

VOL. IX.—No. 24

NEW YORK, FEBRUARY 19 1886.

[WHOLE NUMBER, 229.]

PLEASE NOTE.

We do **NOT** control the wheel business.

We do **NOT** dictate the prices at which other wheels shall be sold.

We do **NOT** claim any hold upon riders other than the merit of our goods.

We do **NOT** compel our agents to agree not to sell wheels which compete with ours.

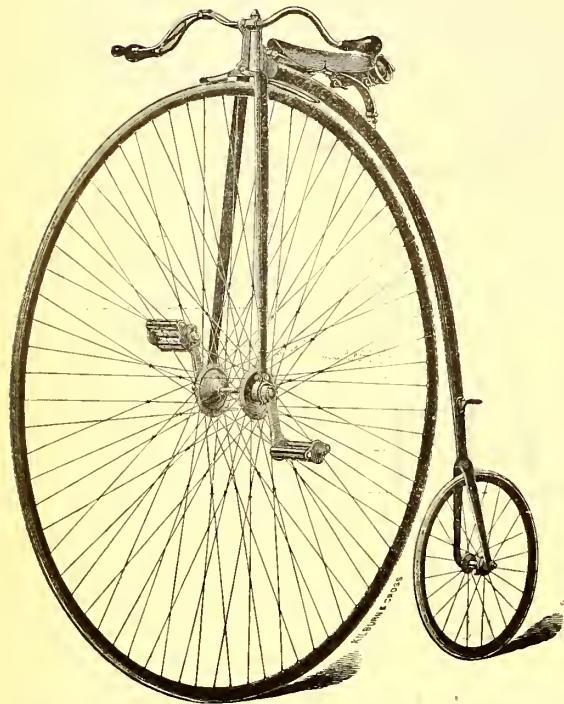
We do **NOT** fear competition.

We are the **OVERMAN WHEEL CO.**, of Boston, Mass., and we will place upon the market this spring a higher grade Bicycle than has ever been offered in this country.

All wheelmen are invited to examine this wheel critically, and determine for themselves whether or not the statement is justified. We work for wheelmen and depend upon the merit of our wheels to insure their patronage.

THE WHEEL.

ROYAL MAIL.



RACER, SEMI-RACER,
LIGHT OR FULL ROADSTER.

FOR ROAD USE,
— THE —
LIGHT ROADSTER,

36 lbs.,

IS NOW THE POPULAR WHEEL.

Read This! A Competent Judge!

FRED RUSS COOK,

The Noted Californian Wheelman,

Decides in favor of ROYAL MAIL OVER ALL OTHERS for his own mount, and for orders which his friends asked him to fill with the best wheel he found while East, he selects Royal Mails!

Messrs. Wm. Read & Sons:

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.

Yours truly,

San Francisco.

FRED RUSS COOK.

A Superbly Built Wheel, Rigid, True Running.

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

"One of our staff rides a Royal Mail, and expresses the following opinion of it: 'As a first-class Light Roadster it has no superior; it is wonderfully rigid, and I feel no hesitancy in putting it to as hard usage as the heaviest roadster in the market.'"

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.

See them at the offices of

CHAS. RENTON & CO.,

229 Broadway, N. Y. City.

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THE 'CYCLING PUBLISHING COMPANY.

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To Subscribers and Correspondents.

Subscribers must be particular to notify the Publishers promptly of any change in their address. If they do not receive their paper regularly it is on this account.

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.

FUN ON THE BICYCLE.

There is no form of sport more thoroughly enjoyable than bicycle riding, especially when large parties go out together, either for short trips or longer tours. The advent of a troupe of bicyclists, dressed in their natty uniforms, into a quiet country town brings out the people in wondering astonishment at the novel sight. For the time being they are the centre of admiration and curiosity wherever they go.

Then they have their sports along the road. They have now and then, a trial of speed, a race between the best men of the party, a rush up a hill, a detour through some field, where they get a thorough shaking up over the uneven ground, the noontide halt, the siesta under an arboreous shade, all these, and many other incidents, amusements and occurrences go to make up a season of enjoyment that, for physical, mental and moral development and improvement cannot be excelled by any other form of out-door sport.

Even where trips are taken alone, as in the case of Thomas Stevens, who is making the tour of the world, there is an enjoyment caused by the pleasurable sensation of rapid and easy conveyance, that does not occasion the same degree of fatigue that results from pedestrianism.

How much the enjoyment of these tours is enhanced when foreign lands are visited by a party of gentlemen traveling together, can be readily imagined. The constantly unfolding panorama of new scenes, the interest in seeing strange places, in meeting people of other countries, in becoming acquainted with their modes and customs all contribute to render such a trip more thoroughly enjoyable than when undertaken singly, or through territory that is better known, or among people to whose manners and speech we are already accustomed.

A propos to this line of thought we might mention the projected tour to Bermuda. Bermuda is certainly one of the loveliest islands that dot the Atlantic ocean. Not too far from the West Indies, and but three days sail from New York, it is just within that favored thermal belt where an equal temperature and an almost perennial summer are assured.

[Written for the Wheel]

THE WHEELMAN'S BRIDE.

BY HARRY MYRTLE.

CHAPTER 2.

For a few moments the noise and confusion in the rink reigned supreme. The excitement incident upon Miss Clayton's fall, the gallant and heroic conduct of Percy Harrington in springing to her rescue at the risk of losing the race, the uncertainty as to her fate, and the suddenness of the event brought the whole assemblage to their feet.

There were cries from some who were frightened; there were shouts from others to "keep quiet"—to "sit down," and to "go back." Then they opened space for Percy, as he bore along the inanimate form of the injured girl to her room, after which there was a moment's silence, and then the whole concourse of skaters poured down upon the rink, and pursued their sport while the spectators resumed their seats as calmly as though nothing unusual had occurred to mar the pleasure of the occasion.

Percy, whose wheel had been removed from the floor, together with Miss Clayton's, went to his room, dressed himself in his usual attire, and then came out, and waited the sequence of events.

Presently the bell rang as a signal for the skaters to clear the floor, and then Mr. Simonds, emerging from Miss Clayton's room, and advancing to the center of the rink, announced:—

"Miss Clayton is not seriously injured. A physician, who fortunately happened to be present, is in attendance upon her, and says the fall was caused by a sudden attack of vertigo, occasioned by the unusual strain upon her nervous system. The race has been awarded to Mr. Percy Harrington."

This announcement was received with entire satisfaction, amidst applause, after which the spectators departed, the lights were extinguished, and the curtain fell upon the first brief act of this little drama.

Miss Clayton was taken in a carriage to the hotel where she was staying, and attended by a trained professional nurse who took every care of her. She was not seriously injured. A few days would suffice to restore her to perfect health.

Harrington called the next morning and sent up his card, with inquiries as to her condition. He did this several days in succession; and it is not to be denied that he began to take no little interest in her welfare. She was an energetic persevering little woman, with a fair face and shapely figure, and all these attractions conspired to make Percy Harrington acknowledge to himself that she, more than any other woman he had ever met before, compelled his admiration.

Of course he knew nothing of her thoughts and prejudices concerning him. Percy had an uncle who had been his guardian from the time of his father's death, and who held an estate belonging to him, but refused to render any accounting, claiming that the property was heavily encumbered, and that in reality nothing was due to Percy. So they had parted, and Percy had taken to professional bicycle riding as a means of obtaining a livelihood.

This uncle was a grasping, disagreeable old man, whose first wife died, it was alleged, under his cruel treatment; and then he married again, a woman of about half his own age, to whom he was so flagrantly abusive that she left him rather than longer suffer ill usage at his hands.

Percy was so far from believing his uncle's statement in regard to his father's estate, of which he was the sole heir, that he had placed the matter in the hands of an attorney who

felt sure that the uncle was not dealing honestly, and that, in reality there was an estate worth several thousand dollars rightly belonging to Percy.

Harrington had an engagement to appear shortly in Baltimore, and, previous to going, he felt drawn by some uncontrollable desire to call again on Miss Clayton. Ever since the night of the accident, when he lifted her senseless form from the floor of the skating rink, and bore her in his arms to her room, he had felt something more than an ordinary interest in her. He had, as we have already said, called at her hotel several times, sometimes sending up bouquets of flowers, testifying in this delicate way his regard for her. He had observed a peculiar coldness in her manner toward him, but attributed it to the usual shyness of a delicate and sensitive woman rather than to any repugnance, for the very good reason that he was totally unaware of any cause for such repugnance.

On this occasion, when he called and sent up his card, he made bold to proffer a request that, as he was about to go away he might have the pleasure of seeing her a moment, if she was sufficiently convalescent to receive visitors, so that he might say good-bye to her.

After some little delay, she came down to the ladies' parlor of the hotel, and, as they sat down, he said:—

"I trust you will pardon my presumption, but I felt anxious to know whether you were recovering from your fall."

"O, yes," said Ethel a little coldly, it seemed to him, "I am gaining every day, and I hope soon to be well again."

"I was afraid," said Percy, "that you might perhaps, blame me for the accident; and I almost feel as though I ought to be blamed, because I did my best to win."

"O, no," replied Ethel, "I do not blame you at all. The fault was all my own. I over-exerted myself in my determination to win."

"I am very sorry," said Percy, "I would rather have lost than have had the accident happen to you."

"You would?"

"I would indeed. I will tell you the truth, I felt a little piqued, because I thought you acted a little—shall I say *distant* towards me—as though you were something too good—excuse me—I could not help the feeling—too good to—to recognize one you thought so much beneath you, and when I saw that you were really a splendid rider, and that it might, perhaps give you a little better opinion of me if I won I did my best to come in ahead, and now I—"

"Really, Mr. Harrington" she said, "you attach too much importance to the event. I'm sure I—that is—I did not intend to treat you otherwise than any lady should treat a gentleman."

"Well," rejoined Percy, I am glad that you are so much better, I have to go to Baltimore to-night, and I have only called to say good-bye. Will you shake hands just to show that you have no ill will towards me?"

"Why—yes," she replied with a little hesitation as she slowly extended her hand.

"I see you hesitate a little," Percy observed. "Pray tell me, is there anything about me that you dislike? Have I offended you in any way?"

"O, dear no. I'm sure I have not seen anything in you to give offense—but—I—I hope you will excuse the strange question I am about to ask you, and not attribute it to any wrong motive. Are you a married man?"

"O, no, indeed."

"Do you know of any other person by the same name?"

"As mine?"

"Yes."

"I do not," said Percy, who thought she meant any other professional rider.

"It is strange," said Ethel—"but, of course I am bound to believe you."

"Perhaps I can convince you," said Percy. "I received a letter to-day from my mother who writes that she hopes I will soon give up this life and go home and marry and settle down. I thought I had the letter with me but find I have not. I will bring it to you however, this evening before I go, so that you may see for yourself that I state the truth."

"You need not take the trouble," said Ethel, "I am quite willing to believe you without the letter."

"It will be no trouble, it will be only a pleasure. So *au revoir*. I will call again this evening with the letter."

As Percy was leaving the hotel, he was accosted by a rough man, who said abruptly:

"See here young feller."

"Well," said Percy, "what is it my good man?"

"What are you hanging around here for?"

"Hanging around here? I am not aware that I was hanging about here at all."

"Yes you are, and I won't have it. D'y'e understand me? She's my gal, she is—I mean Ethel Clayton, and I don't want any dudes hanging around her, so I give you fair warnin'."

"O, you're her father, eh?"

"No, I a'in't her 'father, eh,' neither. I'm her feller—and one feller's enough, when I'm the feller, and don't you forget it. Now *mosce*, and don't you let me catch you around here again, that's all."

Percy turned abruptly on his heel and walked away without deigning to make any reply.

He went directly to his hotel, found the letter, and after attending to some little matters necessarily incident upon his departure, started to call on Miss Clayton.

It was already a little dark, as he had been delayed in making his preparations to go, and the economical lamp-lighters had not yet made their rounds; and just as he turned the corner of a dark street, some one sprang out of an alley, and raising an unseen hand dealt him a blow that laid him senseless on the ground.

(To be Continued.)

WHEEL GOSSIP.

L. D. Munger will leave New Orleans shortly for Texas.

Tom Jennings, the Frisco runner, has become a bicyclist.

The Rambler's races, at the Globe rink, St. Louis, have been temporarily abandoned.

S. G. Whittaker and A. A. Hart have joined the Y. M. C. A., for the benefit of the gymnasium.

A game of lawn tennis was played at the entertainment of the Wakefield Bicycle Club February 12.

The officers for the La. Div., L. A. W. are: Chief Consul, A. M. Hill; Secretary and Treasurer, E. A. Shield.

Will Rhodes take the 50-mile record on Bermuda roads? We doubt it; however, it will be Rhodes *versus* Roads.

The "League Waltz" has been written and published by Mr. Geo. Fred. Brooks of Albany, N. Y., who dedicated it to the League.

T. W. Eck is managing the Washington rink, Minneapolis. He proposes to hold a six-day race at the Globe rink, St. Louis, about 1st May.

The Owl Bicycle Club of Chicago, Ill., has taken another name that smells as sweet and is now to be known as "The Owl Cycling Club."

Mr. Hogg's motion in the N. C. U. for the suppression of the makers' amateurs, which we published in our last number, was lost ignominiously.

The proceeds of the entertainment to be given at the Temple Rink, Elizabeth, N. J., by the Elizabeth Wheelmen, will be devoted to the purchase of an ambulance. Quite commendable charity.

James Florence, the English amateur bicyclist, who came over with J. T. Johnson, is wanted by the latter gentleman to explain the disappearance of himself, two racing machines and a quantity of tools.

The makers' amateur is coming in for more than his usual share of attention, in England and serious designs on his existence are threatened. Will they find it as difficult to eradicate him over there as we find it here?

McCurdy estimates the 24-hour record for 1886 as coming very near 300 miles. He is about right, as we think the races of this season will be the scorchiest ever run—there's hotter blood coming to the fore.

The officers of the New Haven Bicycle Club for the ensuing year are: President, William Frisby; Captain, W. H. Hale; Secretary, Henry W. Redfield; 1st Lieutenant, W. L. Peck; Member of Club Committee, J. C. Thompson.

The terms for the race between the Parisian cyclist, M. de Civry, and Count Lahen's *Gika*, have been arranged and the meeting will take place on the Longchamps race course on 11th April, the distance to be six kilometres, M. de Civry receiving 150 metres start.

Captain Beckers thinks his reputation has stood him in good stead up to now, but wants to make it a little better, so he proposes to go into hard training for the road race, when he intends to make Whittaker, Hart, Stone and the others scorch pretty lively.

The San Francisco Bicycle Club has absorbed the California Cycling Club. The combined organization, which now goes under the first name, elected the following officers: President, Columbus Waterhouse; secretary and treasurer, George J. Hobe; captain, Harry L. Miller; first lieutenant, Charles A. McDonald; second lieutenant, Harrison Houseworth; bugler, John W. Gibson.

At the last meeting of the Elizabeth Wheelmen, it was decided that three medals should be given, one each, for the greatest record during the year, the largest number of club runs attended, and the largest average per ride, the year's riding to exceed 1000 miles. The club are enthusiastic over the rapid sale of tickets for their entertainment of the 26th. Mr. Aug. S. Crane has been re-elected treasurer of the club.

Canary has another trick rider practicing for him—so *Bicycling News* says—who intends to beat too. At present he is anonymous and will wait until he is *au fait* in his new tricks before springing his mine of wonders on poor envied Dan. The remarkable embryo doesn't see what's to prevent his standing on his head on the saddle of a bicycle "when the machine is standing in the centre of the floor in an upright position"—perhaps Dan won't mind even that position.

The old axiom "bring up a child in the way it should go," is exemplified by a Rochester, N. H., father who writes the *Bi. World* of his

daughter thus: "She is now three and a half years old, and has been riding six months. She is really an expert rider. She can ride her machine anywhere without hands, and turn it so short that one wheel will stand still. She enjoys riding as well as I ever did. If she lives, I shall make a bicycle rider of her. She rides hours every day, around the house."

Captain Millar of the Omagh C. C. in the "auld country"—strenuously objects to paying 1s. for the railway carriage of his wheel while he himself rides for 5d. Quite right Mr. Millar, ask your railway companies to take another leaf from their American friends who count a man and his wheel a divisible centaur and charge nothing for his divisible half. Over this side of the water we don't ask the Government to take "over the railways, and give us better terms," that does for England.

There has been a slight change in the programme of the Kings County Wheelmen's entertainment on the 22nd, inst., as presented by us last week. The correct one is: Mistletoe Minuette in elegant court costumes, directed personally by H. Fletcher Rivers; Bicycle Drill, by the K. C. W. drill team; Club Drill, by members of the K. C. W.; Sack and three legged Races; Fancy Riding, single and double, by the great and only Wilmots; T. R. Finley, the neat and graceful Star rider; Amusing and comical beginners act; etc.

"On the Construction of Modern Cycles," is the title of a neat pamphlet received by THE WHEEL this week. It is published in London and the author is Mr. Robt. Ed. Philips, Mem. Inst. M. E. The work treats on the construction of cycles, as its title indicates, and the half of it is devoted to illustrations of different machines (some of which will no doubt be novel to the reader) and diagrams of working parts. The excerpt minutes of proceedings of the Institution of Mechanical Engineers, at the meeting in Coventry on 28th of October, give much valuable information. Cyclists will be greatly pleased to read this work, from which much useful knowledge may be gathered.

T. W. Eck writes to Col. A. A. Pope from St. Louis on the 8th inst., correcting the statement of the bicycle papers as regards the machine used by Schock at the late six-days' race. He says: "I notice in the several bicycle papers an article saying that Albert Schock, winner of the late six-days'-bicycle-race at Minneapolis, when he made 923 miles, beating all previous records, rode on a Rudge bicycle. Now I want to give credit where it belongs. Schock did start in the race on a Rudge and rode it fifty miles. I then got off my 53 inch Columbia Light Roadster and gave it to him, and I looked after him the balance of the race; and on the second day from 227 miles he took the lead and rode the Columbia to the finish of the race."

The gold cyclometer awarded by Messrs. J. A. Lakin & Co., of Westfield, for the greatest number of miles made by amateurs in the season of May 1st to December 1st, 1885, was won by C. M. Goodnow, bank clerk of Westfield. The greatest number of miles was 5,056 and the least 1276. Appended is the record of eleven contestants: C. M. Goodnow, Westfield, 5,056 miles; Harry Lakin, Westfield, 3,991 miles; H. M. Farr, Holyoke, 2800 miles; Robert Gowdy, Westfield, 2,501 miles; Russell L. Scott, Westfield, 2,476 miles; C. Irving, Neponset, 2,333 miles; J. Reynolds, Stockport, N. Y., 1,521 miles; Fred Scott, Westfield, 1,402 miles; J. W. Holland, Westfield, 1,345 miles; F. F. Shepard, Westfield, 1,300 miles; Gilbert Loomis, Westfield, 1,276 miles.

FAST!

— MANUFACTURED BY —

CHICAGO, ILL.,

A detailed black and white illustration of a high-wheel bicycle, also known as a penny-farthing. The bicycle features a very large front wheel and a much smaller rear wheel. The frame is simple, with a long, straight top tube. The handlebars are curved downwards. The seat is positioned high on the frame. The pedals are attached to the front wheel's hub. The wheels have many thin spokes. The entire illustration is set against a plain white background.

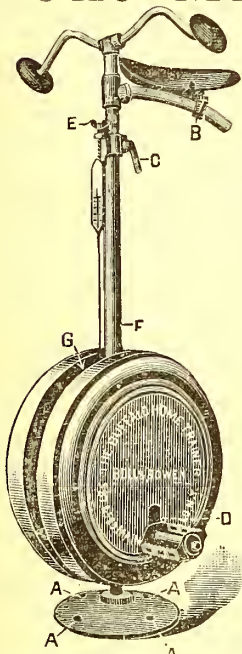
NO LOSS OF POWER!

A detailed black and white illustration of a high-wheel bicycle, also known as a penny-farthing. The bicycle is shown from a side profile, facing left. It features a large front wheel with numerous thin spokes radiating from a central hub. A smaller rear wheel is positioned behind the front wheel. The frame is simple, with a long seat post and handlebars. The illustration is set against a plain background.

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VOLTAIC BELT CO., Marshall, Mich.



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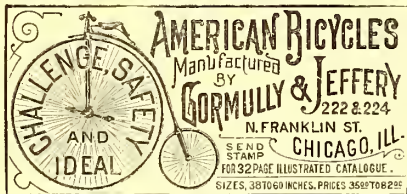
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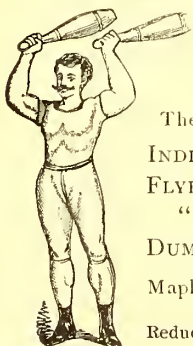
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Do not put it off until the last moment, when "pressure of business" means delay and disappointment.
Special appliances for repairing every make of Cycles.
Repaired machines stored free.

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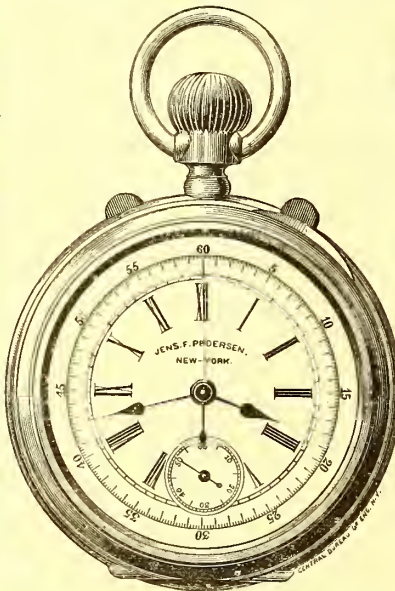
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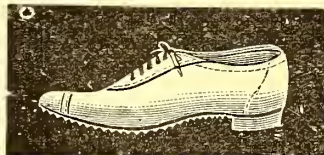
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These goods are very comfortable for riding, and are made in four colors: Navy Blue, Seal Brown, Black, and Steel Mixed.

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

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

\$4.00 Black Morocco Leather, pyramid rubber sole. A well finished shoe for all around work, and warranted to wear satisfactorily.

\$4.00 Black Leather Shoe, plain leather sole, laced all the way to the toe. Very flexible and light.

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A clean, pure creamy white paste, warranted free from acid, poison or irrit. Its SUPERIOR merits over the Red Pastes are apparent to all who have used both. Mailed free on receipt of 25 cents. Send for sample box and you will use no other.

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HUB HAPPENINGS.

HOW ARRANGEMENTS FOR THE LEAGUE MEET PROGRESS.—SHOW OF CYCLES BY THE BOSTON CLUB.—LADIES TO WHEEL ON SAND-PAPERED ROADS.—POINTS FROM ALL AROUND THE HUB.

A meeting of the various committees which are to have charge of the coming League meet will be held in a few days, and then they will be ready to begin active work. It cannot be expected that a great deal of work can be done until after the L. A. W. officers' meeting, at which time it is decided just where the meet is to be held and the dates. All that has yet been done is on the supposition that the officers will agree to the plans presented by the Massachusetts State Division. We want the meet held on three days, May 27, 28 and 29. Whether those dates will be satisfactory to the officers remains to be seen.

It is the intention of the Boston wheelmen to make the meet a genuine carnival of cycling, good fellowship and fun, and we want the visitors to remain here just as long as possible. If they stay here two weeks they may be assured that they will be well cared for.

Chief Consul Ducker has got some pretty big ideas about the way the meet shall be conducted, but I doubt not that he will be able to do all he promises. In the first place he wants to raise \$5,000, every cent of which shall be spent in entertaining the wheelmen. He don't propose to have anybody to go away from Boston saying that he had to pay for every drop of fun he had. He has got endless schemes for amusement and entertainment in his fertile brain, but as they have not yet matured it may be well to say nothing about them for the present.

As was to be expected there will have to be a number of changes in the committees appointed to manage the meet. There are several who do not care to serve, and some others of the committees will have to have their number of members increased. Then it will be necessary to appoint several new committees. One of these is a committee on storage, one that is most necessary. It will be very difficult to find a proper place for the storage of wheels. About the only hall of sufficient size is the Mechanics Hall on Huntington Avenue. It will cost four or five hundred dollars to secure that hall, but no matter what it costs, it will probably be necessary to do it. A tent might be erected on one of the Back Bay lots, but that would not prove very comfortable. It is expected that nearly 1500 wheels will be here and as many of them will be tricycles, it will require a mighty big place to store them away in.

What is likely to prove one of the most interesting features of the meet is the proposed exhibition of bicycles, tricycles and their accessories, under the auspices of the Boston Bicycle Club. This exhibition will not only prove of great interest to the wheelmen but it will, as well, be most beneficial to the cycling trade and all the leading makers will be represented, and wheelmen will have an opportunity by personal inspection and comparison, to judge of their several merits. The exhibition will be held at some central location down-town, probably either in Music or Horticultural Hall, where thousands of people pass daily. In this way many who have before taken no interest in cycling will become interested and the dealers will reap the benefit. All the dealers in Boston have promised to take space in the exhibition, and it is probable that all of the other cities will come in. It is proposed to have the exhibition continue four days, beginning on Thursday, the first day of the meet and ending Monday night. On the opening night a reception will be tendered the visiting wheelmen,

when they will be admitted free of charge and at other times a small admission fee will be charged. The hall will be open daily from 10 a.m. to 10.30 p.m., and a band of music will be in constant attendance. Attractions of some sort will be provided for each evening. A feature of the exhibition will be a "curiosity shop," where many curious inventions of bye gone days in the cycling line will be exhibited. Mr. J. S. Dean is chairman of the exhibition, and all communications in relation to the affair should be addressed to him at 28 State Street.

Another event in connection with the meet, which is likely to prove of no inconsiderable interest, is the proposed ladies' cycling tour. Mr. W. W. Stall has the affair in charge, and of course it will be a success. He has had a good deal of experience in managing "mixed tours," and knows just how every thing should be done. Both lady and gentleman riders will be invited, but the latter will be tabooed the use of bicycles. Tricycles is what they all must ride. Details have not yet been arranged, but as outlined the tour will be of three days duration, but the distance covered each day will be so short that the whole affair will partake of the nature of a picnic rather than a tour. Frequent stops will be made along the road, and in no instance will the day's ride exceed 25 miles. The route for the first two days will probably be over the beautiful roads of the Boston Club's 50-mile course, and on the third day to Gloucester, the return being made by boat. By this arrangement the first night would be passed at Hotel Hunnewell, and the second at the Boscobel, in Lynn.

The manufacturers here are not a little disturbed by the announced action of the L. A. W. racing board in relation to their pets, otherwise known as makers' amateurs. The board has announced that hereafter it will reserve the rights to reject from the League championships the entry of any person whose amateur standing may be in question. If this rule is strictly enforced it will be hard work to find a field of starters for the championship contests. How many fast men do you suppose there are in this country whose amateur standing is above suspicion? I don't believe there is even one. Perhaps that is a strange statement, but I will let it go. The board states that it is proposed to make the League races for straight amateurs only, but I think it will have a very merry time in doing it. There is one thing certain, if it is done, there will never be a record broken in League races, unless it be for slowness.

While I think that these proposed new rules are foolish, because they cannot, and will not, be enforced, I am very glad that such rules have been proposed. I am a strong advocate of abolishing the whole amateur rule, making all races open to everybody regardless of their amateur standing. I think that in attempting to enforce the new rules, the absurdity of the whole amateur rule will be so plainly shown, that everybody will be glad to vote for its extermination.

Makers' amateurs are just as good as any other kind of amateurs, and I can see no dishonor in their accepting pay for their services rendered on the path. They have a perfect right to do so. It cannot be expected that a man can afford to neglect his legitimate business unless he gets some kind of a remuneration in return, which shall be of more worth than honor and medals of questionable value. At the same time I fail to see how these men who indirectly receive their pay are any better than those who openly acknowledge that it is for hard cash that they kick their wheels around. Why should they receive any more privileges? You must all acknowledge that it is impossible to do away with the makers'

amateurs, then do the next best thing, abolish the amateur rule. Let there be no stated distinction between the amateurs and professionals. Let them all race together, and all put on an equal standing by a system of handicaps. If, as it has been claimed, the professionals are not gentlemen, a line between the two classes will of itself soon be established.

POINTS.

Boston will be well represented on the Bermuda tour.

The Massachusetts Club will give a road race early in the spring.

W. C. Stahl is said to be the probable winner of the Massachusetts Club's bowling tournament.

The Boston Club's restaurant is still booming.

Messrs. Patteson, Salkeld, Goldwaith and Merrill, have been chosen as the house committee of the Massachusetts Club.

Now that the election is over, everybody is heartily glad that Larry Peck received the captaincy of the Massachusetts Club. He has received a large number of letters congratulating him upon his election, and assuring him that he is decidedly the best man for the place that could have possibly been found.

The "Cyclone" bicycle is to be manufactured at Springfield. The concern which is to make it will, it is reported, start with a capital of \$150,000.

W. W. Stall is getting out an attachment which can be quickly applied to any make of single tricycle, changing it at once into a tandem. The price will be \$75, and it is really an excellent thing.

The Massachusetts Club has in contemplation a two weeks tour next summer to Baltimore.

The wheelmen of Boston are as a unit in favor of Chief Consul Ducker, as the best man for the office of L. A. W. president.

It is proposed to get up a torchlight parade during the League meet. Bet it falls through.

W. A. Rhodes is going to Bermuda to see if he cannot win for the Victor bicycle the 50 and 100 mile road records of the world.

The home trainers of the Massachusetts Bicycle Club have arrived, and the contestants for the coming race are already in training on them. J. W. Williams has made wonderful time in practice.

The League Clubs in this vicinity are now the Massachusetts, Boston, Cambridge, Dorchester, Somerville, Nonantum, Charlestown, and one or two others.

The Pope Manufacturing Company has issued its annual catalogue—a neatly printed, bound and illustrated pamphlet.

Boston February 16, 1886. C. S. H.

ELIZABETH WHEELMEN RECORDS.

Editor of The Wheel:—The road record of the club for the month of January was 922 miles, with 21 men reporting. Mr. A. S. Brown heads the list with 157 miles. Our record for last year was 38,476 miles, with only 39 of the club reporting. 19 of these rode 1000 miles and over apiece, their aggregate 31,910 miles making an average of 1679 miles per man. The greatest number of days ridden by one member was 262.

The five leading records were.

D. B. Bonnett,	- - - -	3442 miles.
L. B. Bonnett,	- - - -	2815 "
A. S. Roorbach,	- - - -	2659 "
G. Carlton Brown,	- - - -	2321 "
A. S. Brown,	- - - -	2238 "

Total. 13,475.

THE WHEEL.



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For further particulars send postage for circular to

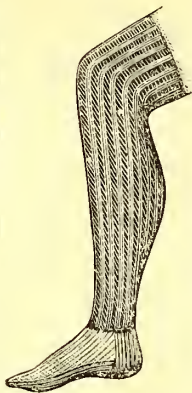
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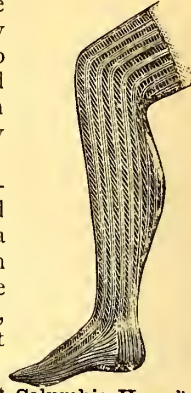


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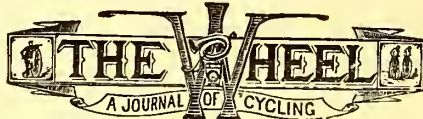
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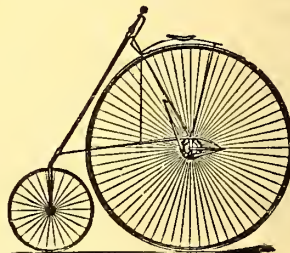
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A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling, are excluded from any other similar vehicle."

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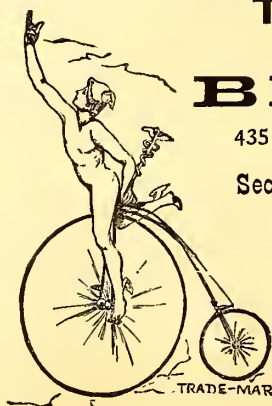
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SPRINGFIELD.

THE BICYCLE BOYS' HALL.

Washington's birthday is the accepted date of the annual ball of the Springfield Bicycle Club, and the City hall the place. Each year has seen a ball there that has for attendance been a surprise to our English cousins, and for attractions, a surprise and delight to the cycling fraternity of the Connecticut Valley. This year's ball will be worthy of its predecessors. President Ducker will be at the head of the management, and has had his eye on the program for these many days. Roloff will trim the "barn" into something like beauty; and for the rest the uniforms of the wheelmen and the costumes of their partners in the dance will do their part. The Orchestral club will give a concert from 7:30 p. m. till 9 when dancing will begin and last till about 1 o'clock. But at 8 o'clock the "grand international grand march" will begin; Nanki-Poo in a Japanese go-cart, Hoop-la in a Chinese chair, Paddy with his useful unicycle, John Bull in an English "mount" and representatives in correct costumes from the host of natives on their special vehicles, buggy wheels and all, will circle in jolly procession around the hall. Not a nation will be slighted by the boys," says the originator; "there will be no invidious partiality." Willie Harradon will do some fancy riding. Then the lights will be turned down and a squad of eight bicycles in Mephistophelian costume, with wheels lighted and with phosphorus and blazing torches, will give the weird "demon drill." That over, the biggest half-hour's fun ever seen on a bicycle will follow on the "trick-mule" bicycle; an antediluvian, iron-spoked "boneshaker." "Whoever misses it will spend the year in remorse and regret," the manager says again. It is docile, and can be ridden if rightly handled, but is an uncertain "mount" to the inexperienced. A rider may start nicely, but in a moment the machine will hump up its back and he takes a "header;" or it may lie down with him. The lucky man who rides it three times around the hall will have a gold watch as a trophy, he who rides twice around a silver watch, and he who rides it once around a gold-headed cane. The machine has provoked endless amusement at the Newark (N.J.) rink where alone it has been exhibited. In forceful idiom "it is more fun than a goat." The tickets to the ball will be limited to 1500 this year at last, which limitation has been found necessary, and the lucky ones must be on hand early.

MID-WINTER RACE MEETING OF THE ILDERAN B. C.

The first race meeting of the Ilderan Bicycle Club, of Brooklyn, N. Y., is to be held at the Fifth Avenue Roller Skating Academy, 5th Ave., Union and President Sts., on the evening of March 3rd, '86, at 8 P. M.

The club is aspiring for racing honors, and their object in giving this meeting is partly for the purpose of raising a small racing fund, but primarily for the purpose of giving the members experience in working together as a club in conducting a meeting, in order to insure a first class summer meet for the coming season.

The programme decided upon is as follows: Opening Parade, Ilderan Bicycle Club; One Mile Novice Race; (Open.) Two Mile Club Championship; Two Mile Race; (Open.) Three Mile Handicap Race; (Open.) One Mile Tricycle Race. (Open.) A fine exhibition game of Polo on Star Bicycles is promised, as well as Amateur Fancy and Burlesque riding, Hudson Co. Wheelmen's Drill, etc. First and second medals will be given in each event.

The rink is a twelve lap one, and with an unobstructed surface, (being the largest in Brooklyn), free from posts.

The meeting will be given under L. A. W. rules, and entries are solicited as early as possible.

The prizes will be on exhibition at the 5th Ave. Roller Skating Academy on Monday evenings, and at A. G. Spalding & Bros. for the week of Feb. 22nd. Arrangements have been made to secure competent officials and the meeting will be conducted in first class style.

A hearty invitation is extended to all wheelmen to attend and participate in the evening's events.

Entries close with the secretary, H. C. Mettler, 75 Astor House, N. Y., on Saturday, Feb. 27th. Entrance Fee 50 cents each event.

TEAM ROAD RACES.

The team road race business started in a small paragraph, by a member of the Harlem Wheelmen, looks now as if it might blossom out into magnificent proportions, as the gradual but sure, interest becomes manifest by the actions of our local bicycle clubs in taking hold of the matter.

A committee of two members of the Harlem Wheelmen were appointed at the last meeting, to confer with the committee recently appointed by New York B. C. Club for the same purpose, and to arrange with other city and Brooklyn clubs, as well as Jersey and Orange, for a series of team road races, at various times and places, for a cup, to be won three times in order to become the property of a club. The details are only slightly mentioned, the positive arrangements to be developed at subsequent meeting of the delegates from the clubs. It is to be hoped that the Ixions, Citizens, K. C. W., H. C. W. and other clubs will spur themselves up and put live men on committees, to meet soon and properly discuss and digest this project, which seems to be one worthy of their attention.

The Harlem Wheelmen won a cup once at a team road race and they are anxious to compete again with more than three clubs, and they very promptly acquiesced to the proposition for the arrangements of a road race.

HARLEM WHEELMEN'S CONCERT AND RECEPTION.

We have received a supplementary report of the entertainment given by the Harlem Wheelmen, Jan. 28th, from which we obtain the following items.

The hall was neatly decorated. A large wheel, bearing the initials H. W. with two club flags draped across it, occupied a prominent position, and a smaller wheel, with the letters L. A. W. upon it was placed under the balcony. "The Sailor's Song" and "Annie Laurie" were finely rendered by a quartette. Miss Baxter played some selections on the piano, Mr. and Miss Hill sang the duet, "Uno Notte a Venezia," and Harry Brandon, the famous boy soprano "brought down the house" with his songs "The Sands of Dee" and "To Sevilla," Mr. J. S. Burdett recited "My Brother Bill," &c.

After the concert the floor was cleared for dancing. The march was led by E. J. Halstead. The Ixion Club was represented by Lieut. Hains and about twenty of its members. The Yonker's club was led by Captain Ewing in full uniform. A goodly number of the Citizens Club were present with Lieut. P. C. Smith.

President DeGraaf did himself honor in entertaining the King's County Wheelmen and others. The floor was ably managed by the Vice-President, Sec. A. H. Hills and assistants.

AMERICAN WHEELMEN FOR ENGLAND.

THE ENGLISHMEN EXTEND AN INVITATION.—THE WHEELING ANNUAL.—THE SPRINGFIELD RECORDS ALLOWED.—LEAGUE MEET NOTES.

The English wheelmen want our American fliers to cross the water and try conclusions with them on their own tracks. They are so thoroughly in earnest this year that they have planned a circuit of the most important events, which they will carry out if a party from the States will visit them. The leaders are J. R. Hoag of the North Shields club and F. Cathcart, manager of the Alexandria park track. The former wants an "Anglo-American" tournament and the latter an "International" one, and has sent invitations to France, Germany and the colonies. Letters sent by them to Mr. Ducker outline this plan. The circuit will begin with the Alexandria park races May 22 and 23 and will include the North Shields meeting, the Crystal Palace, Manchester, Newcastle and Bristol, to follow close on to each other and to occupy the time till the last of June. This will allow a spring training for the racers and also allow them to get back to the States in time to get into good trim for the Springfield tournament. This eagerness and forethought in the English wheelmen is commendable, since every lover of the sport would gladly see Rowe, Weber, Hendee and Burnham cross the water and have a downright good try with the Britishers. It is an expensive trip, no doubt, that not all racers could afford, and the talk of "maker's amateurs" that obtains and the reflections that would be cast, and probably unjustly, on the representatives, will make them wait at least until they see "which way the cat jumps." But there are worthy representatives of the sport here who would make a creditable showing of themselves with a good trainer to accompany them.

The *Wheeling Christmas Annual* has at last arrived from England and Mr. Ducker, the American agent, places them on sale at Whipple's jewelry store and at Jennings' newsroom to-day. It is a neat pamphlet and exceedingly valuable as a matter of record, and for the story of the year's cycling. The English fliers of all magnitudes have a few pretty words said about them and the leading Americans as well. But the praise grows fulsome when the editors of the bicycle papers come in for a share. The 30 portraits include those of H. E. Ducker, Burnham, Rowe, Hendee, Weber, Canary and Prince, but are almost without exception unworthy. The annual has had a large sale which it deserves.

The discussion over the genuineness of the "*Springfield Times*" has played havoc with the editors of the English 'cycle papers. W. McCandlish, E. Percy Lowe and Hildreth have left the *Bicycling News* and the *Cyclist*, the two doubters, for *Wheeling*, and Harry Etherington, the proprietor of that paper, will devote himself to the managing department. C. W. Nairn of the *Cyclist* has written a letter to Mr. Ducker saying, "I have never doubted the *Springfield Times* in thought, word or deed," thus leaving the whole matter on the shoulders of G. Lacy Hillier. The *Athletic News* has backed down completely and devotes its columns to the defense of its own English records above 50 miles. Mr. Sutton, its editor, has taken the stand against Etherington and Hillier. Henry Sturmey, of Iliffe & Sturmey, will send a timer over this year.

There will be in the Massachusetts charitable institute building an exhibition of bicycles, tricycles, tandems and sundries at the May league meet in Boston and all the manufacturers will have space. Application for space is to be made to Chief Consul Ducker.—*Springfield Repub.*

HAVE THE BRIGANDS GOT HIM?

Thomas Stevens, who started to make the tour of the world on a bicycle says in his article in the last number of the *Outing*:—"The Constantinople papers have advertised me to start on Monday, Aug. 10th, "direct for Scutari." I have received friendly warnings from several Constantinople gentlemen that a band of brigands operating about twenty miles out of Scutari have, beyond any doubt, received intelligence of this fact from spies here in the city; and to avoid running direct into the lion's mouth, I will make the start from Ismidt, about twenty-five miles beyond their rendezvous."

As that was six months ago, and the general public has no knowledge of his present whereabouts, it is barely possible that he did not succeed in eluding the blood thirsty brigands after all; and may-be those be-ribboned legged gentry are even now making merry over his wonderful knee breeches and their golden buttons made of cloth-covered liaras. If he is still alive and well he ought not to leave us in suspense any longer. Six months is a long time for us 'cyclers at home to be kept on the ragged edge.

AN UNPUBLISHED SKETCH

OF COLA E. STONE, WRITTEN BY HIMSELF FOR
"X M MILES ON A BI."

It was sometime in June of '81 that I made my first wild and unsatisfactory attempt to ride. I got the knack in about one-half hour, by propping the wheel up with a fence-rail, climbing on and then throwing the rail away. The date of my first mount is identical with that of my first road-ride. It wasn't a very long ride—only about three miles on the road—but I think the trail would have measured seventeen. My longest straightaway day's ride, except in the recent race, was from St. Louis to Clarksville, about eighty miles, on the railroad track, through the countries of St. Louis, St. Charles, Lincoln and Pike. It was a poor railroad track, too; the only cow we saw all day was lying peacefully in the middle of it (though there were about 137 cattle-guards to the mile), so that we had to kick her to make her get up. My longest tours have been on Saturday-to-Monday runs. We frequently go to Manchester, twenty miles, without dismounting; and I don't remember ever staying in the saddle longer than that, except in a twenty-five mile race. I've never kept any regular account of mileage, except occasionally for a month or two at a time. Judging from that, I think I averaged from 6,000 to 7,000 miles a year, through '82, '83 and '84. I've done a great deal of riding, I know, because I wear out, on an average, two back tires and one front tire a year, and I always have to get a new set of bearings every eight or nine months; but I haven't the slightest idea what my total mileage amounts to. My weight, when stripped for racing, is 165 lbs, and my occupation, as shown by the letter-head, is that of a dealer in bicycles."—*American Wheelman*.

WHAT A DEAF MUTE HAS TO 'SAY' ABOUT THE BICYCLE.

[From the *Companion*.]

I want to say a few words in regard to my "hobby." Every one else has had his say on his own particular subject. Mr. Spear has proved to his own satisfaction that the teachers for the deaf are not teaching the English language rightly. The Editor has proved to a good many that deafness is not a bar to *society*—i. e. real society. Now let me arise and

say something in regard to that blessed invention that has changed me from an invalid to an athlete, from a person with an almost aimless purpose to one of vigorous determination and energy. It is evident to any man of sense that no matter what may be one's occupation he must consider it a duty to see that his vital powers are kept in train. Walking will keep your legs sound, running will develop your lungs, dumb-bells help your arms, *et cetera*, but what exercise is it that will employ *every* muscle in your body, and at the same time give you a highly pleasurable sensation? I doubt if any one can name any thing but bicycling. I remember well the time I first got my wheel. Many looked upon it as a plaything. Others said it was a case of unmitigated foolishness to pay \$100 for a bicycle when I could get a carriage for less. Well 3 years have passed and I must say that, with my experience, if the price of a bicycle was \$500 instead of \$150, I would get one all the same. The man of sedentary occupation who does not own and ride a wheel neglects one of life's best and deepest enjoyments, he neglects his own welfare, he lays down for himself habits of inaction and disinclination to go out in God's pure air—habits that will cause him untold misery if he lives to be an old man. To any of my fellow-men who may read this I will say in conclusion, Get a bicycle, use it judiciously and regularly, and if you do not call it blessed, if you do not think life has suddenly doubled its charms, if you do not go about your work with a better feeling and enjoyment,—in short, if you do not notice a thousand and one improvements in yourself, then you can rest assured you are one case in a million.

GEO. H. ALLEN.

BUILDING A VALENTINE.

'Tis ever hard to say the words we would to whom we love.

In the purest wells of mem'ry,
deeply graven on my heart,—
(Rather commonplace, I fancy.
for a start.)

My spirit true is linked with thine;
a helpless captive I,—
(I'll mount a few quotations,
on the sly!)

The image of thy lovely face,
my very dreams doth haunt.
(Can I improve on that last line?
I can't.)

Though oceans roll between us, love,
and storm-clouds coast the sun,—
(“Expressions made to order!”
That's one.)

I've pedaled o'er the wide, wide world,
and thou my choice shall be.
(She'll blush with conscious pride at this,
Or laugh, te! he!)

“Gold and silver have I none,”
or diamonds rare;
(I work up to the climax,—see?
That's very fair.)

I offer you a nobler gift—
a good man's heart.
(I'm getting on quite famously,
Oh, this is *art*!)

Then take it,—keep it, cherish it,—
one word,—I rise or fall!
(She took it and they're married now,—
That's all.)

CLIF. S. WADY.

JANUARY, 1886.—*Bi. World*.

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. Items, reports and contributions from all reliable sources in regard to bicycle matters will be welcomed to our columns, the only restriction put upon them being that they shall not contain anything of an objectionably personal nature.]

CLEVELAND:—At the meeting of the Cleveland club, Ohio, Tuesday night week, the following officers were elected: Captain, F. P. Root; 1st Lieut., C. A. Payne; 2nd Lieut., A. C. Rogers; 1st Sergeant, J. Huntington; 2nd Sergeant, H. Wagner; Bugler, O. H. Judson.

AKRON, Ohio:—At the regular yearly election of the Akron Bicycle Club, held at headquarters February 4th, the following officers were chosen for 1886: President, Chas. E. Caskey (re-elected); secretary and bugler, Chas. E. Howland (re-elected) treasurer, A. Carl Sumner; captain, H. G. Chisnel; first lieutenant, A. J. Wills; second lieutenant, W. S. Sheill; color-bearer, R. E. Ferguson; “klub kid”, Frank Howland.

The membership is about 30 and the club is in a flourishing condition. They are “solid for the League.”

UTICA, N. Y.:—Fort Schuyler Wheelmen elected the following officers for present term: President, C. H. Metz; vice-president, A. J. Lux; secretary, A. G. Wood; treasurer, E. H. Zomph; captain, W. Nicholson; 1st lieutenant, A. G. Wood; 2nd lieutenant, F. E. Manahan; bugler, F. E. Turner.

DOTLETS.

The N. C. U. held their meeting on the 28th of Jan.

Young Mills—18 years of age—whose record has been remarkable is now credited with the 24 hour's road record. He is a member of the “Anfield B. C. gentlemen.”

The N. C. U's local centre officers for '86 are: Chairman, G. H. Rutter, (re-elected); Vice-Chairman, T. Archer Lowe, Wirral T. C. (re-elected); hon. Sec. and Treas., Lawrence Fletcher, (re-elected).

An English lady who was for 16 or 18 years a great sufferer from varicose veins, was cured by using a tricycle, and recommends the machine to all lady sufferers.

The renewals of the L. A. W. members amount, up to 8th instant, to 2721 while applications total 845.

At the meeting of the Council of the N. C. U. the officers for the forthcoming year were elected as follows: President, Viscount Bury, P. C., K. C. M. G.; vice-president, W. B. Tanner, hon. treasurer, A. R. Shipper; hon. secretary, Robert Todd.

Last Sunday several members of the Star Wheel Club made a run to Elyria and back, a distance of 56 miles. The trip as a whole was a very enjoyable affair, although the roads were very rough. The only item worth special mention was the run made by two members, who remained at Dover, Ohio, a short time after the others, these two riders covering the distance from there to Cleveland (14 miles) in one hour and twenty minutes, it being at the same time so dark one could hardly see ten feet ahead.

WANTED—a first class careful 'cycle repairer. Address with reference and salary expected. ZACHARAS & SMITH, Newark, N. J.

This space is reserved for
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Bicycles and Tricycles.

Watch for their announcement.

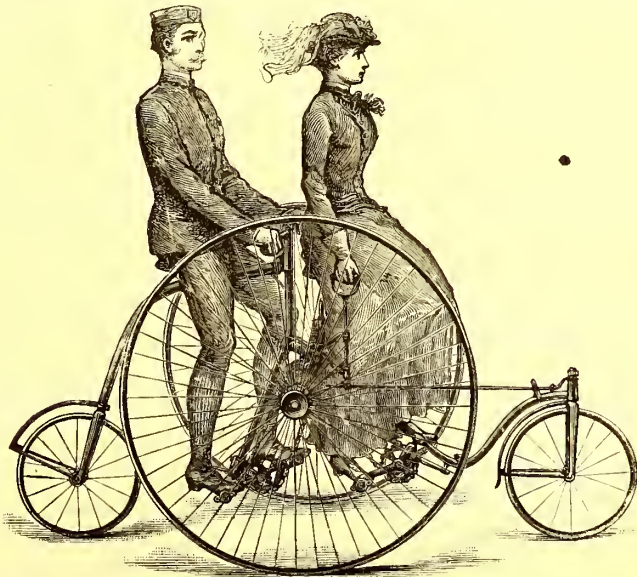
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The Greatest Distance ever made Inside the Hour,
20½ miles 396⅓ ft. by Wm. A. Rowe, Springfield, Oct. 19

20½ Miles Inside the Hour, Without Pacemakers, by W. M. WOODSIDE at Springfield, October 26.

The 100 Mile Road Record, 7 Hours, 51 1-2 Mins. | The 25 Mile Road Record, 1 Hour 34 Mins.
By **ALFRED A. McCURDY ON A COLUMBIA LIGHT ROADSTER.**

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

4 to 50 Miles (inclusive), - - - AMERICAN PROFESSIONAL BICYCLE RECORDS.
4 to 10, and 21 to 43 Miles (inclusive), WORLD'S PROFESSIONAL BICYCLE RECORDS.
21 to 38 Miles (inclusive), - - - WORLD'S BICYCLE RECORDS.
By W. M. WOODSIDE, at Springfield, October - November.

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