCurdy passed, all covered with dust and evidently suffering from a fall. Both of these men continued on without refreshment. A long intermission was followed by the appearance of Rhodes, who was checked in 3h. 36m. Rothe did his fifty miles in 3h. 41m. 10s.

Ives succeeded in catching up with Weber at Harrison avenue, and at Meeting House Hill took the lead. A few miles further on they strayed off their route, taking Codman street instead of continuing on Adams street. When they reached the checker at Milton Lower Falls at 12.4, they found that McCurdy had, by keeping the correct route, gained a lead of a mile. They caught up with him at Dedham, and all three stopped for a cup of tea. They reached Dedham at 12 30, Rhodes half and Rothe three-quarters of an hour later.

At Needham the leaders were checked at 12.52 and Rhodes at 1.20. Newton Centre found them still in a bunch at 1.20 o'clock. Mr. Saville checked Weber at the great sign boards at 1.31 o'clock, with McCurdy and Ives close together minute later.

Weber continued to gain from there on to the finish, where he arrived without accident. McCurdy fell back about five seconds behind Ives, and could get no nearer to him from there to the finish. At Newton they were checked, Weber 5h. 42m., and Ives and McCurdy, 5h. 46m. At West Newton, Weber, 5h. 55m.; Ives and McCurdy, 5h. 1 1-2m.; Rhodes, 6h. 37 1-2m.; Rothe, 7h. At Cambridgeport, Weber, 6h. 30 1-2m.; Ives and McCurdy, 6h. 37 1-2m.; Rhodes, 7h. 21m. At Brighton avenue, Weber, 6h. 41m.; Ives and McCurdy, 6h. 49m.

All the men finished in good condition but Ives looked the freshest. This rider seems never to exert himself unduly, and finishes in fine form.

Rhodes gave up the race at Needham, and sat down by the road-side with the checker and ate a sandwich. The sandwich had such a reviving effect on him that he remounted and continuing on came in fourth. Rothe kept a steady pace throughout and finished well satisfied with his performance. Having no opportunity for training, his performance was certainly creditable.

The following table shows the result of the race and the time made by each rider:

| | h. | m. | s. |
|-----------------|----|----|---------|
| George Weber, | . | . | 6 57 0 |
| F. F. Ives, | . | . | 7 05 10 |
| A. A. McCurdy, | . | . | 7 05 15 |
| W. A. Rhodes, | . | . | 7 47 00 |
| Theodore Rothe, | . | . | 8 15 00 |

The machines ridden by the men were: Weber, Star; Ives, Victor; McCurdy, Columbia; Rhodes, Victor; Rothe, Victor.

The officials, in addition to those already mentioned as checkers, were: Referee L. R. Harrison; judges and timers and checkers at fifty-mile points, E. C. Hodges, A. D. Peck, Jr., and Charles S. Howard.

The previous record was 9 hours made by S. G. Whitaker, Oct. 22, 1884. The late Cola Stone held a Canadian record of 8h. 28m., but this race disposes of both.

C. S. H.

BOSTON, October 6, 1885.

WHEEL GOSSIP.

Webber's twenty mile run was made exactly a year after English's record.

As will be seen, the WHEEL can be obtained on Friday morning at all the prominent news-stands down town.

The Missouri B. C. of St. Louis, has decided not to build a \$15000 club house as it proposed to do, but will rent quarters for the present.

A contemporary has an article on "What Canary can do on a Bike." "What Canary can't do on a Bike" would certainly be more terse and interesting.

Mr. Joe Dean says that the club uniform is now considered bad form on the other side. English gentlemen have adopted the wise custom of wearing very quiet costumes.

Mr. T. Lambert, of Messrs. Humber & Co., sailed last Saturday, accompanied by his wife. He went over with Messrs. Furnivall and Canary. While in this country he made many friends.

We have received a fine photo of Percy Furnivall, taken by Joseph Buchholz of Springfield Mass. Mr. Buchholz has photographed all the prominent racing men, and copies may be obtained from him.

A correspondent writes to an exchange: I believe the time will come when we can roll over sand-papered roads from Maine to California, and Florida to Alaska." We wonder how long this man expects to live?

English *Wheeling* gives Cripps second to English in the 1.15 4-5s. half mile at Springfield. It has doubtless learned by this time that little 17 year old Crist of Washington, led till within a few feet of the tape, when English just nipped him.

Messrs. Hansmann and Killits of the Capital B. C., Washington, recently returned from a trip to the Natural Bridge, Va., the journey being made by sociable tricycle and rail. On one part of the journey, starting from Staunton, they rode 100 miles inside 22 hours.

While walking in Myrtle Avenue, Brooklyn, last Saturday afternoon, Mrs. Mary Macdonald, a seventy year old woman, was knocked down by a bicyclist. The old lady was badly shaken up, besides sustaining a fracture of her right wrist. The cyclist was not arrested. More's the pity.

A writer in *Wheel Life* says:—"The crushing defeat of Hendee at Hartford will probably teach that somewhat bumptious youth to be more chary of declaring before a room full of people that he has 'now the honor of being the fastest bicycle rider in the world.'" This gentleman is mistaken in imputing this statement to Hendee. It was made by John S. Prince before a class of medical students.

Samuel B. Downey of Lancaster, Pa., rode from that city to Philadelphia, on his bicycle, September 20th, in exactly 7 hours and 30ms. The distance is seventy miles. He left Lancaster at half-past six in the morning and arrived at Fifty-second street and Lancaster avenue at two in the afternoon. The journey was over a country road and the time occupied in the trip includes two stoppages for meals.

We are given to understand that "Tommy" Finley, the "Star" racing and fancy rider, has been charged with professionalism, it being alleged that he received \$20.00 for a fancy riding exhibition. We sincerely hope it is only rumor, but as it has long since been public property, it might be corroborated or denied by the Chairman of the Racing Board, by ac-

quainting us with the facts of the case through L.A.W. *Bulletin*.

We have received a valuable 90 page pamphlet, entitled, "The Tricycle in Relation to Health and Recreation," by B. W. Richardson, M. D., F.R.S. Dr. Richardson is an authority on cycling subjects and he has handled his theme in a masterly and exhaustive manner. This book is retailed by Messrs. E. C. Hodges & Co. 8 Pemberton square, Boston, Mass.

A good story is told at the expense of one of Dorchester's fairest daughters, who took up tricycling during a stay at Cottage City this Summer. While out riding one afternoon, she had almost resolved to give up trying to learn, in disgust at the hard work necessary to propel the machine up a slight grade, when a gentleman, who was passing, informed her that she had been riding all the afternoon with the brake on.—*Elizabeth Jour.*

In common with our contemporaries THE WHEEL has two or three times announced that: "Mr. H. D. Corey will sail next Wednesday," or "Mr. H. D. Corey sailed last Saturday," and "Mr. Gideon Haynes left for Europe last Saturday." The fact is that both of these gentlemen are darting around between Boston and Springfield and we will not again send them afloat until we are quite certain that they have finally betaken themselves off.

It is stated that both Messrs. Ives and Rhodes will shortly make an attempt at Springfield to lower the 100 mile track record. We are glad to hear this. There is a list of slow records on the books from twenty five miles up, that the condition of the Springfield track offers a good opportunity of sweeping away. The Springfield B. C. could certainly add to its already enviable reputation by arranging a series of long distance races after the cracks return from the West; for instance, 25, 50 and 100 mile races.

At a procession which preceded one of the race meets recently held in a prominent city in northern New York, four cycling "great guns" rode at the head of the line in an open barouche. As the weather was pleasant, we see no reason why these cycling aristocrats should head the line in a carriage. It certainly must give the spectators the idea that the wheel is good enough for the small fry, but that the "cream" would disdain to ride through the town on their wheels.

We are happy to learn that that the Ixion B. C., whose club rooms have been too small this long time, have hired a three story brick house at 351 W. 59th street. The house is being fitted up and the Ixions will emigrate in a few weeks. When thoroughly settled, something superb in the way of a house-warming will be in order. The Ixions are both sociable and gentlemanly and we would call the attention of the hundreds of unattached around the city, to the delights and advantages attending membership in such a club.

Mr. Price Howell, an engineer, of Barrow-in-Furness, has just patented two cycle rims into which spokes can be inserted without interfering with the india-rubber tyres. To facilitate the removal of spokes at both ends Mr. Howell also arranges for a small beveled flange to be fitted around the hub, into which spokes can be inserted and nipped on the inside. Both the web and the rim and the double flange can be fitted to any machine. No doubt go-ahead makers will be glad to have Mr. Howell's plans explained to them.—*The Cyclist*.

The second series of articles describing the journey of Mr. Thomas Stevens westward from

New York, in his remarkable tour around the world, opens with a striking paper in *Outing* for October, entitled "From America to the German Frontier." It is illustrated with an excellent portrait of Mr. Stevens, engraved on wood, and five drawings by W. A. Rogers. At last accounts Stevens had just left Angora, Asia Minor, where the crowds that flocked to see him were so great that the proprietor of the house was obliged to charge an audience fee, by which considerable money was taken in.

A circular has been issued to English cyclists, announcing that a dinner will be given to the English racing men who recently visited this country, at Holborn Restaurant, London, on the evening of October 10th, by which time all the men will probably have returned. The following is the proposed list of toasts: The United States and their Cyclists, especially the Hartford and Springfield Committees. The Winning Cyclists. The Record Cutters. The Makers of the Winning Machines. The Reporters of the races. The Dinner Committee. It is proposed to invite the American Minister and other "large" people, both laymen and cyclists.

"We have slowly grown to realize that in these days of over-brain-work and over-civilization, no medicine but fresh air can calm the restless pulses, and soothe the fevered mind, and the tri. offers to women that panacea for over-wrought nerves and tired tempers . . . It is particularly to the women of the middle class that I wish to recommend the use of the tri.; that class which suffers most from what we have grown to call the 'little health of women;' the class whose lives are the busiest and whose minds the most heavily taxed, and who, just in proportion to that taxation and that business, need some relaxation which shall offer them the most complete change and rest from their ordinary occupations"—*Cassell's Magazine*.

Furnivall, who had been round New York for a week, during which time he was shown many little attentions by members of the Citizens, sailed last Saturday. Both he and Canary, who goes over in company with him, called on us just before leaving to bid us good bye. We had the pleasure of spending considerable time with Furnivall during his week's stay and we found that the many good things said of him were well founded. He has had a splendid time in this country and looks forward to one day returning the hospitality of some of his American friends. Canary has not made up his mind as to the duration of his visit, but if he waits until they tire of his remarkable graceful performances, it will be many a day before we get him back again. We fear Canary will turn the English into a nation of fancy riders.

"The Springfield B. C. has forwarded to Mr. Abbott Bassett a valuable gold watch and charm as a mark of their appreciation of his services as referee of their tournaments for 1884 and '85. Mr. Bassett also carries a silver headed cane as a souvenir of the Providence club races. Who would not be a referee?" Thus writes editor Bassett in the *Bicycling World*. There is something positively funny in this. Here is a man who has berated the Springfield and other clubs for undermining the true amateur spirit by offering valuable prizes; who has used gallons of ink and acres of editorial space to educate us up to the "honor and glory idea," to "the laurel wreath theory," and the racing for glory only "phantasm, and yet we find him accepting gold chains and silver-headed canes Alas! Alas!

THE WHEEL

WHEEL RACES.

THE EAST HARTFORD RACES.

A large crowd attended the bicycle races of the East Hartford B. C., held on the new quarter-mile track, Wednesday afternoon, Sept. 30. The surface of the path is poor, but it is well constructed and with age will prove quite fast. No grand stand had been erected, and many had to be content with the low settees, but a large majority who came in carriages drove up alongside the course and had an excellent view of the races from their elevated seats. Owing to the roughness of the track several headers were taken but fortunately no one was hurt.

In the one mile handicap, H. E. Bidwell figured at scratch, with C. B. Ripley and J. A. Lounsbury at 15 yards; E. S. Horton and F. C. Jackson at 25; W. L. Prior and J. M. Newberry at 50; W. B. Ford and H. Richardson at 75; and I. S. A. Pratt at 100 yards, Pratt, Richardson and Ford, the three long mark men held their own at the end of the quarter, passing under the wire in the order named. At the half-mile Pratt had fallen back and Richardson and Prior led, while the rest of the back markers had closed up. Bidwell, the scratch man riding fourth. On the back-stretch of the third lap the men were all bunched, and Richardson and Lounsbury collided, both taking headers. At the three-quarter pole Bidwell rode into the lead and held it to the finish. On the last lap Horton passed Prior and finished second; Newberry, 0; times, 40 1-2; 1.38 1-2; 2.32 1-2, 3.25

Five "green" men appeared for the novices' mile. F. Beament led at the first quarter and was never afterwards headed, winning in 3.51; F. Fuller, who had trailed behind on the first half finished second; L. Brosch, third; H. Wells rode fourth all through; F. Fuller started at a great bat but fizzled away and finished last.

In the one-half mile run-and-ride handicap, Bidwell and Ripley were placed at scratch with E. S. Horton and W. S. Richardson on the twenty yards mark. Ripley on the first quarter in 1.10s., beating his comarksman by a length, and the handicap man by the same distance. The last quarter proved Bidwell's superiority on the wheel, a pretty contest resulting in a win by a length in 2.05; Horton third; Olmstead, fourth. The record for the quarter is 1.07 made on the smooth Hartford track with the wind behind the runner, and this 1.10 on a soft small circular track is much more meritorious. The same remarks apply to the half mile time which is but 3-5s. behind the record.

The 3.25 class race was well contested. W. B. Ford, H. Wells, E. Arnold, F. Fuller and F. A. Pratt were the starters. Ford rushed at the start and lead at the quarter, but lack of condition compelled him to fall behind at the three quarters. Wells lead at the half and retiring at the three-quarters with Arnold second, but on the last lap the latter went to the front and won in 3.51; Wells, second; Fuller, 0; Pratt, 0.

The two miles lap race, as usual, was not a real contest to the finish. F. C. Jackson took the first lap then dropped to the rear; Bidwell took the lead at the second, winning easily in 7.22 1-2; Jackson, second; Lounsbury, third; Ripley dropped out at the mile.

After fancy riding exhibitions by Messrs. Ripley and Jackson, a two mile novices' race was contested. The entries were: Forbes, Prior, Newberry, DeBlois and Harding. The latter took a header on the first lap and retired. Forbes and Prior divided the lead between them in the earlier part of the race, but after

the mile each led at some time or other. On the sixth lap DeBlois finally went ahead and won in 7.25; Forbes, second; Prior, third; Newbury, 0.

In the three miles handicap, Bidwell started from scratch, allowing Ripley 20 and Ford 40 seconds start. Ford maintained his position to the fifth lap when Ripley passed him, with the scratch man close up. At the mile and a half Ford had fallen back to third place; leaving the contest between Ripley and Bidwell. At two miles, Bidwell rode into the lead and won in 11.25; Ripley, second; Ford who had croppered at two miles but remounted, third.

An impromptu quarter mile for boys was won by D. L. Burnham in 58 seconds, beating W. James, and a fifty yards slow race was captured by Dr. McKnight.

The last event was a tug-of-war race between three "stars" and three "cranks," "cranks" winning; Lounsbury finishing first in 3.33.

ALBANY B. C. RACE MEET.

The fourth annual meeting of the Albany B. C. was held at Island Park on Wednesday afternoon, September 30th. It was very successful, 2000 people, including many of the gentler sex, witnessing a series of exciting races. The judges were: Gerry Jones; Binghamton; Geo. Patton, Chatham and H. J. Barringer, Jr., Hudson. Referee: H. S. Wollison, Pittsfield, Mass.

The opening event was the one mile novices race, with four entries: W. G. Hickox, F. L. Ames, H. Richmond and L. G. Smith. On the first attempt, Richmond took a header at the start, and the rest of the men were recalled. Smith took the lead on the second send-off, and held it to the finish, winning in 3.38; Hickox, 3.38 2-5.

The one-half mile dash had six entries: A. L. Edmans and H. P. Cole, of Troy; H. S. Kavanaugh and W. E. Page, of Cohoes; Thomas Clemenshire and H. L. Burdick, of Albany. Kavanaugh took the lead at the start and was never headed, winning in 1.27 2-5; Burdick, 1.29 2-5

The starters in the club race were: A. P. Dunn, L. G. Smith and A. J. Gallien. Dunn went to the fore at the start closely followed by Gallien and Smith. Gallien dropped out at the quarter and Smith battled ineffectually with Dunn, who won in 3.12 2-5

The fourth event was a five mile lap race, the leader at each mile scoring. J. G. Burch, Jr., of Albany, and H. S. Kavanaugh, of Cohoes, were the only entries. Burch led at one mile, but Kavanaugh beat him to the post on the second; after passing this point, he dropped out, leaving Kavanaugh to finish alone in 18.35 3-4.

The next event was a team race of one mile. The Albany B. C. was represented by Messrs. Ross, Dunn, Scattergood and Shanks; the Troy B. C. was represented by Wyley. McMillen, Coutty and Friday. Dunn led to the quarter followed by Friday and Wyley. At the half Dunn still lead, but Friday had fallen back to third place. Dunn won in 3.06 2-5; Wyley, second; Friday, third; Ross, McMillen, Coutty, Scattergood and Shanks in the order named. Troy won with a score of 24. Albany second with a score of 10. The prize was a handsome silver tilting ice-water set.

The fifty yards slow race was won by E. Ellenwood of Cohoes, in 1.58; A. L. Edmans, of Troy, and A. J. Gallien, of Albany, were the other starters.

The one mile special, hands-off, was contested by H. L. Burdick, of Albany, and A. L. Edmans, of Troy, Edmans got going first, but Burdick caught him near the quarter and won in 3.05; Edmans, 3.06. The time is remarkable

for the track, being but 4 3-5 seconds behind record.

After an excellent exhibition by Master Sid. Nicholson, for which he received a silver pitcher, the five miles Albany club championship was called. The entries were, Smith, Dunn, Scattergood and F. L. Ames. Dunn took the lead and followed by Smith, rode the first mile in 3.15 and the second in 6.50. At this point Smith dropped out, and as the rest were half a mile behind Dunn had no trouble in winning, finishing in 16m.52s.; Scattergood, 19m.10s.

The last event was the one mile time race, 3.34. The entries were Clemenshire, Gallien, Burch and Hickox. They started in the order named and finished as follows: Clemenshire, 3.28 3-5; Gallien, 3.30; Burch, 3.33 1/4, and Hickox, 3.37. Burch won, being but 3-4s. out of the way.

Four men started for consolation in the last race of the day: Cole, Edwards, Page and Clemenshire. Edwards led till near the half, closely followed by Cole, Page and Clemenshire in the order named. At that point Cole spurred ahead but soon fell back. Page won in 3.06; Edwards, 3.06 4-5, and Clemenshire, in 3.07 1/2

RACING AT CANTON, OHIO.

The annual races of the Canton B. C. were held in connection with the Fair on Wednesday, Sep. 30th. The procession was formed in the vicinity of City Hall, moving at 11.45 A. M., under command of L. A. W. Representative James R. Dunn, of Massillon, Ohio, C. S. Cock, Canton B. C. and T. Wing, Massillon B. C., acting as Aids. The first division consisting of the Massillon B. C., the Massillon W. C., the Alliance B. C. and the Canton B. C. was captained by F. W. Jay. The second division consisted of Junior riders, under command of M. P. Fry, and third, of unattached and nonuniformed riders under command of W. H. Bachert. The total number of machines in line, including several trikes was 105. The procession led through the principal streets and finished at the main entrance of the fair grounds, at which point a brass band met them and conducted them to the track, around which they marched and counter-marched, finally disbanding at 12.30. The wheelmen were received all along the route with many demonstrations of delight.

At 3.30, in the presence of a large crowd the first race, the half mile boys, was called. Irvine Wales, of Massillon, finished first; Geo. Myers, Canton, second; E. C. Bachert, third, and F. Poorman, fourth.

The one mile county championship was contested by C. M. Atwater, of Massillon. Geo. Eyster and W. H. Bachert, of Canton. Bachert took the lead early in the race and was never headed; time 3 31 1/2; Atwater, second and Eyster, third.

The same men started in the three mile race, and Bachert again won in 11.52 2-5, with Atwater and Eyster a dead heat for second position. The tie was decided by riding a half mile dash during the five-mile race, Eyster winning; truly a novel method.

The half-mile novices races brought out four starters. G. W. Parsons won in 1.43 3-5; Theodore Clark, second; Scott Eakis, third; H. Elbell, distanced. All the men rode "Stars."

The greatest interest of the day was taken in five miles open. The starters were Geo. S. Snyder, Cleveland, Ohio; C. E. Kluge, Jersey City; John Kerch, Canal Dover; W. N. Eyster, W. H. Bachert and Geo. Eyster, Canton B. C. Kluge lead from start to finish and won by a quarter mile in 18.22 1/2. Bachert and Kerch had a sharp contest for second

THE WHEEL.

place, the former winning in 19.34. Eyster withdrew on the first mile.

The offices of the day were: Referee, Chas. S. Cock, Canton. Judges, Geo. Collister, Cleveland, G. S. Atwater, Massillon and Frank Meyer, Canton. Timer, W. F. Kuhns. Scorers, H. J. Watkins, J. K. Peacock and Charles Kieth.

MORE RECORDS AT SPRINGFIELD.

On Friday, afternoon October 1st, a large crowd assembled at Hampden Park, Springfield, to witness Howell and Wood battle with the scythe-bearer. At 5.30 Howell started on a 42 pound Rudge tricycle, with Brooks on a bicycle to make the pace. The times were 1-4, 44 2-5; 1-2, 1.24 3-5; 3-4, 2.07; 1 mile, 2.49 2-5; the 1-2, 3-4 and mile times are World's records, beating the following records made by Cripps on the same track, Sept. 10th, viz.: 1-2 2.15; 3-4, 2.10 2-5; and one mile 2.53 4-5. At the quarter Howell was 4-5 seconds behind Cripps's record.

About 6 o'clock just as darkness was setting in, Wood appeared at the mark for a mile trial. On the first half he was coached by James, doing the quarter in 38s.; half in 1.17. On the last half Cripps pulled him along, riding the three-quarters in 1.59 2-5, and the mile in 2-41, having failed by 9 3-5 seconds.

By pace-making for Wood in a public trial, Cripps forfeits his amateur standing, and as we believe that the English and American racing laws are the same on this point, the plea of ignorance cannot be entertained. Neither can it be held that this was a private trial for Wood was riding publicly for record. We regret that Cripps should have taken this unfortunate step, but if it was done unwittingly, we hope the Racing Board will deal leniently with him.

The officials were: Referee, C. W. Hutchins; Judges, W. N. Winans, Sandford Lawton and Dr. H. E. Rice; Starter, H. W. Collins; Timers, O. N. Whipple, H. W. Robinson and W. C. Marsh.

ALLEGED RECORD BREAKING.

On Wednesday, Sep. 30th, W. A. Rowe rode a mile against time on the three lap board track on the roof of the St. Louis Amphitheatre, the same on which Hendee made a record of 2.38 3-4. Rowe made the first quarter in 37 4-5; the half in 1.16; three-quarters in 1.57 and the mile in 2.38 3-5, the last time beating the amateur record. A few hours later Rowe rode another trial in 2.40. The boys "guyed" Hendee on the loss of his record, and the champion, though not feeling very well, made a quarter mile trial, doing the remarkable time of 36 1-5. There has been so much off-hand record-breaking lately, that we have called these times "alleged" records, and shall consider them doubtful until accepted by the Racing Board. If these performances stand, the American amateur records will read as follows: Geo. M. Hendee $\frac{1}{4}$, 36 1-5; $\frac{1}{2}$, 1.15; 3-4, 1.55 3-4; W. A. Rowe, one mile, 2.38 3-5. The previous quarter-mile record was F. R. Cook's 37 3-5. This 36 1-5 is now a World's record being 3-5 seconds faster than Wood's 36 4-5.

The officers were: Timers, J. S. Rogers, W. M. Bruce and Geo. F. Baker; Referee, Lindell Golden; Starter, C. F. A. Beckers. Of the three official watches, two recorded 36 1-5s. and one 36s.; three outside watches also showed 36s.

RACING AT DENVER.

The annual race meeting of the Colorado Wheel Club was held at Denver, on Sep. 25th and 26th. The attendance was fair. The track is of clay, six laps to the mile. The weather on the first day was fair, but on the

second a strong wind and drizzling rain interfered with the races.

FIRST DAY.

Half-mile dash—H. G. Kennedy, 1.30; W. L. Van Horn, second; J. J. Alter, o.

Two miles, seven minute class—Fred. Wurtzebach, 6.36 3-4; O. J. Horsford, second; F. J. Chamard, o.

One mile club championship—C. C. Hopkins, 3.09; H. G. Kennedy, second; M. N. Donaldson, o.

Five mile handicap—W. L. Van Horn, (scratch) 17.21; H. Petrie, (30 seconds) second; P. Hendrick, (30 seconds) o.

100 yards slow race—B. M. Kennedy.

Three miles handicap—H. G. Kennedy, (scratch) 10.28; M. N. Donaldson, (scratch) second; W. L. Van Horn, (10 sec.) o.

SECOND DAY.

One mile 3.30 class—J. J. Alter, 3.27 1-2; F. J. Chamard, second; A. Jackson, o.

Two miles open—H. G. Kennedy, 6.33 1-2; C. C. Hopkins, second; Fred. Wurtzebach, o.

One-half mile without hands—W. L. Van Horn, 1.43 $\frac{1}{2}$.

One-half mile 1.40 class—C. C. Peabody, 1.41 $\frac{1}{2}$; H. Petrie, second.

Five miles State championship—W. L. Van Horn, 17.36 $\frac{1}{2}$; M. N. Donaldson, second.

One mile consolation—Geo. Haman, 3.30; A. Doerner, second; J. F. Pfeiffer, o.

RACING NOTES.

What has become of that one mile Washington Professional handicap which was to set the world on fire?

The following are the handicaps for the New York Athletic Club two miles: Renton, scratch; Harris (20 yards); McCormack (50 yards); Edwards (120 yards) and Parker (130 yards).

The Fall games of the New York A. C. will be held at their grounds at Mott Haven this afternoon at 3:30 P. M. The programme is long and interesting. One of the events is a two miles bicycle race. Admission, fifty cents; ladies free.

The entries for the University of Pennsylvania games close to-day. The programme contains a two mile bicycle race. Entries, 50 cents each; address David Pacheco, Un. of Pa., Philadelphia. The contests will be held on the University Track on Friday, Oct. 16th, at 2 P. M.

At the Staten Island athletic games held at New Brighton Saturday, Sept. 26, the three miles bicycle was contested by D. H. Renton, Richmond County Wheelmen, and A. B. Rich, Kings County Wheelmen. The race was "waiting" till the last lap when Rich went away, winning in 10m. 7 1-5.

At the Pullman A.C. Athletic games held near Chicago last Saturday, the one mile handicap was won by F. B. Bradley (20s.) 3.28 $\frac{1}{2}$; W. S. Webster (10s.) second; Phil. Hammil (scratch) third. The three miles handicap was won by Webster (25s.) in 11.16; Bradley (20s.) second; Hammil, o.

New Records allowed. The L.A.W. Racing Board has allowed the following records: Amateur tricycle for 6, 7, 8, 9 and 10 miles to A. G. Powell, made at Philadelphia, Aug. 27th, 1885. Tandem tricycle for 1-4, 1-2, 3-4 and 1 mile to A. G. Powell and G. D. Gideon, made at the same place and date as above. These latter records were beaten at Springfield. Bicycle records from 18 to 25 miles, to N. H. Van Sicklen, made at Chicago, August

15, 1885. All these records were fully reported in THE WHEEL at the time.

Record making in Canada.—On Sept. 17th, a 50-mile bicycle race was decided on the Rosedale grounds at Toronto. Eleven out of twenty-five entries came to the scratch; H. Clarke, Woodstock, winning by a lap and a half from H. Davies. The times above 25 miles are better than our records at the same distances.

| LEADER. | DISTANCE. | TIME. | AMER. RECORD |
|---------|-----------|---------|-----------------------|
| Davies, | 30 | 1.48.13 | 1.52.29 |
| " | 35 | 2.07.36 | 2.11.34 |
| " | 40 | 2.27.16 | 2.32.45 |
| Clarke, | 45 | 2.43.55 | 2.51.07 |
| " | 50 | 3.07.22 | 3.09.45 $\frac{1}{4}$ |

Entries close to-morrow for the October race meet of the Chicago Track Association, which will be held October 16th and 17th on their new track. A full list of events may be found in last week's WHEEL. The business meeting of the Illinois L. A. W. division will be held at the Briggs House—the League headquarters—on Saturday morning. After Saturday's races, dinner will be served at the Briggs House; in the evening the wheelmen will visit the theatre. If any of the visitors desire to remain in Chicago over Sunday, arrangements will be made to entertain them.

The Myer's Testimonial.—The entries for the two mile bicycle race close to-morrow with Gilbert H. Badeau, 17 Nassau St., N. Y. City; fee \$1.00. This event will be contested at Madison Square Garden on Saturday evening, Oct. 17th. The programme for that event is long and interesting, and any man who has ever been delighted by Myer's brilliant performances should certainly be present to give the champion a suitable send-off on his retirement from the path. The prizes will be very valuable and a memorial medal will be given to every starter.

Racing in New York City.—The Olympic Athletic club held its inaugural games at the Manhattan Athletic Club grounds last Saturday afternoon. A large crowd was present and much interest was manifested in the two wheel races. The one mile novices' was divided into heats. The starters in the first heat were: F. G. Warner, Olympic A. C.; F. Thayer, Ixion B. C.; S. D. Witson, Madison W. C. and E. A. Russell, Brooklyn B. C. Warner led from the start and looked an easy winner, but he fell back among the crowd on the last lap and a close contest resulted in a win for Russell; Witson and Warner dead heat by a length; Thayer, o. Time, 3.40 1-5. The second heat was a walk-over for W. H. McCormack, Citizens B. C. and E. M. Smith, Jersey City. A sharp brush up the home stretch placed Smith first by a few lengths. Time, 3.51. The final heat was hotly contested from start to finish. McCormack rode second till the commencement of the last lap when he fell back to fourth. Entering the homestretch, Russell, Warner and Witson were abreast, but McCormack crossed over behind them and making a splendid spurt won by a length; Warner, second; Russell, o. Witson, o; Smith, distanced. The time, 3.35 1-4 was very fast for the heavy track. The two mile bicycle race was run in the dark and the men were scarcely discernible. H. D. Edwards, Harlem Wheelman, started from the 150 yards mark and was never headed, winning by a long way in 6.55; D. H. Renton, Richmond County Wheelman, rode from scratch, finishing second; P. M. Harris, the other scratch man finished third; E. Parker, Harlem Wheelman, 100 yards, fourth.

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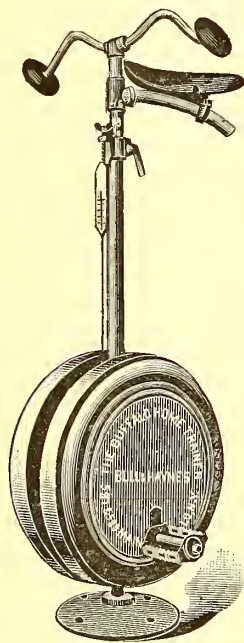
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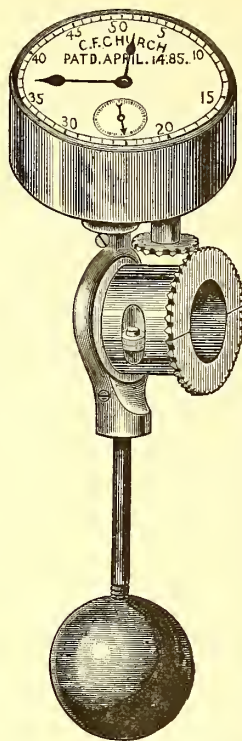
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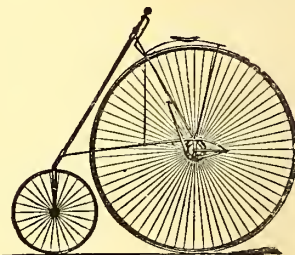
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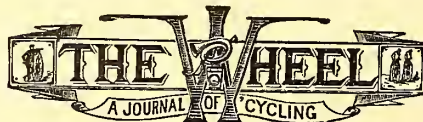


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THE WHEEL.

WILLIAM A. ROWE.

Under the caption, "A Lynn Shoemaker's Record on the Bicycle," the *Lynn Bee* of September 29th publishes a dauby woodcut, alleged to be a photo of W. A. Rowe. Five columns of the *Bee* are devoted to edifying the shoemakers of Lynn with a detailed recital of the bicycular doings of their townsman; indeed, so extravagant are the encomiums lavished on Rowe, that it would not surprise us if every young soleist in Lynn—A cycle should purchase for him—And early some day, should pedal away—To scour through the country for tin. To be serious, however, we have taken a sketch of Rowe's career from the *Bee*, feeling certain that his supposed position as amateur champion, will give it additional interest.

Rowe was born in Gloucester, Mass., on July 29, 1865. He moved from Beverly to Lynn about four years ago, and has since resided at that place, pursuing his occupation of a laster. He is five feet nine inches in height and weighs nearly 180 pounds out of, and 160 pounds in training. He is very robust, being surpassed in this respect by but one racing man, F. R. Cook of San Francisco; but his heavy build does not seem to militate against either speed or stamina, as he has proven himself a flyer at both sprints and long distances. He is modest, unassuming, and not given to belittling the abilities of others, nor boasting his own merits; qualities that are passing rare among successful racing men. Rowe did not begin to ride at all till the summer of 1884, so that his remarkable form was the result of little over a year's practice.

In 1884, he rode but three races, winning first in a half mile and second in a three miles, both races being held under the auspices of the L.E.C.W., and first prize in a mile race given by his own club, the Lynn C. C. After these races he competed no more till May and June, 1885, when he started first favorite in two road races, but having badly croppered in both, he rode unplaced. On July 4th, Rowe entered the races given by his club on Lynn Common, winning the two and three mile events. The same afternoon he rode to Boston Common and won first place in the mile and second in the two miles, the conditions of the meet not allowing him to win two firsts, which he could have easily done. Rowe had now made a reputation as a local racer, and in just two months after his 1885 debut he was recognized as one of the most prominent teasers of the British visitors. His successes from this time on are as follows: Aug. 13th, Pittsfield, won the mile 2.57; second in three and five miles. Sept. 2d and 3d, Hartford, won 5 miles, 15.58 3-4; 1 mile three minute class, 2.47. Springfield, Sept. 8th, 9th and 10th, second in 10 miles, 30.25; rode unplaced in 8.23 in 3 mile lap race; won 5 mile, 14.41 2-5; won 3 miles, 8.30; won 1 mile handicap from scratch, 2.41. Sept. 17, Rochester, won 5 miles in 15.05. Sept. 19, Danvers, first in tug-of-war, 3.06 1-2. Sept. 22d, Providence, finished first in 1 mile in about 2.40 1-2, but was ruled out on a foul; won 3 mile lap race, 8.57 1-4. Sept. 25th and 26th, St. Louis, won 3 miles, 9.45 3-4; second in 1 mile; won 1 mile handicap, 2.56 3-4; won 5 miles in 15.59, and won 3 miles handicap in 9.10.

Few men have crowded so much work into so short a period. Of 37 races, Rowe has won 20, rode second in 7, and unplaced in but 10. At Springfield and Hartford, Furnivall was the only amateur who secured more prizes than Rowe. The machine he rides is a 55 inch, 22 1-2 pound Columbia racer.

A NEW ENGLISH ROAD RECORD.

One of the "most important long distance races ever held in England" took place on Thursday, September 24th, over the roads between Hitchin and Norwich, via Petersborough, Wesbeach and Lynn, returning over the same route. It was a 24 hour tricycle road race, promoted by Messrs. Rudge and Company, with a view to proving that notwithstanding all the modern innovations in machines, their "Coventry Rotary" still held its own. The weather was rainy and blustery, and the roads for a good part of the distance in a fearful condition so that the performance of the winner, 232 1/2 miles, can be the better appreciated. The entry list was the best ever seen for an event of this kind. The men finished as follows: J. H. Adams, Lewisham B. C. first, 232 1/2 miles; R. Billson, Leicester, second, 206 miles; O. G. Duncan, Beretta C. C., 179 miles. The other starters were: M. J. Lowndes, Coventry; T. Lamb, Edinburgh; C. Cousins, Kildare B. C.; G. Potts, Sunderland; T. M. Dauson, Newcastle; A. Main, Crystal Palace T. C.; W. Wilmer, C. T. C.; E. Little, unattached; A. E. Kemplen, Kildare B. C.; H. C. Sharp, Kildare T. C.; W. Terry, Birchfield Harriers; W. Jackson, Newcastle; W. Watson, Leeds; R. T. Cassell, Beretta B. C. and D. Albone, Biggleswade B. C. Lowndes and Adams went away at once making the first eleven miles in 38 minutes. After the 68 miles the roads were very poor. The time at the 100 miles was 8 hours, 40 minutes, and at the turning point—124 miles—Adams led in 11 hours, 37 minutes; Edge and Billson, 11 h., 58m.; Duncan, 12h., 32m.; Terry, 12h., 59m. The last 25 1-2 miles were ridden in 2h. 6m. Adams eventually reached Beeston at midnight, having ridden 232 1-2 miles, beating the previous record of 231 3-4 miles, held by C. H. R. Gossett. Adams was wonderfully fresh after his terrible work with the roads and wind. T. Edge finished second, riding 224 miles, but he was not given the place, as he had not regularly entered; none of the men, others than those placed, did anything worth recording.

WHEELMEN AT WORCESTER.

Quite a novel days outing, cycled a field day, was enjoyed by the L. A. W. members of the Massachusetts Division, at Worcester, Mass., on Thursday, September 24th. The affair was in the nature of a picnic, the rendezvous being Lincoln Park, on Lake Quinzigamond, the arrangements being under care of the resident bicycle club, the Worcesterers. It was expected that a large number would attend, but a heavy rain on Wednesday, which rendered road riding unpleasant, if not impossible, and the threatening clouds on Thursday morning kept many from attending.

The morning was spent by the early arrivals in discussing topics bicycular, while waiting for the rest of the cyclers, but at twelve o'clock there was not more than sixty present. At this time a game of ball was in progress, but the majority were evidently waiting until fortified by dinner before letting themselves out. At one o'clock, an excellent dinner was served in the pavilion by a caterer. After satisfying the cravings of the inner man, the day's sports were commenced with spirit. After base-ball, foot-ball, running, jumping, weight and rowing contests were indulged in with zest. No records were kept of the performances, unfortunately, good fellowship being the keynote. A ride around the lake in the steamer City of Worcester was an enjoyable incident. The affair was voted a complete success, though the small attendance frustrated in a measure, the object the projectors of the picnic had in view, viz: to bring the members of the Massachusetts div-

ision together and get the workers thoroughly acquainted with each other. Prominent among the picnickers were Messrs. H. E. Ducker, Abbot Bassett and W. W. Stall.

RENTON VERSUS AARON.

As most of our readers are aware, the editor of the *L. A. W. Bulletin*, Mr. E. M. Aaron was arrested at the Grand Central Depot, early on the morning of Sept. 4th, at the instigation of Mr. D. H. Renton, of the Richmond County Wheelmen of Staten Island; the charge being criminal libel. The facts of the case are as follows: On July 30th, Renton competed at the Scranton races dressed in a white suit. In a report of the races furnished to the *Bulletin*, and in an editorial in the same paper, Renton's dress was denounced as indecent, hence the arrest. After remaining half the day in the court-house at West New Brighton, S. I., at which place the complainant resides, Mr. Aaron was bailed out, and the case was called last Wednesday for a preliminary hearing. The proceedings were conducted in Justice Power's office, West New Brighton, and thither the principals with their counsels and witnesses repaired about noon. The court was a dingy place, an amusing feature being two mottoes hung on the walls: "The way of the transgressor is hard," and at the door, a sarcastic, "Call again." The complainant ably represented by Mr. Sperry, endeavored to prove that the costume worn at Scranton was decent and that the alleged libel was founded on malice. The defendant as ably represented by Mr. J. C. Gulick, Citizens B. C., intended to prove that the suit was indecent and that the paragraphs ament it were written for the public good. The witnesses included many members of Mr. Renton's club, a number of men who had seen Renton race at Scranton and a couple of New York cycling editors, who were down as "experts in bicycling clothing." Among the auditors were Dr. Beckwith and several prominent members of the League.

The case opened at 1.30 P. M., and at 3.45, complainant's counsel had proven by an innumerable number of witnesses that the *Bulletin* really had a circulation in Richmond County. A recess of fifteen minutes was here called, during which time it was mutually agreed that the case would be adjusted without further recourse to law.

The American Wheelman editorially states that in conversation with the editor of that paper, John S. Prince reiterated his claim to a record of 2.35 1/2 made on a Carolina track. We draw their attention to the fact, that the circumstances surrounding the making of this time were sent us by one of our subscribers and published in *THE WHEEL*, a short time after the race was ridden. John had 100 yards the start on a trotter, and won in 2.25 1/2; the handicap was rated as ten seconds, and J. S. was given a record of 2.35 1-2; though the timekeeper said it might be a second or two out of the way but *not more*. We thought Prince had long ago renounced his claim to the record.

The financial ruin of the St. Louis Rambler's race meet is ascribed to the high price of admission, the lowest figure being fifty cents. The amphitheatre has a seating capacity of 30,000, and it is claimed that a scale of 50 cents for reserved, and 25 cents for unreserved and even ten cents for children's seats, would have filled up the vast space. In proof of this the fact is pointed out that when Buffalo Bill—no relation to Buffalo Bull—afflicted St. Louis with his blood-curdling Wild-West Show, 30,000 people obtained a liberal education in house-breaking, at twenty-five cents per capita. There is much sense in this low-price theory.

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Weight, 36 pounds. Seventy-two Tangent Spokes, strongly tied as well as brazed at intersections by ROYAL MAIL system of tying, giving rigidity and adding great strength to the entire wheel. Genuine Warwick Hollow Rim, $\frac{3}{8}$ -inch; the edges of this rim overlap and are strongly brazed together, thus giving two thicknesses of metal on the other side of the rim, besides a thick washer through which the spoke passes before receiving the nut, making it impossible to pull out. Andrews Head, with long centre. Hollow Forks, very stout, and with round edges. Detachable Cranks. Bown's Aeolus Bearings, which are easily adjusted and do not tighten after long runs. New pattern, noiseless, close fitting, strong Brake. Best moulded Red Rubber Tire, very full. Oval Backbone, much handsomer and more rigid than round. The Long Distance Saddle and Buffalo Tool Bag. Fine enameled finish, with bright parts nickeled.

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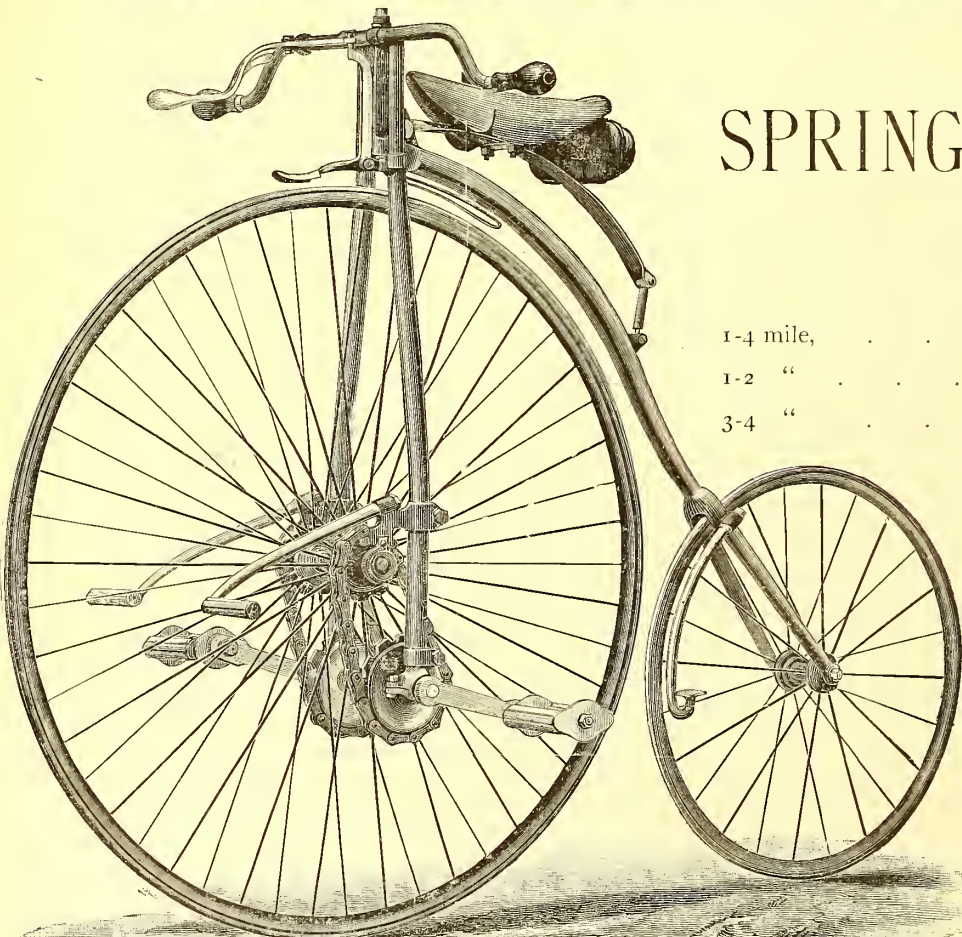
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Remember these are Amateur Records.

F. S.—Thanks for the note. More. Would be glad to hear from all “club scribes.”

A. B. C. D. E. Webber will be given a public reception on his arrival at his Isle of Wight home.

A new club has been formed at San Francisco, called the California C. C. It is an offshoot of the Bay City Wheelmen.

The title of our esteemed St. Louis contemporary, *The American Wheelman*, always makes us think interrogatively: Which one?

Brother Aaron of the *Bulletin* is no doubt an excellent fellow, but when he perpetrates such a pun as “Howell he rides,” forbearance ceases to be a virtue.

Burley B. Ayres is already at work on a number of “Chicago” tours, which are designed to take in choice bits of country at the least possible expense.

In response to an invitation of the Citizen's B. C. of this city, the Massachusetts B. C. of Boston, will spend next Tuesday, Wednesday and Thursday in New York.

Th Chicago B. C. is in a sad fix. The members have failed to pay their dues or aid the club financially, and the secretary announces that he has lost all zest for footing the bills.

The “Owls,” of St. Louis, although a young club, are anxious to build a new clubhouse. The “Owls” should turn off the gas when they discuss the momentous question; they can then see their way clear.

Karl Kron is looking for the birth days of the cycling editors and prominent writers, for insertion in his book—that is to be. We hope Karl asks “Daisie” her age. What a frightful death for the genius of Washington Square.

The English are undoubtedly away ahead of us Americans in other things besides racing. An English editor speaks of a woman as a professional cyclist because she rode in a professional contest with male cyclers, and the woman's husband—the co-editor of a cycling publication, by the way—who is very large, strikes the editor, who is very small, on Lillie Bridge race track. Who wouldn't be an English editor.

The Avondale B. C., of Cincinnati, held a “Biker's Reunion,” on the evening of September 22d. Representatives from the Cincinnati, Kentons, Wanderers, Walnut Hills, Mt. Auburns and Brightons were present, in all almost 100 people. The principal features of the reunion were, an open air parade and a supper, followed by musical selections.

The members of the Harlem Wheelmen gathered at their club house last Saturday evening to give a farewell supper to Mr. Andrew A. Knowles, a member, who was about to tempt fortune in the far and wild West. After the feast of edibles, came the flow of soul; speeches being made in response to the toasts by Messrs. Knowles, Edwards and others.

The recent tournaments have caused “X. M. Miles” and Karl Kron to fall quite out of sight. It makes us sad to miss the Kronic bulls from the cycling press, and this must be our excuse for revivifying Karl. Karl has probably learned that in the bicyclic history of this country, there are times when even he must tuck up his trousers and pause to meet the issue.

There is a lingering suspicion in our minds that the Englishmen who recently came to this country are dual, or rather sextuple. We are told by one reliable editor that Wood sailed

last Saturday and that Furnivall is now studying hard at Bartholomews Hospital, London. Again Wood is located at Chicago, while Furnivall is sent “doing” Niagara. Meanwhile we know that Wood is lying low at Springfield and that we were tandeming up Riverside Drive with Furnivall. Yes! 'tis “passing strange.”

On Thanksgiving Day, Nov. 28, will occur the third annual Hare and Hounds chase under the auspices of the Chicago Bi. Club. On this occasion each of the city clubs will be invited to appoint one or two men to represent them as Hares, and the entire club to participate as Hounds. The course will be twenty-five miles, and will be from the club-house to South Chicago and return. Communications sent to Capt. W. G. E. Peirce, 189 Michigan avenue, will receive attention:—*The American Wheelman*.

The Lynn Cycling club elected the following officers on Friday evening: President, F. A. Lindsey; vice-president, S. S. Merrill; secretary, E. M. Bailey; financial secretary, C. F. Fox; treasurer, Wm. A. Rowe, club committee, J. H. Schurman and S. S. Merritt.

On Sept. 9th, the Colorado W. C. elected the following officers: President, C. B. Kimball; captain, L. B. Johnson; secretary, Jno. F. Peiffer; treasurer, A. Doerner; 1st Lieut., J. J. Alter; 2d Lieut., E. B. Hosford; bugler, A. Jackson; color bearer, H. G. Kennedy; executive committee, F. J. Chamard, W. F. Payne, George F. Higgins and Dr. Jno. Drury.

M. A. Kennedy Childe writes to the wheel papers to correct the generally expressed opinion that Hendee is a boaster. Mr. Childe recently visited this country, and as his position in English cycling circles will give weight to his utterances, his attempt to stem the tide of condemnation that has flooded our champion, for he is yet that, will be appreciated on this side the water. Mr. Childe concluded from personal observation that Hendee is a “retiring, unassuming young gentleman, * * * one who more than any other man I have ever met carried the simplicity and modesty of a natural gentleman, untainted amidst the somewhat mixed society of a dressing-room.” Bravo! Mr. Childe.

We received a call from Mr. Percy T. Dashwood, of the Vectis B. C., Isle of Wight. Mr. Dashwood, who was an Isle of Wight crack, has been living on his orange grove in Florida; he was about to revisit to his native “heath.” He will return to this country in a few weeks, bringing back with him Mrs. Dashwood. He rode with Webber for three or four years, and has many a yarn anent the dare-deviltry of him, both as a fruit-stealing school-boy and as a fearless youth. He read the account of his old young friend's successes at Springfield, in the files of the WHEEL, and gave it as his private opinion that we, like Webber, undoubtedly had the “lead.”

While riding through Orange last Friday evening on a tandem tricycle, a lady and gentleman met a gentleman on a tricycle coming towards them. He apparently did not see them and before they had time to steer, the machines collided, throwing the lady violently forward; fortunately she received nothing more than a scratched arm. The machines were damaged to the extent of a couple of broken spokes. After mutual apologies the parties went their different ways. In looking over this paragraph we almost wonder why we penned it, there is so little of either interest or novelty in it. If the lady had discovered her long-lost brother in the strange gentleman; or if she was being spirited away by an ancient but obdu-

rate flame and she thus opportunely met her young lover and a rescue was effected, it might be worth while to record the fact.

Another “coming man” has appeared in the person of Albert E. Sharp, of Buffalo, who can do “his” mile well down in the “forties.” He is but 17 years of age, 5 feet, 1 inch short, and rides a 55 inch machine. There are two peculiar things about this canard. The first is “his mile,” which leaves the ordinary reader in doubt whether “his mile” is shorter than anybody else's or not; we presume that it is. Another peculiarity is the fact that this “Sharpe” youngster, though there is but 5 feet 1 inch of him, should ride a 55 inch machine. If he does ride a 55 inch machine, he must have an “inch” of “hisn” as well as a mile. There are coming men and coming men. We have all read the canards anent, “young Crist of Washington,” who was heralded last May as a “coming man.” He has been “coming” ever since; and he is one of many.

As most of our readers are aware, a facetious person named “Hal” has been “meeting men” for some weeks past in the *L. A. H. Bulletin*. From private sources we learn that before commencing to “meet men,” “Hal” put himself under the tutelage of a Philadelphia professor of fisticuffs; also by dint of practicing on the operative felines that haunt the classic shades of backyardiana, further supplemented by a quarter's course at a shooting-gallery, he had arrived to such a perfection of duelling condition that he could step back twenty paces—of one inch each, and hit a clay pipe—sixty-three inches in diameter, at which he had not aimed. Having thus assured himself that he was ready to “meet all comers, play or pay,” he embarked on the perilous “meeting” process above referred to. The cycling fireworks of the day were first dissected for the edification of 7,311 league members, the *Bulletin* being the slab, and “Hal” filling, and ably feeling the roll of “Lord High Executioner.” This was immensely funny, and “Hal's” humor was peened by the press, but when he fell into the “demnition” habit of “meeting” cycling editors, “a change came over the spirit of their dreams.” Did he not speak of our beat-ling cliffs, when he knows that we never beat anybody; and of our nobility of sole, when he knows that we never think of paying a shoemaker? Hath he not accused brother Baird with belonging to those blood-thirsty thugs, the Young Mens Christian Association, and retailing eternity at ten cents an hour, three hours for a quarter; liberal discount to the trade; and hath he not discovered dignity and culture in the “frisky” Boston racing Nestor. Yea, verily, he hath; and his doom was sealed forthwith. The editorial mind and matter rebelled, the mind dipping into the ink-bottle, the matter taking train for Philadelphia, on a pilgrimage of vengeance; but the bird had flown to H. i S. native Wood(s); and this was what the editors saw on the door of the abode in which they sought their victim: “He hath gone where the woodbine twineth; To the land of the after-dinner: His kind regards he freely sends; To every journalistic sinner. Hal.” The curiosity excited in all beholders by this transparent p(l)aint, is further heightened by the presence of a moderate-sized dry goods case, which is fitted to the door, the bottom being a foot above the doorstep. A plate above this “Editors cards,” announces the purpose of this roomy receptacle, also that “Hal” evidently considered the quantity of existant editors, when he gave orders for his card case. It is no secret that “Hal” intends to embark in the paper manufacturing business, when the scribes begin to ease up, *Au revoir*, Hal.

THE WHEEL.

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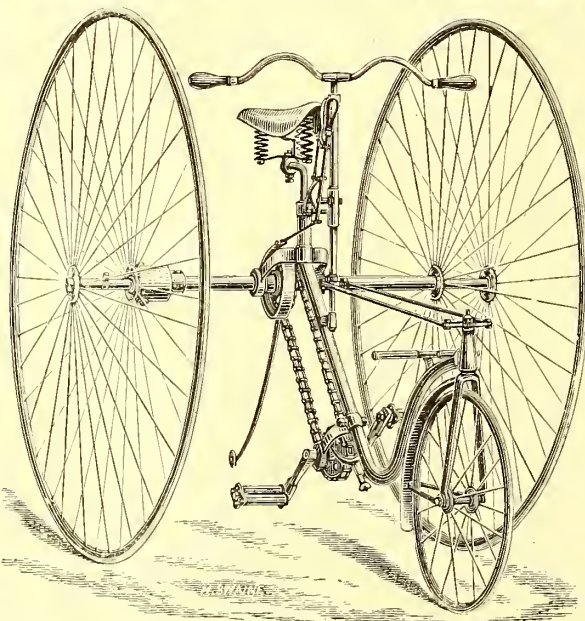
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It is rumored that the Pope Manufacturing Co. are negotiating for the use of the front space of the heroic Statue of Liberty pedestal that is now being built in New York harbor. The enterprise of this firm would lead it to induce the powers that be to reorganize the milky way and shape it into a magic "Columbia," or to form the Dipper into a wheel and place a first-class photo of Rowe in the saddle. However, 'tis said they've got the lead, as it is.

FROM THE CLUBS.

FIXTURES.

- Oct. 9-10.—Omaha, Neb. Wheel Club; second annual tournament.
Oct. 10.—Second Annual race meet of Norristown, Pa. B. C.
Oct. 9.—New York Athletic Club games and bicycle race, Mott Haven, N. Y. City at 3.30 P. M.
Oct. 16.—University of Penn. games and bicycle race at West Philadelphia.
Oct. 16, 17.—Chicago Amateur Track Association. October meet.

CLOSING OF ENTRIES.

- Oct. 9.—Entries close for one mile scratch race of the Un. of Pa. B. C. Fee 1.00. Address G. A. Kohler, University of Pa., Philadelphia.
Oct. 10.—Chicago October race meet, with Chairman Racing Committee, 189 Michigan Avenue. Full particulars in another column.



"Home Exerciser"

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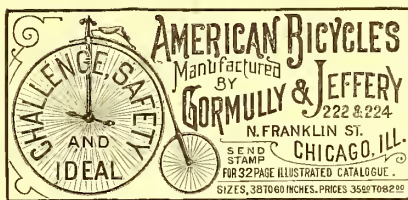
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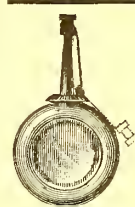
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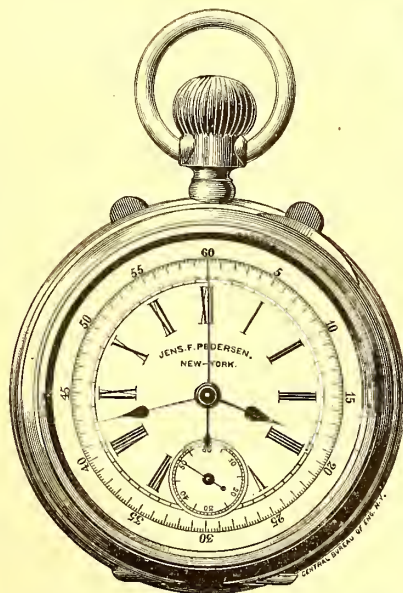
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