

VOL. IX.—No. 17]

NEW YORK, JANUARY 22, 1886.

[WHOLE NUMBER, 225.

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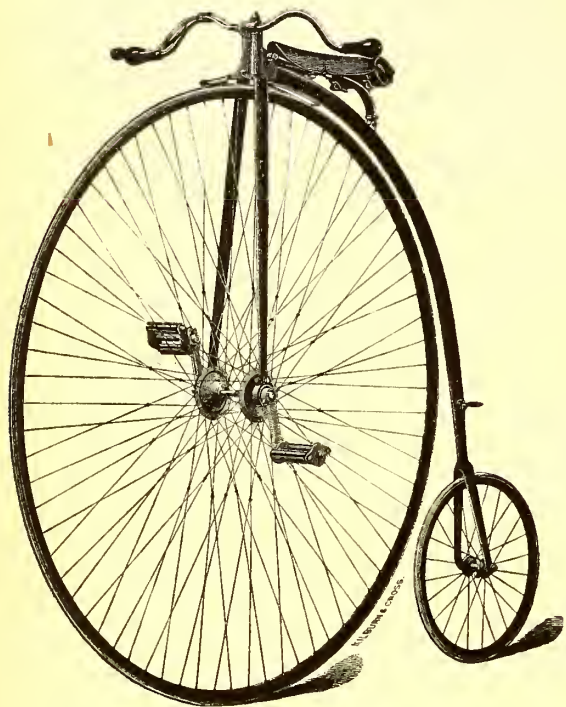
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Gentlemen :—After a careful examination of the different makes at the late meetings, I consider the Royal Mail superior to any other in the market. Please forward at once these orders intrusted to my selection by friends, for the best wheel I found, and send me a 54-inch for myself, and also a Racer.

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A Superbly Built Wheel, Rigid, True Running.

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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."

WHEELMEN certainly appreciate the advantages of a Light Weight, combined with great rigidity as shown in the Royal Mail, and the record of the past year is a full proof that the Royal Mail, with its nicety of fittings and high quality of work throughout, stands rough road work as well as wheels weighing much more. In the Canadian tour, Royal Mails evoked the commendation of the party, several buying them on their arrival in Boston.

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.

You will make a mistake if you do not examine a Royal Mail before purchasing.

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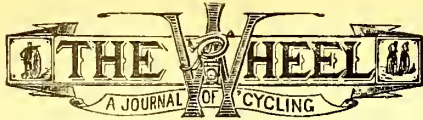
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Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. 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.

Prince Ghika, of Germany, rides a tricycle.

John B. Slack, a cyclist of Trenton, N. J., died on January 5th.

The rumor that Phil. Hammell has turned professional, is without foundation.

Where would that Professional League be now, if it was organized, since Morgan has given up the business?

The Cambridge Club will hold a series of home-trainer races in a short time for the medal offered by Bull & Bowen.

L. D. Munger now represents Messrs. W. B. Everett & Co., of Boston. His southern trip is made in the interest of this firm.

Whittaker started from St. Louis on the 8th, on his eastern trip and is now in Boston. He was tendered a dinner by the Cambridge B. C. last Saturday.

The latest Railway lines that have announced their intention of carrying wheels free, are the Bennington & Rutland and Hoosac, Tunnel & Western R. R's.

Charles Frazier has turned hunter. He wants to sell some skins, those of cats predominating, which he shot with the D. & B. gun, won at Cleveland, on his Star.

An exchange states that a New Jersey man is working on an adjustable ice-tire for his wheel, to prevent slipping on the ice. Judging from this, ice-wheeling has a firm hold on Jerseyites.

McCoy and Williams, the United States agents of the Robinson & Price bicycle, expect a sample of that machine this week. They will receive some Sparkbrook convertible tandems during February.

The Tennesseans want a State Division, and as the shortest method to procure it are working hard for recruits. There are at present about thirty L. A. W. members in the State, enough to form a Division.

A contemporary with charming originality remarks that wheelmen should now petition the Park Commissioners, to grant cyclers the park for all-day riding. The paragraph well deserves the appellation of "Chestnut."

An Indiana wheelman suggests that wheelmen carry a piece of "whang" leather, about half an inch wide as is used for lacing belts, to obviate the delay that always ensues on the loosening of the tire. Twine is good enough for us poor New Yorkers.

AT IT AGAIN.—On Friday, January 8th, Prince met and defeated Jake Small, the champion skater of Scranton. The contest took place at the Scranton, Pa., Arcadian Rink, and was a five-mile for a purse. The men started from opposite corners. Small got the best start and exercised his professional tactics so well that Prince was unable to pass him until late in the race, winning by a short distance in the novitiate time of 20.28. Prince has a number of other races on the tapis.

The Chicago B. C. held its annual meeting for the election of officers on January 12th. The voting was close and spirited, three different slates being nominated. T. S. Miller was elected President; J. P. Maynard, Vice-President; W. C. Thorne, Secretary and Treasurer, and N. H. Van Sicklen, Captain. Burley Ayers would have been elected to the Presidency, had he not positively declined the honor. After the balloting a rush was made for a neighboring oyster house, where an excellent menu was discussed.

The Society of Cyclists held a meeting on the 29th of December, '85, in London. The proceedings were opened by B. W. Richardson, the President, making a few brief remarks, followed by Major Knok-Holmes, who delivered "Effect of a Septuagenarian Midnight Ride," in which he gave some incidents occurring in a wonderful ride from Northampton to London. Then J. B. Marsh, the Stevens of Italy, described his tour through that country in graphic terms, giving much information concerning traveling in Italy, of a useful character.

At the last Saturday's races of the St. Louis Ramblers B. C., at the rink, the three-mile scratch was the principal event. The starters were: A. A. Hart, Oellien, and Morris. Morris was mounted on his racing Star, just received, and though declaring it to be the best machine he has ever ridden, was last in the race. Hart won, with Oellien second. The track of the rink is, it seems, very short. We publish in another column a letter from Mr. Jonn S. Rogers, a prominent Rambler, who gives some very valuable information about both the Globe Rink and the Fair Ground's tracks.

At the beginning of the season, Captain Brown and Lieutenant Martin, of the Elizabeth, N. J. Wheelmen, offered a handsome medal to the man making the largest score for the year, also medals to members making over one thousand miles. Mr. D. B. Bonnett secures the medal for the longest distance, having covered 3,442 miles. No less than nineteen men score over the thousand, L. B. Bonnett, D. B's. son, heading the list with 2,815 miles, A. S. Roorbach following with 2,659. The records of the rest range from 1014 to 2400 miles. The average, per man, is 1679 9-19 miles. The club may well be proud of this splendid record. We doubt if it can be equalled by any other organization in the country.

N. H. Van Sicklen, in a fit of righteous indignation, kindled, no doubt, by our presuming to place that detestable Whittaker before him, in the 20-in-the-hour men, writes us, for the

special edification of the St. Louisan, that his best time for the twenty is 1.04.09¹/₂, also, that Whit is well aware of the circumstances under which it was made. He also states that he will not participate in the proposed Chicago-St. Louis races, as ditto Webster and Pierce. If, as we presume, Van is riled at our placing him sixth—and last on the list, let it be proved that he should occupy a position further towards the front. We judged only from the doings and records of the men. Van Sicklen is an old and experienced rider, while Whittaker is comparatively a new man, all in favor of Whittaker, of course.

A reader reports to us a wonderfully realistic dream which he experienced a short time ago. He dreamt that it was on the occasion of the L. A. W. meet at Kalamazoo, 1891. He was passing through one of the hotel reception rooms, when something within him prompted him to explore a closet situated in said room. He entered, but was almost driven back by the concentrated light which seemed to come from the ceiling. Looking up, he saw on a shelf the features of the Secretary-Editor surrounded by a halo of light. He at once saw the meaning of the vision. Poor Aaron had been laid on the shelf! The relating of this dream by our reader leads us into a thoughtful reverie. Was it merely a dream? Or is it a fore-telling of the fate of the noble Philadelphian?

H. E. Kempster, of Eastport, Maine, has patented an indoor rowing machine, which very much resembles the tricycle. It consists of a steel metal frame, in form similar to the tri., supported by three wheels, two being in the hind, and one, by which the steering is done, in the front. The rider sits on a sliding seat as is fitted to racing shells, and propels the machine by his own muscular exertion. The wheels have rubber tires, which give them an easy and elastic motion. The rider is able to stop the machine at a moment's notice, by means of a very powerful brake. A prominent oarsman made a mile on the machine in 3m. 9s., at Boston last week. As the best time for a boat on the water is six minutes, the fact is significant. It is rumored that Charles Courtney, the famed hippodromist, will make the new invention infamous by doing his practicing on it.

THE HARLEM WHEELMEN:—This flourishing organization will astonish the quiet people of upper New York by holding a gigantic concert and reception at Association Hall, corner of 129th street and Fourth avenue, on Thursday evening, January 28th, at 8 P. M. The club has issued an elegant programme of the event, which from a typographical point of view, could not have been much better had it been printed at No. 12 Vesey street. Part one will consist of a "Sailor Song," by a select quartette, Messrs. Herbert F. Andrews, A. F. Andrews, Preston and Shaw; A solo, "The Sands of Dee," by Master Harry Brandon; Piano Solo by Mrs. Kate V. Baxter; Two recitations by that prince of good-fellows, Mr. J. S. Burdett, and a Duet by Miss and Mr. Hill. The male quartette are also members of the "Musurgia" society, which the daily papers so highly complimented a short time since, on the occasion of their Chickering Hall concert. Part two will commence with "Annie Laurie," which will be rendered by the quartette; then, three solos by Master Harry Brandon, Mr. W. J. Hill, and Miss Nellie Hill respectively; Mrs. Kate Baxter will then render a Piano Solo, which will be followed by "The Polly Glut Party" and "The Hat," recitations by Mr. J. S. Burdett, winding up the entertainment. From our former experience with the Harlem-ites we will guarantee any who attend, a royal good time.

J. Howard Morgan, M. D., of Westerly, R. I., has a record for '85, of 2,800 miles.

We extend our congratulations to Mr. and Mrs. Freelon Morris of Boston. A boy.

Eck is in Chicago, where he will be joined in a short time by Armaindo. Race is as usual the talk.

Gaskell will not race next season. In Herbert the path loses one of its fastest and most genial devotees.

It is said that Gideon Haynes, Boston's home-trainer flyer, has a record of 1.35 for the mile on this machine.

A new and improved pedal has been placed on the market by the Pope Manufacturing Co. It has a double-grip rubber which prevents slipping.

It is again rumored that Woodside will ride against Anderson, the long-distance horseman at the Madison Square Garden, New York, this winter.

The White Sewing Machine Co., of Minneapolis, furnished two of their employees, an adjuster and a collector, with bicycles for business purposes.

Racer Rowe has been elected a life member of his club, the Lynn C. C. Rowe joined no other club than this, all other reports to the contrary, notwithstanding.

A number of professionals contemplate visiting England next season. Woodside will sail in April, while Neilson and Prince may depart these shores at later dates.

The "Ladies' night" entertainments of the Massachusetts B. C., are worthy of imitation. Those held thus far have been great successes. The next affair will be held on Jan. 30th.

The H. B. Smith Machine Co., will endeavor to reduce the weight of the Star this year to thirty pounds. If they succeed, the Star, as a racing machine, will rank second to none.

The Canadians are not ambitious. It is strange that no attempts are made to reduce the twenty-mile record which at present stands to the credit of H. Davies, the time being 1. 13. 53.

Grant Bell, the famous Star racer, took up 'cycling four years ago. He always used a crank prior to last year, when he secured a Star. Bell is now in the south, recovering the use of his limbs.

Robert Neilson, of Boston, wants any rider in Canada who doesn't allow his title of the Champion of the Dominion, to put up his money, and sign articles. Bob contemplates visiting Canada for this purpose, in a short time.

The Boscobel B. C., will hold their first dance and entertainment at the Lynn Coliseum, on February 12th. Skating races, bicycle racing, as well as a number of other attractions will be the order. This club is a great rival of the Lynn C. C., of which latter club Rowe is a member.

A benefit was tendered Miss Elsa Von Blumen, at the Buffalo, N. Y., Arsenal, on January 5th. The varied entertainment wound up with a 25-mile bicycle race between Miss Elsa and an unheard of rider by the name of E. Williams, which the latter, laying aside all gallantry, won by over three laps.

Bull and Bowen's Home Trainer Record Race is growing in popular favor and many clubs have ordered machines for their active

members to compete for the handsome prizes. The score sheets have been printed and distributed among the different prominent agents and we look for some speedy returns, which we will be glad to publish.

The entries for the coming Minnesota six-day's affair are: W. M. Woodside; T. W. Eck; Mlle. Armaindo; T. M. Hardwick, Galena, Kansas; C. W. Smith, Milwaukee, Wis.; Wm. Snyder, Faribault, Minn.; Fred. Shaw, Mitchell, Dakota; and an unknown from the pine regions of Maine.

The Overman Wheel Co., have leased the two new stores, 182 and 188 Columbia Ave. and expect to occupy them about Feb. 15. The very rapid increase in their business has made this step absolutely necessary. They promise to have the new model '86 Victor Bicycle on exhibition by that time.

The next L. A. W. meet will undoubtedly surpass in every respect any meet hitherto held. Good work is being done by the press generally, as also by the local wheelmen. The only possible thing that can detract from the meet's success is the dispute of the Boston and Massachusetts' clubs as to representation, which is likely to be a marring feature.

Nothing further than has already been published, has been done by Mr. Butcher in the McCurdy record matter. It is hardly complimentary to either of the parties concerned to say that there is no brimstone in the Boston air. If Mr. Butcher has any foundations for the unseemly charges, he should at once make the facts known, while, even under the present circumstances, McCurdy should be as equally expeditious in denying the allegations—if he can do so, and demanding a full explanation.

John Brooks, the Blossburg Pa., retired professional, finds that bar-tending agrees with his constitution. Those who ought to know, positively state that John's retirement was not the consequence of his failing to keep up with the other men, but a desire to lead a less wicked life. 'Tis a pity indeed that he has forsaken the path. We have no doubt, but that, with proper training, and some rest, Brooks would have made his mark as America's leading professional exponent of 'cycling.

A number of Virginia wheelmen will tour to the Boston meet this year. The start will be made at Norfolk, on Monday, May 24th, taking steamer to Providence, R. I., where the party will arrive on Wednesday. The afternoon of the same day they will wheel to Marshfield, about twenty miles distant, where they will stop over night. The next morning they will cycle to Boston, starting at an early hour. The Seaside Bicycle Club planned the tour and its president will be the leading spirit. He has sent out circulars asking for a large party, and on the return of the 'cyclers to Virginia, will endeavor to organize a State Division.

The experience of L. B. Graves, formerly of Northampton, Mass., is thus given by the *Minneapolis Tribune*: Commenced riding at Northampton, Mass., May, 1882; first machine used was a 54-inch Star, of old style; second machine, 54-inch Star; third machine, 52-inch "Sanspareil"; fourth, 54-inch Rucker; fifth, 54-inch Yale; miles ridden in 1882, 1500; in 1883, 2000; in 1884, 2500; in 1885, 1500; longest straightaway taken in 24 hours, from Northampton to Boston, November, 1884, 106 miles, and from which he felt no ill effects. The benefit he has received he declares to be great, and also a general improvement in health.

A year ago Messrs. Theo. Goetze & Co. of 256 Grand street, found that their orders for hose exceeded the supply and were forced to cancel their advertising contracts. The great difficulty being to secure operators for the machines which are exceedingly complicated, and require constant attention. Last fall they brought hands from Germany, and now announce their line of hose. The "Club Hose" is an all around stocking suitable for cycle, tennis, boating and other purposes. It is made in any color desired and can be procured from any dealer in sporting goods. The "Columbia" Hose is made expressly for cyclers, special attention being paid to the length, shape and general construction. One feature is the extension of the rib on the instep, avoiding the bad break at the foot usually apparent in most stockings. The patent seam at the back adds to the beauty and finish of the goods, and the new heel is a great improvement. Messrs. Goetze & Co. supply many dealers and have acquired a large business by constantly improving their workmanship.

AT MINNEAPOLIS:—The second of the series of amateur bicycle races occurred on Tuesday, January 12th. It was a three mile, and two heats were run. For the first heat David Fuller and Henry Schroder appeared, the former riding a 52 inch Expert, weighing 37 pounds, the latter on a 40 pound Columbia. Fuller was considerably out of trim for the race, entering only to take the place of another who did not show up. He got the outside and forged to the front, remaining there until the third lap, when Schroder took his place. Fuller clung to the latter's little wheel and regained the lead at the seventh lap, but was passed by Schroder on the thirteenth lap, again going to the front at the eighteenth. Fuller, at this stage of the race, was looked upon as a sure winner, but at the twenty-first lap, three laps from the finish, Schroder indulged in a royal spurt, and passing Fuller, won by fifty feet. The times were: one-half-mile, 1.40; 1, 3.16; 2, 6.37; 3, 9.53. The second heat was the one of the day, as John Fellows and E. A. Savage, good and closely matched men contested. In the races of the preceding week, both riders had each won a heat, the rivalry was therefore great. Savage bestrode a keen racer, while Fellows was heavily handicapped by reason of riding a road Star. Savage took the lead at the start, with Fellows at his hind wheel. The order was maintained until the fourteenth lap, when Fellows went to the front. Savage, however, soon regained the lead, and despite Fellows' persistent spurring, won about as he pleased, by two feet. Times: Half-mile, 1.32; 1, 3.05; 2, 6.16; 3, 9.07. Washington Rink was the scene of the races. Chief Consul Heath was referee; Willy Woodside officiating as timer, as usual.

Another of the series of races were contested on Thursday, the 14th. There were two heats as usual. For the first heat E. A. Savage and Henry Schroder toed the scratch. Both men in turn held the lead, and the race was a close one from start to finish, Savage finally winning by fifty feet. The mile was covered in 3.11, two in 6.24½, and three in 9.28½. By winning this race Savage clearly established his right to the City Championship. He receives the first prize, a medal, valued at \$25. The second heat was between the men who had won second places in the two preceding races, John Fellows, the Star rider and E. J. Hale therefore contending. Fellows had an easy time of it all along, winning by two feet. His time for the three miles was 9.43.2-5. After the races a skating carnival was given, many wheelmen appearing on the floor in fancy costumes.

The *Cycling Times*, with an evident intention of squelching its contemporaries, remarks that Adams' 24-hour record of 233½ miles, not allowed by the N. C. U., is accepted by the leading American papers. While we, on this side of the herring pond, not being either as prejudiced or bull-headed as some of our English e.c.'s., accept Adams record the same as we would any other record reported by the said papers, the N. C. U.'s refusing to see its right to the title, would, of course, nullify it as far as we are concerned. If they are accepted by this organization, we are bound to do likewise. It is very silly indeed for *Wheeling* and the *Cycling Times* to come out in open warfare again such a powerful body.

The details of the grand rink tournament of the Plainfield, N. J., B. C. to be held at the Crescent on January 25th, have all been arranged. The entertainment will commence with a grand *entree* and parade by the Plainfield B. C., the Hudson Co. Wheelmen, and the Kings Co. Wheelmen. Following this, comes an exhibition by the wonderful Leopold, who besides a bicycle, also rides a unicycle and buggy wheel blindfolded, and other various Canaryite things. The Kings County Wheelmen will then electrify the audience with their wonderful Demon Drill, being earthly images of his majesty, and carrying flaming torches. Dr. Elliott W. Johnson and Fred. Erleck of The Hudson Co. Wheelmen, Jersey City, will next make their appearance, presenting their specialty, "Pat and his friends' first time on wheels." Dr. Johnson is a first class artist and his riding of the Trick mule bicycle will, no doubt, form a very interesting part of the entertainment. The famous deaf mute, John M. Stout, will give an exhibition in fancy riding, his feats on the wheel being of the highest order. After Stout gets through with the astonish process, the floor will be occupied by the picked drill team of the Hudson Co. Wheelmen, whose skillful movements will no doubt provoke the applause of the audience. Charles E. Kluge, the Star Wonder, will play a game or two of Polo with W. P. Smith, to be followed the anonymous Three Wonders, who in turn will give way to the fast amateurs likely to appear for the one-mile club, and two-mile bicycle, races. Gold and silver medals are offered to first and second in each of these events. The general admission will be 25 cents, and reserved seats 50 cents. Messrs. Cooley, Burr and Crane, members of the P. B. C. have charge of the arrangements, and judging from the good work that has already been done, a big crowd of wheelmen will be present on the 25th.

HUB HAPPENINGS.

THE LEAGUE MEET MANAGEMENT STILL A LIVE-
LY SENSATION—HOW THE MAKERS' AMATEURS
ARE TO BE SAT UPON—SLEIGH RIDING AND
CYCLING ON THE ICE—POINTS AND PROPHE-
CIES.

The unwarranted attacks and unjust insinuations as to the position taken by the Boston Club in relation to the management of the coming League meet, have at last drawn out a letter from President Hodges, who states most emphatically that his club has taken no stand whatever in relation to the matter and objects to having the club assigned to a position it has never taken only to be maligned for so doing. The *Herald* article in question purports to be written authoritatively. It is quite probable that it was written on the authority of a certain prominent Massachusetts officer, whose identity and hostility to the League are too generally known to make it necessary to mention his name here. I have all along said that the

Massachusetts club would try and insist upon a proportional representation scheme in the management of the meet, but I never thought they were so foolish as to make some of the statements contained in that article. It is unnecessary to produce it entire, a few extracts will suffice to show its general tone. It begins by saying that the Massachusetts Club does not propose to put itself on an equal footing with a club having but a quarter of its membership; and follows later with the contradictory statement that the Massachusetts Club has never insisted upon any point. Funny; isn't it?

Then comes the following: "The bare fact that the Massachusetts Club has its own club house, while the Boston has a leased dwelling house, shows that the former will naturally have the most to do." It is rather an advanced idea that one cannot do any entertaining unless he owns the house he lives in.

The best of all is this: "As far as Chief Ducker is concerned, his plan is a desirable one as far as the Boston club and himself are concerned, but it won't suit the Massachusetts boys. He has really nothing to say except as a member of the Massachusetts club." Now, is not that brilliant? The state division have nothing to say about the management of the meet? Not, at all as though the Massachusetts club desired to be autocratic, oh, no; not at all! But this is ridiculous when the true state of affairs is considered, for the state division and not the Massachusetts club, will be the entertainer of the League. That body has accepted the invitation to meet in Massachusetts from the state division, of which Mr. Ducker is the head. The division has all the say about it, and whatever any Boston club does, will be with its permission.

President Hodges wrote to President Williams of the Massachusetts club, asking him if the referred-to article was authorized by him or any officers of his club. The reply was certainly of such a nature as to believe that the article did contain the sentiment of the Massachusetts club, or at least of its president, for although the reply states that the club has not as yet moved in the matter, the writer declines to say whether or not he favors the sentiment expressed in the article. That's the way matters stand now; before another week, perhaps there will be some new developments.

ROUGH ON "MAKERS' AMATEURS."

It is reported that the cycle dealers of Boston have come to the conclusion that they have been bled about long enough by the gentry known as "makers' amateurs," and propose to rise up in their might and then sit down upon them most emphatically, or at least emphatically enough to make them ride at much reduced rates. It is understood that the dealers propose to club together and sign an agreement not to employ any "makers' amateurs" who are riding or who have been riding other makes of machines. The idea is to have the various dealers draw up an agreement before the season opens, each dealer selecting his men and the others agreeing not to buy them away. It is claimed that by this method the dealers hope to get their racing talent at a much lower figure than heretofore. It is not likely that the "makers' amateurs" will be greatly pleased with this scheme, for, besides depriving them of a goodly share of their profits, it will be exceedingly embarrassing for the more high toned to be thus publicly handled as general merchandise. I was told to-day by a representative of the Pope M'f'g Co, that it was not likely that his company would sign any agreement in relation to the matter. It was not necessary, said he, for the Pope company has always made it a rule

not to interfere with the amateurs who may be said to belong to other makers.

Dorchester Bay has been solidly frozen over during the past week and wheelmen have had some fine sport speeding over its glassy surface. One can go almost a mile in a straight line and some almost incredible speed can be attained. A tricycle is of course what you want for ice cycling, and a tandem goes ahead of everything. There were lots of bicyclists on the ice last week but many of them came to grief, and returned home badly bruised up from the emphatic way in which they had been deposited upon the frozen waters. A serious accident happened to one of the South Boston bicyclists. He was thrown with great force to the ice and struck on his wrist, badly dislocating it.

One of Boston's most promising riders for next season is Mr. J. T. Williams of the Massachusetts club. It is Mr. Williams' intention to ride a Rover Safety and he proposes to try and see if he cannot bring down an assortment of Safety records both on the track and on the road. He has been a cyclist for several years but has never before attempted anything in the racing line. In other branches of athletics, however, he has won for himself much fame. He is a fine runner, a jumper, a good man on the apparatus and a first class all-around athlete.

A few evenings since a dozen members of the Brockton Bicycle Club chartered a barge to take them to a ball which was to be held in a town half a score miles distant. They started early so as to be on hand in good season for the dancing, but the fates were against them. They had gone scarcely a mile when some of the horses' harness broke, and all were compelled to wait half an hour until it was repaired, which was done with the assistance of a clothes line borrowed from a neighboring farm house. At last off they started only to be stopped again a few miles further on by another break. This time it was one of the shafts which gave out. This was also repaired with a clothes-line after a long delay. The next three miles were a succession of accidents which culminated in the breaking of one of the runners of the sleigh. This forced them all to alight and traverse the remaining four or five miles afoot, through deep snow. It was after two o'clock when they finally did reach the town, too tired, it is needless to say, to have any thoughts of indulging in the merry maze.

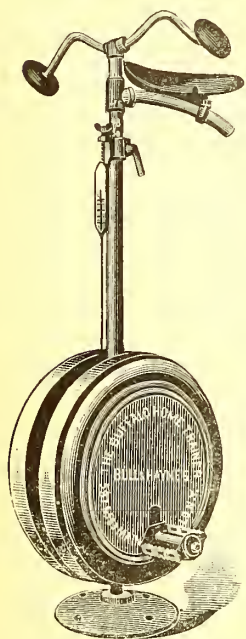
Louis Harrison and Albert Thayer, of the Boston club are shortly to depart from these shores for a protracted visit to Paris and other cities in France, where it is understood, they are both to devote themselves to literary work. Thayer has an idea that he can do something in the playwriting line, and thinks that there is no place like Paris to fill him up with correct ideas. He really is possessed of a great deal of dramatic talent, and will undoubtedly make a success of his work. The minstrels of the Boston club two years ago were given under his direction, and the performance was certainly the best conducted amateur entertainment ever given in this city. Mr. Harrison is engaged upon a work the heroine of which is a sprightly little French maid who cuts up all sorts of capers in the gay capital, and to truthfully chronicle them it is of course necessary that he should be on the ground. For some time past these two have been making the lives of their club mates miserable by practicing French about the club house.

POINTS.

J. W. Cleed, of Topeka, Kan., has been in town during the past week.

THE WHEEL

Buffalo Home-Trainer



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RECORD
RACE.

One Mile Open.

TWO MEDALS will be given for the best records made on the BUFFALO HOME-TRAINER between Jan. 1st and April 1st, 1886.

Further particulars may be had on application to Mr. FRED. JENKINS, Editor of THE WHEEL, who has kindly consented to act as Referee.

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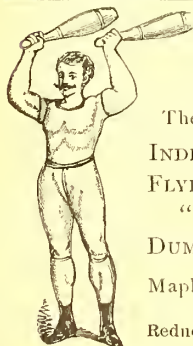
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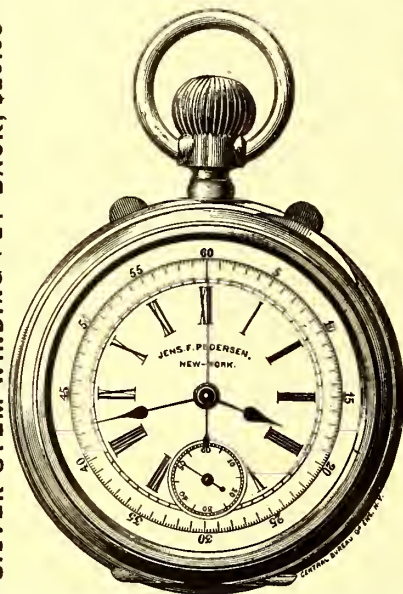
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A Special Line of English Bicycle Shoes has just been received, and as a well fitting shoe secures the greatest comfort to the wearer on a run, we invite an examination of our styles, confident that they will meet with the approbation of all experienced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

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Black Morocco Leather, pyramid rubber sole. A well finished shoe for all around work, and warranted to wear satisfactorily.

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THE WHEEL

The Somerville Club members are getting up a dramatic entertainment which they predict will rather outshine anything of the kind ever attempted by a bicycle club.

The Massachusetts men have also got their hopes set on a dramatic entertainment. Mr. F. Alcott Pratt has charge of the affair and he hopes to have things in working order by the middle of next month. The gymnasium is already fitted with a stage. On January 30th the club will have a ladies' night.

A. S. Parsons hangs to the honor of riding a tricycle more than any other man in Boston. Last year he covered upwards of 2600 miles. I wonder if all those miles were made on that funny looking and saffron-hued trike which used to create such a sensation, as its owner pushed it through the streets of Boston a couple of years ago?

Bob Neilson says that he is going to Canada shortly to try and find out if there is anybody in that country who wants the professional championship bad enough to race for it.

S. G. Whittaker, now of St. Louis, but a few months since of this city, has been in Boston for the past week, and next Saturday will be tendered a banquet by members of the Cambridge Club.

The Dorchester Club members will gather up their lady friends tomorrow evening and enjoy a 20 mile sleigh ride.

It is reported that the Mass. Club members were dreadfully shocked when they received the Citizens' invitation to attend the French ball. You New Yorkers must be more careful in the future how you shock the modest sensibilities of church-going cyclists of the Hub.

The Boscobel Bicycle Club of Lynn, is preparing for an exhibition and dance at the Coliseum Rink on the evening of Feb. 12.

The regular monthly athletic exhibition at the Massachusetts club house occurred last Saturday evening, and like all previous similar affairs was a big success.

One of the local dailies suggests A. S. Parsons as a candidate for the presidency of the League. While I have nothing personally to object about Mr. Parsons, I do not think that he is just the right man, and furthermore I do not think that, did he consent to allow his name to be used, which I doubt very much, he would stand the slightest chance of being elected. That old trouble at Chicago, no matter what its merits were, is too fresh in the minds of many League members to think of allowing him to fill the first office in that Association.

Gaskell says that he appreciates the fact that he is no good any more, and next season will keep clear of the race track. There was a time when not a man in all England could give Gaskell a start, but no matter how good a man may be, there always comes a time when he must retire in favor of younger men.

Frank W. Weston has retired from the cycling business. He will, it is understood, still retain his prominent position in the C. T. C.

For a genuine good dinner there is nothing better served than that at the Boston Club House every evening from six to eight o'clock, and the members appreciate it too, for there is always a crowd present when the hot dishes are brought on.

One of the Massachusetts club men has been enjoying during the past week several cycle rides up and down Tremont street. He rides between the horse car tracks while on either side of him are high snow banks. Perhaps this is lots of fun, but it is hard to see just where the fun comes in. For a winter rider there was never any one who excelled W. D. Wilmot. Three years ago, before he went into the fancy riding business, he rode every day during the winter months, and succeeded in completely wrecking two bicycles. Will is still in the fancy riding business and I guess there are few, if any, who excel him in that line, but I doubt if he is making much money just at present; for, I understand that the field has become so overcrowded that there is not much of anything for anybody.

As soon as the new club committee of the Boston club gets settled down to its work, you may expect to hear of something pretty surprising in the club house line.

Fortunately for the readers of the "Bicycling World" the art loving editor of that sheet is considerate enough to publish with each "cartoon" he reproduces from the English cycle papers, a key, explaining in detail just what the reproduction is intended to represent.

Gid Haynes is hard at work trying to make a record on the home trainer which will win for him that gold medal. He is said to have done a mile last week in something under 1.35.

JANUARY 18th, 1886.

C. S. H.

BUSINESS ANNOUNCEMENTS.

Editor of the Wheel:—With a view of informing our agents and friends what our plans are for the coming year, we give them below a few ideas regarding the machines we are to handle.

Our manager has visited England and has examined carefully every detail in regard to the manufacture of the Rudge bicycles and tricycles.

As regards the bicycle, there is no change in the Rudge Light Roadster, American Rudge, and Rudge Racer. Last year we perfected them, and our machines are giving such thorough satisfaction that we have not deemed it advisable to make any change. A change is not always an improvement, and we prefer to adhere to what we know is thorough and reliable, rather than to make any alterations which may or may not be found afterwards to be what is desired or could be called an improvement.

In the Rudge Safety we have carefully examined every point. We may say that last year was really the first year for the manufacture and sale of the Safety machine, and the Rudge Safety this year will have marked improvements, and we can confidently recommend this machine to our agents and riders.

We shall also have a new Safety similar to the *Rover*, but which will be somewhat higher in price than the present type. Full details of this will be furnished later.

In Tricycles we shall have a tricycle which contains all the essential points of the Crippen and Quadrant combined. It will be furnished with the Quadrant large front wheel, but with bicycle steering and long wheel base. We have studied this point very carefully and feel confident that when the riders see this machine they will be more than pleased, as it combines strength, lightness, and easy running, with very little difference in speed as compared to the bicycle. To those who have not as yet been satisfied with any tricycle they may have seen

we would ask them to wait and examine our catalogue.

For a Tandem we shall handle the well-known and popular *Coventry Rotary* which is fully described in our 1885 list, and also the "Genuine Humber" tandem.

All of these machines are well-known in England, and combine all the latest ideas of mechanical ingenuity and skill.

Messrs. Marriott & Cooper's "Genuine Humber" tandem machines are now made by Messrs. D. Rudge & Co., and the above gentlemen's wide-spread practical and mechanical knowledge which has given the Humber machines such prestige in England combined with Rudge & Co.'s experience and skill in material and workmanship, will leave nothing to be desired, and we can with confidence recommend these machines to the notice of our agents and customers.

We are at present preparing our catalogue for 1886, which will be out the latter part of February, and which will be forwarded to you at the earliest possible date so soon as we have our plans completed. We would suggest to our friends that they wait and see our catalogue before deciding what their mount for this season will be.

Trusting we shall be favored with your valued orders,

We remain, yours very truly
STODDARD, LOVERING & Co.—*adv.*

A GOOD RECORD.

A few enthusiastic members of the Citizens Bicycle Club have been rolling up the records during the past year, and considering the fact that many of them are business men who can only ride evenings and Sundays, the scores are worthy of note. They are as follows:

Philip Fontaine . . .	3205 miles
Elliott Mason . . .	3025 "
Thos. C. Smith . . .	2805 "
W. H. Mc Cormack . .	2308 "
W. B. Krug	2169 "

Total . . 13512

General average 2702.

There are, perhaps, some clubs who can make a better showing under more favorable circumstances, but the roads around New York are none of the best and the scores are all the more meritorious. Elliott Mason made the first century record in the club, having completed that distance between daylight and sunset on the Clerical Wheelman's Tour in 1885. Mr. Philip Fontaine has the reputation of being the hardest road rider in the club, his 89 miles in a day from New York to Peekskill and return is a performance that will stand unequalled on the books for a long while. Mr. Krug rides a "Facile" and is consequently at a disadvantage as far as mileage is concerned. The statement that Mr. Fontaine covered 3400 miles which recently appeared in THE WHEEL and was extensively copied, is a trifle inaccurate, the above figures representing his actual record.

We would be glad to hear from other clubs and will print their records with pleasure for the sake of comparison and stimulating a healthful rivalry for the present year.

A NEW YEAR'S OUTING.

Editor of the Wheel:—Our club the "Independent Wheelmen," resolved at their last meeting (Dec. 26th 1885) to undertake quite an extensive tour on January 1st 1886, if fine weather prevailed. We happened to strike a fine day and as you said in your last issue of THE WHEEL, it brought quite a number of enthusiasts out and it brought us out too. Our des-

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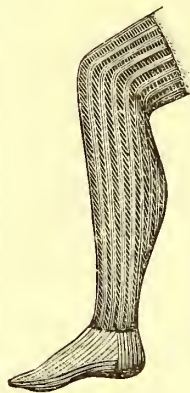
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Bicycling Hose,
made from selected
yarns in every color.



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called to our "Club
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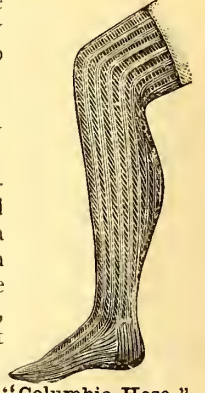
we make to order for clubs and individuals to match any
shade of cloth.

Our "Columbia Hose" for 1886 is a new article of im-
proved pattern. The specialties are that the rib is extended
down the front of the foot, giving a neat appearance when a
low shoe is worn. Also our patent flat seam at the back which
will not rip, and seamless heel. This stocking will compare
most favorably, and has been judged by riders of experience,
to be superior to the best English makes. A liberal discount
is made to the trade, and correspondence is invited.

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LIGHT ROADSTER, FULL ROADSTER OR RACER

Strictly First-Class, Ball Bearings, Hollow Forks, etc. Nickel, Paint
or Enamel, Sound and Perfect, but very slightly shop worn.

**For Less than the price of a good second
hand, low class wheel.**

This is an opportunity to get a wheel for little money. Do not loose it. Only a limited
number for sale and they are

BARGAINS EXTRAORDINARY

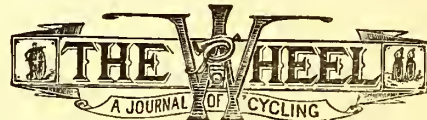
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OTHER DANGEROUS FALLS.**

The means of propulsion insure a *continuous motion without dead centres*, a
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The new *flat-seated* tires are a great improvement, and the new square
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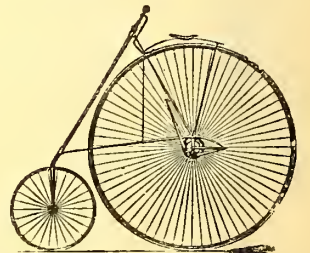
A "Reformed Crank Rider" says:—"In strength, safety, control, driving
leverage, ease of motion, and coasting, the Star leads all Bicycles; while its
positive action, quickness in steering, and economy in pedaling, are excluded
from any other similar vehicle."

The workmanship and entire practicability of each and every machine are
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tination being Babylon, it was necessary to make quite an early start.

It was a delightful morning when all of us with the exception of our color bearer, wheeled out into the fresh and delightful country. After riding over some rough roads and getting pretty well shaken up, we arrived at Jamaica at 8.30 a. m. and proceeded to Queen's without dismounting. Our secretary who is a novice, and who has not had much experience as a road rider, took a header over a frozen rut. After he had picked himself up, we examined his machine. The damage done only consisted in a broken spoke and bent handle-bar. The spoke could be easily dispensed with and the handle-bar was soon brought into shape and without further delay we mounted and pushed on for Hempstead with increased speed. Hempstead was made in excellent time, taking into consideration the frozen state of the roads. From Hempstead we took a straight cut to Merrick and arrived there without further mishap. The South Shore road being in excellent condition we got over it pretty lively and it seemed as if we would make good time, throughout the whole tour. But our spurting did not last long as our secretary who was pretty well broken up from the fast riding begged us to take a rest and have dinner at the same time. We gladly complied with his request and in ten minutes were enjoying a hearty meal. Dinner took about an hour and after having settled down, we found that there were just thirty-five minutes left to catch the afternoon train from Babylon to Brooklyn. As we were only at Amityville it was necessary to make another spurt. We again set off at a rattling pace and just reached Babylon in time to catch the train. Once fairly on our way home, we had time to look things over. Two of our members had cyclometers and both measured 46 miles, corresponding within 1-20th of a mile. After an hour's ride on the train we were landed at the L. I. R. R. depot at Brooklyn having enjoyed our New Year's day in the most pleasant manner imaginable.

"ENTHUSIAST."

ARMAINDO DEFEATS SHAW.

The twenty-six hour bicycle race between Mlle. Louise Armaindo and Fred. Shaw, commenced at 8.30 p. m. Friday, January 15th, and closed at 10.30 a. m. Saturday, Armaindo winning. Louise arrived in Minneapolis the day before the race, and consequently, was in anything but good trim. She appeared on the track, attired in a close-fitting costume adapted to her work, which showed to advantage her magnificent physique. She is possessed of a great deal of grit. In this race she rode a borrowed Columbia. Her contestant was Fred. M. Shaw, a youth direct from the rural plains of Dakota, who drinks milk, never swears, and goes to church twice a week. Shaw also rode a Columbia. The two stuck close together until the twentieth mile when Shaw was attacked by cramps. He hid himself to his room for a short rest giving Armaindo a mile and a half start before he resumed. Shaw left the track at intervals, until at the fiftieth mile the lady was sixteen miles in the lead, her time for the fifty miles being 4 h. 2 m. 10 s. It was at this stage of the race that Louise downed a reporter who was intently observing her, by asking, with charming accent "What you tink of me, eh?" Having such a lead of Shaw, she took it easy for the rest of the time. The 100 mile point was passed in 12 h. 28 m. 38 s. At 182 miles, when a few minutes of the 26 hours yet remained, Armaindo retired to her dressing room. Shaw's record was 162 miles. Armaindo is below the general height, weighs 145 pounds, and generally rides a 51 inch machine, of English make.

THE HALF CENTURY RECORD.

Wm. M. Woodside attempted to establish a new fifty-mile record at the Washington Rink, Minneapolis, on Friday, January 13th, but did not succeed, although a few of the intermediate distances now stand to his credit. T. W. Eck and Fred. Shaw were expected to act as pace-makers, but failed to show up, Shaw being snow-bound a few miles out, while Eck didn't feel well. Woodside, however, was not discouraged, and set off on his long trip with eager expectations of breaking the record. He rode a 24 pound, 58 inch, Columbia racer, and started at the signal at a rapid rate, making the first mile in 3. 12 3-4. His chances of breaking the world's record for fifty miles of 2.47.20 were very good indeed, but at the forty-fourth mile all his calculations were thrown out of place by the loosening of a spoke in his large wheel. Woodside rode 51 miles, taking the record formerly held by Eck for that distance, as well as the records from 41 to 46 miles inclusive. The following table shows his times from one mile up, * denoting best on record.

H. M. S.	H. M. S.
1 mile . . . 3 12 3-4	38 miles . . . 2 5 14 2-5
5 miles . . . 15 55 4-5	39 miles . . . 2 8 46 3-5
10 miles . . . 31 43	40 miles . . . 2 12 15 2-5
15 miles . . . 48 3 4-5	41 miles . . . * 2 15 49 3-5
20 miles . . . 1 4 00 1/4	42 miles . . . * 2 19 18 3-5
25 miles . . . 1 20 35 3-4	43 miles . . . * 2 22 57 2-5
30 miles . . . 1 37 33 1/2	44 miles . . . * 2 27 12 1-5
31 miles . . . 1 40 55 2-5	45 miles . . . * 2 30 47 3-5
32 miles . . . 1 44 21 2-5	46 miles . . . * 2 34 30 3-5
33 miles . . . 1 47 48 4-5	47 miles . . . 2 38 10 1-5
34 miles . . . 1 51 17 1-5	48 miles . . . 2 42 4 1-5
35 miles . . . 1 54 39 2-5	49 miles . . . 2 46 35
36 miles . . . 1 58 15 3-5	50 miles . . . 2 51 28 2-5
37 miles . . . 2 1 43 1-5	51 miles . . . * 2 54 11 2-5

The scorers were E. J. Hale and Allen Osborn; timers E. J. Kimball, T. N. Slosson; referee, C. W. Ryder.

THE LEAGUE MEET.

H. E. DUCKER'S PLANS FOR THE GREAT BOSTON ASSEMBLAGE IN MAY.

The coming meet of the League of American Wheelmen in Boston calls for preparations that seem to set the wheelmen of that vicinity into a little turmoil of flutter and excitement. The Massachusetts Bicycle Club of some 250 members, strong and active, and a staunch member and supporter of the League, invited the League to meet in Boston, expecting the Boston Club, which, though but one fourth the size, is strong, and has but recently seen fit to enter the League, to assist heartily in entertaining the visitors. But the Boston Club or some of its members claim equal honor and representation with its rival club on committees and the like, proposing to stand aloft otherwise, though in a dignified manner, and while opening the doors of its club-house freely to the League, yet do it all unofficially. What their stand will be on the expense matter (for opinion is against a guaranty fund,) they do not state, though it is proposed to divide that pro rata, as well as membership on committees and the like. But this is large talk; smoke that will float away. No one anticipates serious trouble; there are too many men in the clubs. Henry E. Ducker, Chief Consul of the State Division, has to devote all his spare time to the matter; for on the State Division primarily comes the task of entertaining the League. He is full of ideas, the Springfield tournaments have shown that, and successful ones, too; for his principle is to give people more than they expect for their money. The largest meeting the League has ever had was in Boston several

years since, and this year's meeting, May 27-29, is to surpass everything in attendance and attractions. The parade will have 2000 wheelmen in line, all League members; this reservation to be adopted to increase the number of League clubs and members in the eastern part of the state, where they are few.

The plans for the three days of the meet are now clearly sketched out in rough, and if good weather favors will give a meet to be marked for years with a white stone. In the first place, it is proposed to hire the large and suitable Massachusetts Charitable Association Building, where the exhibitions have been held. It has ample room for storage of machines, and for all mass meetings. The first day is pre-eminently for sociability, to give the members opportunity to find out what a good fellow every wheelman is. Routes are to be laid out over the sand-papered roads of Boston's beautiful suburbs, that every man wants to visit, and parties will be made up for runs with local wheelmen for guides. "Daisie" of the *Bicycling World* is planning privately a run for the tricycling wives and sisters of the wheelmen who will be there. For those who are not satisfied with a morning run, there will be provided a steamer for an equally delightful sail down the harbor. In the evening the wheelmen will find that the body of some theater has been hired for them to wind up the day properly. Everybody is expected to "get acquainted." That evening the officers will have their meeting and on the day following the League will have its annual meeting and is expected to solve knotty problems with facility and dispatch; the status of makers' amateurs will be determined, racing board, League organ, officers, legislation and all that sort of thing turned off promptly. The third day will see the great parade in the morning through the Back-bay district and the races in the afternoon at the Beacon Park mile track, which Justin Sackett of Springfield and Hampden Park track fame will put in the best condition. The one-mile bicycle and tricycle championships will be run there and probably three or four other races, State Division championships, etc. Mr. Ducker proposes to have the wheelmen ride from the parade to the park direct and there feed them with lunches in boxes, taking the idea from the successful working of a similar plan at Springfield. The grand banquet is to be in the evening and will recall the one given in the Metropolitan Hotel, New York. "The beauty of it all will be," says Ducker, "that it will all be free to League members. Not as in Buffalo, where a man had to pay wherever he went and pay twice when he sat down. It's going to be another glorious date in the history of bicycling."—*Springfield Republican*.

FANCY RIDING IN BROOKLYN.

The management of the Fifth Avenue Skating Academy, had advertised that they would award cash prizes for competitions in fancy bicycle and unicycle riding, and the hall was well filled last evening by those who were anxious to see the contests. It is safe to say that they were treated to the best exhibition of the kind ever given in this city. The entries were Harry Tufts, Wm. Marshall and George Hutchinson. The following is a result of the different events: Fancy bicycle riding—Hutchinson 1; Tufts 2; Marshall 3. The competition between Hutchinson and Tufts was very close, and it was some time before the judges dared decide upon the result. Double riding—Hutchinson and Sewell (on crank wheel) 1st; Marshall and partner (on Star) 2nd. Unicycle riding—Tufts, 1st; Hutchinson 2nd; Marshall 3rd. Unicycle (without handlebar or forks)—Marshall 1st; Hutchinson 2nd; Tufts

THE WHEEL.

3rd. Cartwheel—Hutchinson 1st; Marshall 2nd; Tufts 3rd. Harry Farr, of the Ilderan B. C., won a one mile amateur race in 3.27, and a two mile race in 6.55. Marshall won a two mile professional race with ease. His time was 8.05.

The trick mule bicycle was brought on the floor and Hutchinson was the only one of many that tried who succeeded in riding it around the hall. The judges of the different events were George Bancroft, Wm. Adams and Frank Jones, of the Brooklyn Bicycle Club.

BROOKLYN, Jan. 15th, 1886. F. B. J.

FROM ST. LOUIS.

THOSE WONDERFUL TIMES AND TRACKS.

Editor of the Wheel: As I see quite a number of St. Louis items in your last issue, I would like to set your mind at rest on a point that seems to have been troubling you for some time, viz.: The accuracy of our times. Know then we have an abundance and variety of tracks in this city. The one on which Hendee, Rowe, Whittaker, Prince and Eck made their records is a three lap board track in the open air. This may appear somewhat strange to you, but it is easily explained. The track in question is the promenade around a large open amphitheatre in the St. Louis Fair Grounds. It has been carefully surveyed three separate times by competent surveyors, and Chairman Bassett of the Racing Board holds a certificate of its correct measurement. It has a solid board curb eighteen inches high around its entire length. As to the records of Hendee, Rowe and Whittaker, I can personally testify that they were correctly timed. Of those of Prince and Eck I know nothing except what I have read, but I think there is very little room to doubt their accuracy.

As to our rink races I have never heard that anyone ever claimed a record on any of the times. Prince and Eck ran a race at the Globe Rink for the championship of Hong Kong or some such place, and made three miles in the phenomenal time of 8.20½. The track is 11½ laps or thereabouts to the mile, and they ran nine laps, I believe. When the Ramblers took the rink every Saturday night for the rest of the winter, they ran for convenience sake, eleven laps to the mile and have never claimed that the times made were accurate. These races are only given with a view to giving the racing men a chance to keep in training during the winter and the novices an opportunity to show their hands, and not with an idea of making any wonderful times. I trust that this explanation will relieve your mind of the load it has been carrying.

Apropos of your explanation as to why the St. Louis clubs are giving no entertainments this winter, I can only speak for the Ramblers. It is true that our venture in the tournament line cost us nearly \$2000, all of which was met by the club at once, but I trust that the card which you should have received ere this will satisfy you that we are not so cast down by our losses as to be unable to entertain our friends. You have, I think never visited us. If hard luck (yours) should ever cast you upon these shores, we may be able to prove to you that neither New York nor Boston can out-rank St. Louis in the matter of hospitality.

In behalf of the Ramblers,

JOHN S. ROGERS.

ST. LOUIS, Mo., Jan. 12th, 1886.

BERKSHIRE CO., MASS. WHEELMEN.

Editor of Wheel: This veteran organization has recently adopted a new Constitution and By-laws, is in a heal-

thy and flourishing condition and is already planning for the coming season. Snugly quartered in our elegant club rooms we recall our past triumphs with no small degree of satisfaction, and why shouldn't we. No cycling centre of this size has given finer tournaments or offered more liberal prizes. No like events, with few exceptions, have brought together a more noted group of wheelmen and at our third annual, last August, Wm. A. Rowe rode his first race. Is not that alone glory enough for one Club?

We give our usual midwinter Entertainment at the North St. Rink on the evening of Jan. 6th, for which a choice programme is being prepared. The "Boys" have acquired a great reputation in giving these entertainments and have made themselves "solid" with the public who second their efforts with a large attendance. New Year's Eve we opened our Club Rooms to the public with an informal reception with music and song. The Berkshire winters, as you are well aware, are long and dreary, commence early and tarry late. But this year will long remain in the cyclists' memory as a fond exception, for lo and behold! at the present date (Dec. 29) we have no snow, and the frozen ground, smoothed by travel, has given us a fine boulevard which has tempted the cyclist out once more, and the disappointments we have felt at not being able to join the Bermuda party are somewhat mitigated by the novelty of a midwinter ride among our own Berkshire Hills.

I give you herewith the officers of the Berkshire County Wheelmen recently chosen: President, E. H. Kennedy; Vice-President, E. P. Stevenson; Secretary, W. S. Kells; Treasurer, H. G. West; Executive Committee, E. H. Kennedy, F. F. Read Jr., P. W. Jones; Captain, C. C. Kennedy; 1st Lieut., W. H. Sheriden; 2nd Lieut., Gus. Greenfield; Bugler, C. E. Taft.

E. H. K.

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.]

BUFFALO:—The Buffalo B. C. on December 30th elected these officers: President, J. S. Danelson; secretary, C. W. Adams; treasurer, James C. Monroe.

BRISTOL:—A new club was formed at Warren, R. I., recently, with twenty-four members, under the title of Bristol County Wheelmen. Officers as follows: President, Charles S. Davol; captain, A. B. Staples; treasurer, Charles W. Green; guide, M. W. Turner; bugler, A. W. Banus.

WEEDSPORT:—Following are the officers of The Weedsport Bicycle Club for 1886. President, H. D. Brown; Vice-President, Chas. C. Teall; Secretary, H. E. Rheubottom; Treasurer, C. K. Durbin; Captain, J. R. Rheubottom Jr.; Lieutenant, F. L. Durbin; Bugler, C. D. Hugunin; Commissary, W. Raymond Brock.

Yours Fraternally,

H. E. RHEUBOTTOM

Sec'y.

YALE:—A meeting of the Yale B. C., New Haven, Conn., was held on December 19th at the club rooms, 129 Farm ave., electing officers for the ensuing year. Result: President, C. P. D. Townsend, '86; Sec'y and Treas., C. Adams, '87; Captain, J. S. Kulp, '87; Lieutenant, D. D. Bidwell, '86; Bugler, E. M. Youmans, '88

NONANTUM:—The Nonantum B. C. of Newton Mass., elected these officers on Dec. 17th. President, W. E. Wentworth; Vice-Pres't, J. M. Fisher; Secretary, J. H. Lewis; Treasurer, A. A. Glines; Captain, Geo. F. Williams; 1st Lieutenant, W. H. Allen; 2nd Lieutenant, W. H. Huntley; Bugler, J. J. Needham; Color-bearer, F. Banchor.

MUNGER IN THE SOUTH.

A sun-burned, blond young man, weather-beaten and athletic looking, dropped into Hunter & Genslinger's last week looking for bicyclists. He looked a 'cyclist, and he is. It was L. D. Munger, of Detroit, who holds the 24-hour record in America.

Munger is the man who circled around Boston on his bicycle on Nov. 20 and 21, 1885, for twenty-four hours, making 259 3-4 miles. His actual riding time was 22 hours, 45 minutes, an hour and a quarter being consumed in lunching and changing clothes. The feat was accomplished on an Apollo wheel, 57 inches, weight 34 pounds.

Munger is a sort of a bicycle missionary, traveling around to encourage the sport. He will remain in the South a month or two, and after his bicycle arrives on Saturday he proposes to make some records on New Orleans roads. He will go through Texas after leaving New Orleans, and will return to Boston in the spring to train for track racing. He held the record for 100 miles and other distances, but these were taken away from him this year. He was compelled to stop racing at Boston by the ice, but as soon as spring comes again he will return to hard work, determined to gain lost laurels.

Munger is a born wheelman, if there is such a thing. He has only been riding a year and a half, and never learned how to ride. Nine weeks after he started 'cycling he took all the championships in the Detroit Club, and two weeks later got out against the advice of his doctor and won the five mile championship of Michigan. In the short time he has been bicycling he has ridden thousands of miles, and is one of the finest long-distance riders in the world.

He is only twenty years old and weighs 167 pounds. He is the life of every tour and trip on wheels and will do much to popularize the sport in the South.

Munger says that in St. Louis, bicycle riding has become a matter of business, that is, persons use the machine for their regular daily travel, and do not regard it merely as an amusement. There are men in St. Louis who boast of not having worn any but knee breeches in months. He thinks this is the future of the bicycle everywhere.

Harry Etherington, and Tommy Moore, the proprietor-editor and joint editor of *Wheeling* respectively, have had a falling out. Tommy, in his Ubique column last week, inserted a paragraph, giving the Stanley show people a laying out, and as Etherington had an outstanding grudge against the latter, the penning of the par. was attributed to him. Therefore Harry in his just wrath, has bounced the genial Thomas, and apologizes for the paragraph in the last issue, saying that he himself will also resign the pen, still owning the paper, and that next week, the names of the editors will be announced. On finishing the article, we rather expected to have "To be continued in our next," greet our eyes; but it was not there. Whether the new editors will be Hillier and McCandlish of the Coventry ring, or Fox and the other fellow of the *Cycling Times* and *Tea-Party Journal* respectively, we have not yet been informed.

This space is reserved for
A. G. SPALDING & BROS., 241 BROADWAY, N. Y.,
who are busy arranging their Spring stock of
Bicycles and Tricycles.
Watch for their announcement.

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THE WHEEL.

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The Greatest Distance ever made Inside the Hour,
20 $\frac{1}{2}$ miles 396 $\frac{1}{3}$ ft. by Wm. A. Rowe, Springfield, Oct. 19

20 $\frac{1}{6}$ Miles Inside the Hour, Without Pacemakers, by W. M. WOODSIDE at Springfield, October 26.

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

The 100-Mile Road Record by ALFRED A. McCURDY on a Columbia Light Roadster, Nov. 16.
Time, 7 Hours 51 1-2 Minutes.

4 to 50 Miles (inclusive), - - - AMERICAN PROFESSIONAL BICYCLE RECORDS.
4 to 10, and 21 to 43 Miles (inclusive), WORLD'S PROFESSIONAL BICYCLE RECORDS.
By W. M. WOODSIDE, at Springfield, October - November.

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