

VOL. IX.—No. 18|

NEW YORK, JANUARY 29, 1886.

[WHOLE NUMBER, 226.]

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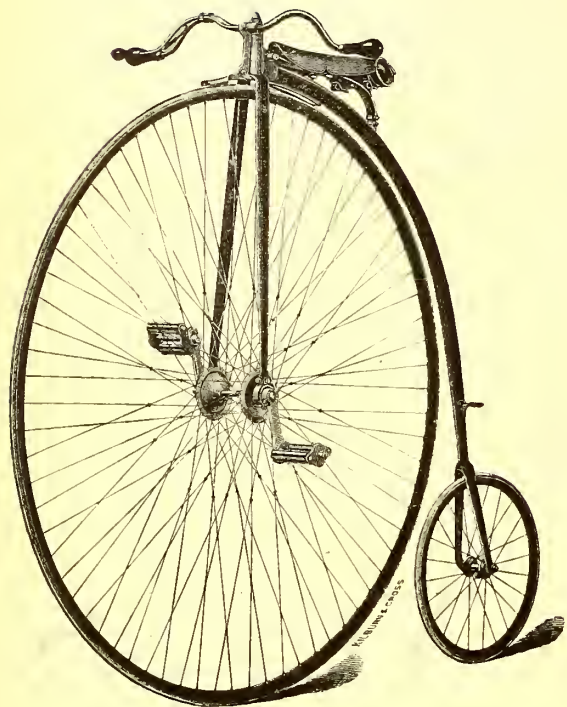
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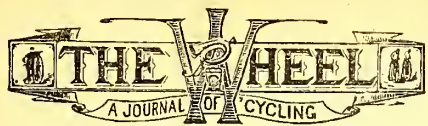
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## To Subscribers and Correspondents.

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.

## WHEEL GOSSIP.

There are but a dozen wheelmen in Sacramento, the beautiful Coast City.

The C. T. C. wants a membership of 30,000 by the end of this year; likewise does the L. A. W.

But one Safety has as yet found its way to San Francisco. It is a Facile, and is ridden by an M. D.

On the roster of the Cheyenne B. C. are names of 'cyclers residing in Oregon, Montana, Iowa and California.

Westbrook and Hacker, the fancy riding team, say they have deposited twenty-five dollars with the New York *Clipper* as a guarantee of good faith for a contest against any other team in the world.

The oily Eck, by some means or other, won forty dollars, outside of the stake by defeating Woodside in the half-century Minneapolis race. And now the question "How much did Woodside win?" naturally arises.

Captain Riel, of the Cheyenne, Wyo., club, has ridden from his city to Denver, a distance of 109 miles, in a day. That is rightly considered a jumboical feat out west, when the roads are counted anything.

The English riding record for '85 is taken by A. J. Wilson (Faed), who has 7,021 miles to his credit, having ridden every day in the year, rain or shine. C. W. Brown, a London tricyclist follows with 6,454 miles.

Friedberg and Wells are traveling in Wyoming. While in Cheyenne the boys took the fancy riders on a twenty-five mile evening spin, on a superb road, which they say, is the best they ever saw. On their return a wine supper was tendered them.

The officers of the Louisville, Ky., Wheel Club, are: President, J. D. Macauley; secretary and treasurer, Harry Esterle; captain, C. F. Johnson. The club is now looking out for

new quarters, having decided that the present rooms are not suitable.

L. W. Conkling, of Chicago was laid low by a header recently. Both wrists and one knee badly sprained, in addition to a slightly injured spine. Van Sicklen is also an invalid, and will not be able to ride for some time, though he will probably manage to be present at the races on February 22nd.

A Boston sporting sheet, whose editor is evidently not a wheelman declares in a fit of genuine smartness that "Boston roads are good enough for us," reminds us of a Mudville, Arizona, man, who remarked that he liked Pumpkin pie very much, although he had never partaken of the dish.

It is said that the Nashville, Tenn., Club are now holding a series of home trainer races for prizes offered by the club, using a nondescript machine. The club should secure a Buffalo trainer and then, besides the club-championship the members would also be riding for the championship of America and those handsome medals.

A Michigan man, who hails from Bay City, has been experimenting with his bike on Saginaw river. He found that at first an undesirable icy acquaintance was unavoidable, but by paying close attention to his wheel, and avoiding the glassy spots, he found that he could navigate quite comfortably, and wound up the day's performances by taking a run up the river a distance of eight miles.

A Deadville contemporary, whose editor deals in stationery, fountain pens for a dime, etc., is in great agony over the acceptance of Eck's 51 mile record of 3.49, confidently stating that the record is 3.7-47 1-5 by Ives. There is something really funny in this. The idea of a man who believes himself *par excellence* an editor, failing to draw a line between the professional and amateur.

The Princeton Ky., student, who was fined five dollars for riding a bicycle on the sidewalk, is John M. Verhoeff, of Louisville. He has wisely decided to take no step in the matter at present, thinking that, as the public sentiment is in favor of repealing the ordinance, it would be better to let things take their own course, than to bring the case before the courts, where a year or two might elapse, before a decision was rendered.

J. D. Macauley, the Louisville road-scorcher, is also one of the best racing men in the state. He began his bicycling career in 1872, in England, having removed to that country from New Orleans. He went to Germany in 1874, returning to America in '78. He is twenty-five years of age, five feet, eight inches in height, and rides a 50 inch Expert. Mr. Macauley was brought into prominence by his splendid record of 6,573 miles for the '85 season.

Messrs. Gormully and Jeffery, of Chicago, have been compelled by their growing business, to add a new building to their large factory. In future their American challenge and safety bicycles will consist of all parts enamelled in black, except the head, handlebar, hubs, step, and crank, which will be nickelled as formerly. The new building will be devoted almost entirely to the nickelling and enamelling of wheels, and will doubtless add greatly to the prosperity of the firm.

At the late Chicago races, when R. Howell, who had announced his intention of competing, failed to participate, his non-appearance was attributed by Chicago wheelmen to Stoddard,

Lovering & Co., of Boston, agents of the machine Richard rides, the Rudge. Mr. H. D. Corey has explained the matter, in a letter to a Chicago paper, saying that Howell had his steamer tickets engaged for a date, which would not allow him time to race in Chicago, and being a very peculiar fellow in many ways, no amount of persuasion by the firm could induce him to remain a while longer in America.

Frank A. Elwell has pushed his Bermuda tour so hard that the following wheelmen have already made known their intention of accompanying the party: Junius E. Beal, Ann Arbor, Mich.; Blake Hendrickson, Medina, Ohio; Wm. Clemson, Middletown, N. Y.; E. B. Penrose, Philadelphia, Pa.; Marriott C. Morris, Germantown, Pa.; D. E. Choat, Portland, Me.; W. G. Budington, New York, N. Y.; Miss Nellie Burgess, Portland, Me.; Chas. A. Wright, Philadelphia, Pa.; F. L. Butler, Danbury, Conn.; Geo. W. Todd, Leominster, Ky.; Geo. T. Francke, Louisville Ky. Mr. Elwell expects as many more cyclers as are here given, to sample the Coral Reefs of Bermuda on his tour.

The Toronto, Can., *Mail* in a well-written article, tells why the flying start should be adopted. Its principal argument is in the lowering of the records that would result. With our present system of starting, the men start off even every time without delay; with the flying start there would certainly be a number of false starts, taking perhaps hours of time to get the contestants off even, as is always the case in horse races. The riders would eventually become exhausted and discouraged at the continued trials, and when they would finally set off, would be in an unfit condition for racing. The spectators as well as the riders would get disgusted with delay, and before a start was effected, 50 per cent would, like the Arabs, quietly fold their tents and steal away.

The Scranton, Pa., B. C. held a very pleasant entertainment and hop at the Arcadian Rink on January 14th. There was a large audience present. The programme was opened by a bicycle slow race, in which Messrs. Parrott, Simpson, Silkman, Wallace, Mott and Schlager contended. Parrott won, with Silkman second. Prof. N. E. Kaufman then gave an exhibition of his wonderful skill on the wheel. The Lintner Bros., the clever young Hebrews, followed with their meritorious acrobatic performance and scored the hit of the evening. The Star bicycle then took the floor, John W. McConney executing on it some excellent movements. An exhibition drill by the Scranton B. C. squad was the next event. The squad is composed of Messrs. Connolly, Schlager, Mott, Monies, Spencer, Wallace, Silkman and Parrott. The boys had been in training for this event for some time, and made a first rate appearance. The obstacle race was the concluding event, and there being eight entries, created roars of laughter. It was won by J. R. Schlager, with Black second. The floor was then cleared and dancing was enjoyed until the wee sma' hours.

## HUB HAPPENINGS.

SOCIAL GATHERINGS THE GREAT FEATURE OF CLUB LIFE—MANY PLANS FOR THE FUTURE—PROBABILITY THAT A TREATY OF PEACE WILL BE SIGNED—POINTS.

The Saturday evening entertainments of the Mass. Club have undoubtedly done much to keep up the interest of the members during the winter months. It don't make any difference



## THE WHEEL.

if some of the entertainments have not amounted to much, they have been the means of inducing the members to visit the club house and meet one another in social intercourse, and it is the frequent gathering of members which makes the club a success. The Boston club some time ago appointed an entertainment committee to arrange for a series of parties at the club house, but as yet this committee has failed to show any signs of activity. They should brace up, and show the club that they are equal to the task or let some others be appointed in their place. The Boston club has a great deal of talent among its members and there is no reason why they could not give a good entertainment once every week. It is not necessary that these entertainments should be at all elaborate affairs, even a "plain smoker," and a general talk would do on a pinch. The main idea is to have it understood that on a certain night there will be a gathering of members at the club house, and you can be assured there will be lots of them there. These gatherings would be of great benefit to the Boston club in many ways, not the least of which would be the extra patronage of the restaurant. Financially that would certainly be most beneficial, for the Boston Club is composed of a class of men who are liberal with their money, and are fond of catering to the wants of the inner man.

The only Saturday night entertainments at the Massachusetts Club which have amounted to much of anything are the athletic shows. These are held once a month and are always good. When the night for gymnastics comes around there is always sure to be a big turnout. The gymnasium of the Massachusetts house is not very large, but it serves very well for an exhibition hall. Allowing space for the exhibition nearly one hundred spectators can be seated and half as many more be accommodated with standing room. The gymnasium has not yet been furnished, but the club is in hopes of shortly being able to fit it up with suitable apparatus. All that it now has is a set of boxing gloves, a horizontal bar not yet put up, a home trainer, and a few pairs of dumb bells and Indian clubs. All these have been contributed by members.

The club is fortunate enough to include among its members many fine athletes. At the head of these stand N. Ethier and J. T. Williams, both good at most any thing in the athletic line. Ethier is generally acknowledged to be the best light weight sparrer in Boston. He is a little bit of a fellow and as quick and agile as a cat. He has got the art down fine, and contents himself with genuine sparring, never allowing himself to get mad and go to slugging. His good nature is proverbial. Billy Stahl is very apt in handling the mittens, and there are not more than one or two men in New England who can beat him on a running high jump. For fancy club swinging the club boasts of E. J. Ethier, who has no superior in town. There are also several others who have won much fame as athletes, not to mention the many who have a reputation as cycle flyers.

The best athletic entertainment ever given at the Massachusetts Club house was that of last Saturday evening. The gymnasium was packed and every number on the programme was received with enthusiastic favor. The entertainment was given under the management of N. Ethier and Lieutenant Peck. The opening feature was a graceful exhibition of club swinging by E. J. Ethier. A class of six German Turners did some most excellent work on the parallel bars under the direction of Prof. Carl Eberhard. As is well known the Turners have no equals on the parallel bars, and their feats were applauded to the echo. The most interesting portion of the programme was of

course the sparring. There were five bouts and all were great. Carnes and Ethier, the light weights, were the first to don the mits, and they did some very lively scientific work. Ethier also faced J. T. Williams, and they had a clever set-to. Bangs and Osgood pounded each other in fine shape, and some heavy hitting was done by Roach and Clark. Stoddard and Williams crossed foils for three rounds, and were followed by Powell and Richardson in the same exercise. The entertainment was brought to a close by a bout with the single strikes between Messrs. Slocum and Meyers.

On Feb. 5th, there will be a fine dramatic entertainment at the club house, and on Feb. 12th, there will be a bowling tournament; on Feb. 26th there will be a home trainer race, open to all amateurs. Entries free, and may be made to A. D. Peck, Jr., 152 Newbury street, at any time before Feb. 24th. First prize, a pair of bell pedals, worth \$13; second prize, a king of the road lamp, worth \$8, or, at the option of the winners, the above values in any bicycle goods.

Nothing new has turned up in relation to the coming League meet, since my last letter. The alleged controversy between the two clubs remains just as it was. As I have often stated nothing has ever yet been done officially in relation to the matter, but there has been no end of talk among the individual members. If this talk does not express the sentiment of the club, I would like to know what does. Now both clubs are protesting that there was never any hard feeling between them, and say that the whole thing has been made up by the papers just to get something to talk about. That's all very nice, and I am glad to see them coming 'round that way. The newspapers can stand all the blame which may be heaped upon them. I really do not think that there will be any trouble between the two clubs, and I think that they have to thank the newspapers for the avoidance of an open rupture. The newspapers have clearly showed the club members how absurd and childish such a controversy would be, and I think that the Massachusetts club are now in a disposition to give up their foolish demands for a proportional representation in the management of the meet. By throwing all the blame upon the newspapers, neither of the clubs has anything to apologise for, and all arrangements can trot along merrily. Chief Ducker is expected in town shortly to arrange for a meeting of the State Division officers and representatives from the different clubs.

It is likely that there will be a hot, though good-natured fight over the election of captain of the Massachusetts club. It is understood that the nominating committees have both selected Mr. Slocum as the candidate. This is a great surprise to the members, for it was thought that as two committees were appointed, there would be two different tickets nominated. The young members of the club are solid for Lieutenant Peck as captain, and it is understood that they are very anxious to have him run on an independent ticket. Mr. Peck is undoubtedly the most popular man in the club, and the only possible objection that the nominating committee can have against him, is this preference for an older man to represent such an old organization. Mr. Slocum is generally favored for the office of president which he would undoubtedly fill most acceptably. It is understood that the ticket to be presented by the nominating committee is as follows: President, Mr. Parsons; Captain, Mr. Slocum; First Lieutenant, Mr. Peck; Second Lieutenant, Mr. Sabin.

At the Highland Rink next Thursday evening, January 28th, there will occur a novel bicycle tournament, under the management of

J. S. Moulthrop of New York, who has offered \$2000 in prizes. Nearly all of the leading professionals have entered and will compete for the prizes. Among the prominent ones are Hutchinson, Maltby, Tufts, Marshall, Kauffman, Tripp, Alden Brothers, Wilmot, Parton and others. A goodly number of prominent amateurs have entered for the amateur races. The entrance fee for professionals will be 10 per cent. of the prize. Amateur entries are free. Entries can be made with I. S. Moulthrop 215 West Fifty-third street, New York, or at the Highland Rink.

### POINTS.

Peck will be the next captain of the Massachusetts club.

Prince seems afraid to accept Neilson's challenge.

The League membership about Boston is booming.

H. S. Owen of Washington, was here last week.

Colonel Pope is advocated for the position of chief marshal of the coming League parade. He would certainly do credit to the position.

Wendell, Rowe's trainer, will next season race on a 63-inch Appolo.

Butcher has been quiet two whole weeks.

The Vendome and New Marlboro have been reappointed League hotels for Boston. One is \$2 and the other \$5 a day.

Flyer D. E. Hunter has opened a cycle agency at Salem.

E. D. Albee of the Wakefield Club, has gone to Minneapolis.

The Somerville Club will shortly present the drama "Nevada."

Saturday afternoon Whittaker was tendered a dinner by the Cambridge Club, at the Quincy House. The affair was informal.

The Massachusetts Club expect a representation of 240 riders in the League parade.

Boston, Jan. 26, 1886.

C. S. H.

### OUTING FOR FEBRUARY, 1886.

The February issue of *Outing* is a pleasing winter number, containing several articles of special interest, and a wide range of general matter upon topics more or less connected with recreation. The frontispiece, by Halsall, engraved by Sylvester, is a faithful picture of the start on the first day of the *Puritan-Genesta* races, and illustrates an article by John Hyslop, entitled "The Lesson of the America's Cup Races." Colonel Charles L. Norton's paper on "The Modern Ice Yacht" is valuable and timely, particularly as no magazine article on the subject has appeared in five years. In "Billiards for the Home and Club" John Upshur makes some good points regarding this form of recreation, and tells how a famous club secured several of these valuable adjuncts to the club-house at practically no expense. "Croquet in Elyria," by W. F. Hurlbut, describes one of the most complete croquet rinks in the country, and is illustrated. The leading paper, "A Family Romance of the Time of Elizabeth," is by A. T. Story and fully illustrated by Hassam. The narrative of Thomas Stevens, "Around the World on a Bicycle," is brought down to his arrival at Constantinople, closing the European series with a longer, more interesting, and



better illustrated paper than any that has preceded it. The humorously illustrated "Cruise of the Philoon," by Jas. F. Jerome, is concluded. "Recollections of Mardi Gras," by M. R. Dodge, is a pleasing account of the Carnival at New Orleans, which will be read with interest as the Carnival season is so near. A. D. Mayo contributes a delightful forestry article, "The New Version of the Children in the Wood." There is an illustrated paper, "Hints from Japanese Homes," which, with "A Midwinter Thaw," and two charming sketches, "Flight of the Contrabands," by S. L. Gracey, and "The Fun Mr. Perker had with his dog," by President Bates, goes to make up a particularly readable number. Poems of the month are by Clinton Scollard, Helen Chase, R. K. Munkittrick. The club and editorial departments are particularly full.

## CHICAGO BI. CLUB ELECTION.

*Editor of the Wheel:*—I have just noticed the item in your issue of Jan. 22, where, in speaking of the C. Bi. C. election, you say "Burley Ayers would have been elected president had he not positively declined the honor." Now this is a decided injustice to Mr. Miller, who had the lead from the first ballot to the last, and whose election was assured from the start. Mr. Ayers did not decline the office until after the third ballot had been announced, and the fact became apparent that he could not be elected.

The fact is, the election of the present officers is a decided squelcher on Mr. A., and the scheme of dividing the club of which he is the champion, and in fact about the only advocate.

I do not intend this as a reflection on Mr. A., but simply to do justice to Mr. Miller, who certainly deserves all the credit he is given, and other papers who have printed items similar to yours, will oblige by copying. 2073.

## A RUN TO WILLIAMSTOWN.

BY THE VELOCIPEDESTRIANS.

A languid June afternoon. Overhead ultra-marine; the Park vividly green; the street cool and clean after the diamond spray from the big "sprinkler" rumbling sleepily along behind the lazy horses that seemed to be dozing in their work like the listless driver in his exalted seat.

A tramp, unconscious in slumber, on a bench in the shadow of the soldiers' monument. A bee drowsily hummed near his ear. A lifeless movement of his arm and he was instantly oblivious again. There wasn't a flicker of even the tiniest leaves on the slenderest twigs of the elms.

An Italian with wilted hat brim, and back bent under the burden of his harp, shuffled along. The strings slept and he did not disturb them.

Hanging upon the iron railing in front of the Agricultural National Bank a half dozen Brave Bicyclists. There was President Kennedy, with Robbins and Pierce and Greenfield and West and others.

"Boys!" said Kennedy, "what do you say to a run next Sunday—a skim to Williamstown to hear Professor Addle at White Oaks chapel? The weather will be perfect, like this; just as it now is. I prophecy it; I know it! Superb, isn't it?" and the President of the wheelmen, with a sweep of his arm, indicated how fair and calm and sweet it all was. "The Williamstown stage driver told me," he continued, "that the road was in splendid condition, in fact like an asphalt boulevard all the

way. You know the route—skirting the shining Pontoosuc; along the silent highways of Lanesboro; through the leafy lanes of New Ashford, where, at sundown, the whippoorwill calls to the first stars; by the base of great Greylock; on to North Adams and to the college town—the very way that Hawthorne went and Emerson rambled years ago!" And so it was voted that the trip should be made, and so the fresh, bright Sabbath dawned upon these young men flashing gaily toward their destination.

It is not for this record to detail their advent into the quiet seat of learning, nor the astonishment of the natives as the wheelmen dismounted at the church sheds and filed into the sanctuary with their belted waists and closely stockinged shins. Neither is it for us to relate the disturbed state of the susceptible Williamstown damsel when these Knights appeared, and how confused one of the principal and showiest of the corps was at taking a header into the center of a bevy of home going maidens as he was exhibiting his brilliant feat of riding with his legs over the handles. The day was really delightfully spent. It was all President Kennedy had promised.

The call to re-mount sounded at 4 o'clock. Far up on Greylock could be seen a cloud, not large, but surly. Kennedy cast an anxious look aloft and a glance askew at his comrades. They had not noticed the mountain peak. "Let us break the record from here to North Adams," said Kennedy, his fear prompting the speed however, much more than a desire to lower his time. "Now boys let the wheels spin, let them gleam in the sun like a sea gull's wing"—and they gleamed.

A halt for breath at North Adams, another for ditto at Adams, and then the homeward stretch fairly began. We in snugness and safety watched the gathering of the magnificent storm with composure. How grand it was—the coppery red fringing the hill crests of the north and west; the black Alps of cloud towering up and up, split by the lightning as by a mighty, flaming sword, yet showing no wound and closing again and again in profound silence but unconquerable majesty! How the zephyrs become a breeze, making the branches dance, and then a gale bending the boughs and the tree tops before it. How the skies darkened over all the dome and dashed spattering drops on the pavement and then sheets and floods till the gutters ran.

And in the very fury and deluge of the rain, encompassed with rayless night, beaten with rushing wind, tumbled, dismantled, drowned and disabled was the cavalcade of wheelmen, in the woods of New Ashford! All were on foot pushing their wheels before them, with shelter thirteen miles away! "And this is your prophecy and your promise!" cried Robbins, grinding his teeth at the dripping President. "O that a son of my parents should be lured to destruction in this way!" Bring on your whippoorwills and their serenade to the stars," roared another. "Just one moment alone with him in the gymnasium, is all I'm sighing for," muttered Pierce, and the darkness was full of voices. Break the record, indeed! Break wheels, necks, legs, backs, everything, but don't die, comrades, till you've broken every bone in his body." "The leafy lanes where that dam dawthorne wandered." "And where Emerson skulked." The stage driver's boulevard a la *Parce!*

Over shoes in the sandy mud; knee deep in the slush of the highway hollows; stumbling over the stones; resting on sodden embankments while the clay trickled down their weary legs; clashing their wheels together and with ohs! and ahs! lamenting their blisters and

bruises, never so forlorn a troop entered a sleeping city as did these. They hobbled to their headquarters. No man spoke to the other. On the frescoed wall hung a map of Berkshire. With one impulse and a mighty rent there came from it White Oaks, and Williamstown, and all that awful way, and no more forever in that room will their name be mentioned.

## A RACING RETROSPECT.

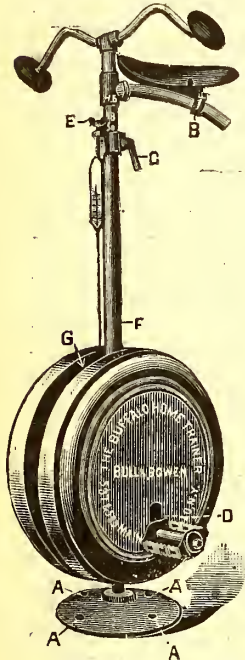
"Furnivall! Furnivall!" shouted the crowd at the Surrey meeting on April 25th, 1885, when Percy F. of the Berretta B. C., took the Open Mile Hcp. for two wheelers at this famous association's spring meeting. The winner started from the 50 yards mark, and won with comparative ease. As we stood in the enclosure and listened to the shouts of the crowd, we could not help feeling there was something prophetic in the voice of the people, and that the dark, tall young man we had just seen so victoriously wheel his way to the front was destined to fill a very important place in the honoured list of England's champions on the steed of steel, as we believe the bicycle has on one or two occasions been referred to as. For once in a way we served to refute the statement that no man is a prophet in his own country, and our predictions were more than fulfilled. Ere six weeks had passed over the heads of the wheel world, the name of Percy Furnivall, was on every one's lips, and the cycling pulic had come to recognise him as the best man in traing in the metropolis, and the most dangerous opponent of the great North countryman, the invincible, the conquering English of North Shields. What boots it to tell of Furnivall's countless successes—how time after time, triumphant over all, he wheeled his way to the front and finished, whatever the race, whatever the pace, whatever the distance, first. We need not here recapitulate the long chronicle of his successes; are they not written in the pages of "Wheeling," and will they not go down to posterity, an undying record of the prowess of the Berretta flyer? Whether in England or in America, at Hartford or Springfield, Furnivall has with one, or two at most, exceptions, always managed to hold his own, and by his many victories stands out at the top of the tree as the most successful and the best all-round rider for the year 1885.

"M. V. J. F. Webber, of the Vectis Bicycle Club, and also of the Surrey and Lewisham B. C.s," is a correct copy of the the signature on one of the Five Miles Amateur Bicycle Championship entry forms. It was on May 30th, 1885, at the annual race-meeting of the Brixton B. C., held on the Crystal Palace track, that the little wonder first burst upon wheelmen. Starting on his Marriott and Cooper racer from the 75 yards mark in the Open Mile Bi. Hcp., he simply waltzed in first in the final, in the good time of 2m. 44 2-5s. The following Saturday saw Webber first from the 20 yards mark—a wonderful yet justifiable drop—in the Open Mile of the Brixton Ramblers, winning on a wet, heavy track by 30yds. in 2m. 46s. From thence his career was one of almost unbroken success. His 2m. 43s. for a full mile at the Alexandra Palace was regarded as marvellous; and this was followed by a splendid success in the Invitation Race of the Cambridge University B. C. over young W. A. Illston, when at a distance of 2 miles Webber succeeded in beating the record. Next in order came his phenomenal and wonderfully popular victory in the Five Miles Championship of the National Cyclists' Union at Jarrow-on-Tyne, when he created another record, and beat such good men as Laing, Ball, Chambers, and Milthorpe, to say nothing of English,



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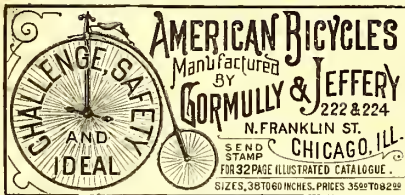


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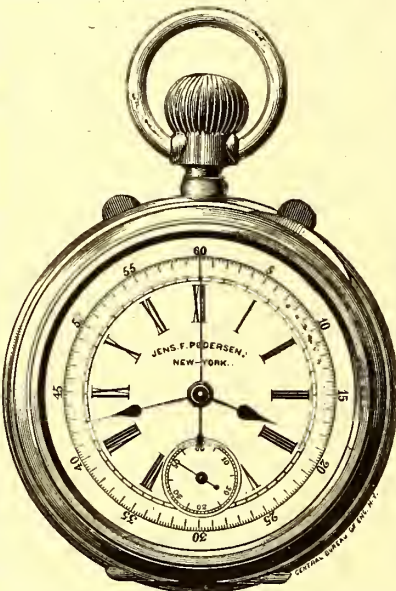
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**\$4.00** Russet Leather, with conical rubber sole. A good low-priced article.

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Mays, Speechly, and others, who were knocked out in their heats. Webber of course went to Springfield, where, once recovered properly from the sea voyage, he was splendidly successful, making twenty miles in the hour, and beating all records there for that distance. The prize he won in this event was absolutely the best on offer for the whole series of races at the meeting. Webber also did well in the other events, particularly over two at a distance of 3 miles. His best performance in England was the mile record, 2m. 39s., made at the Pickwick meeting at the Crystal Palace. He is yet quite a youngster, and being sufficiently clear-headed to take care of himself, will certainly shine on the path in 1886.

Furnivall and Webber have unquestionably been the stars of the London racing season, and all other cracks "pale their ineffectual fires" when contrasted with the full blaze of the superiority of the pair we have named. Garehouse, the "Chichester Chicken," as some people have familiarly called him, but who is better known as a member of the Cambridge University B. C. has often appeared on the London path, and with fairly average success. He is the proud holder of one of the Union Championships. P. T. Letchford, A. J. Wilson, Sydney Lee, A. L. Bower, H. C. Sharp, Cousens, and Grigg, are the most prominent among the smaller fry of three-wheelers, the first-named making a bold bid for championship honors in the Mile with the invincible Furnivall. English has appeared very little on the metropolitan path, his most notable efforts being in the championships run off at the Crystal Palace, and the famous Three Miles Invitation Race at the Alexandra Palace, in which, though beating Webber, he was defeated by Furnivall. Mayes would have certainly held his own in the front rank of racing-men if it had not been for an unfortunate fall on the grass track at Wisbeach on July 1st, by which accident he was thrown out of training for nearly two months, and when he returned to the path had lost all his form. Outside the actual champions, perhaps no man has scored more successes in a shorter time than J. H. Adams, the long-distance rider of the Lewisham B. C. In his club races in midsummer, Adams, when riding well, fell. This accident knocked him out of time for a while, but his splendid constitution pulled him through soon, and very early in August he started racing. Success followed success right and left. One of his best victories was in the Crystal Palace Challenge Cup Fifteen Miles Bicycle Race, where he beat a fine field, including such real good men as Ratcliffe, Macbeth, and Terry. On the August Bank holiday he scored heavily at Torquay, and next day ran off with two splendid prizes at Birmingham. All over the country during the month Adams was successful, and ere the end of the season had made a name for himself as a real good all-round man. H. A. Speechly, of the Ranelagh Harriers, has not had the luck to win the Mile Championship this year, but for all that has done pretty fairly. True, he has not shone with any exaggerated effulgence in the metropolis district, but the provinces, more particularly the Eastern Counties, have witnessed several of his victories in scratch races, notably at Norwich, Ipswich, Wisbeach, Stowmarket &c. G. W. Capern, of the Clapham Park, has proved himself a real, sterling, good little rider. Coming out this year with only a moderate reputation at the Brixton B. C. meeting, he won the Invitation Two Miles Hcp., and then, going into fairly strict training, by dint of hard work, excellent judgment, and unlimited pluck, scored victory after victory, gradually going nearer to scratch, and finishing the season on a very short mark indeed. Of the irrepressible

Gainsboro' team of racing men, Hale and W. J. Lewis have done best. They have taken firsts, seconds, and thirds all over the country, totalling up between them a magnificent record. Fenlon and G. Lewis, both of this racing club, have done most excellently well, exhibiting on every occasion that straightforward riding and try-all-the-way form which is creditable to an amateur racing man in these days of *finesseing*, roping, and so on. F. J. Nicholas has not fulfilled the predictions of his friends. He is an undoubtedly good man, but despite training and care, his record has not been a successful one for 1885, and the only great feat to which we can attach his name for the past season was the making of the twenty-six, twenty-seven, and twenty-eight miles records at the Crystal Palace in the course of an attempt to beat the fifty miles "best." A. P. Engleheart of the Croydon C. C., has been one of the season's successes. Riding a Kangaroo Safety in all his races, he has won on this wonderful little mount a goodly collection of pots, his best and most famous victory being undoubtedly in the Pickwick Open Mile Hcp. at the Crystal Palace, where from his mark he cantered home in 2m. 35s. Engleheart is unquestionably a very fine rider, and as he is just of that age when a man rides at his best, he should score heavily next year. Buckingham F. S. of that ilk, the good-hearted flyer of the Brixton Ramblers, is another man who has done well on a Safety, the mount he affects being the same make as Engleheart's. He scored a double victory at the Iroquois Sports at Lillie Bridge, winning the Safety Mile Hcp., and the open ordinary the same afternoon. In the course of a racing tour in the North-West, undertaken in the early Autumn, he did wonders, and won pot after pot, one of his successes resulting in the addition of a Marriott and Cooper racer to his stable. A. R. Macbeth, ex-Calpham Park B. C., and now a popular member of the Brixton Ramblers B. C., came out in the middle of the season, and before the end, scored several successes from very short marks. His victories at Yarmouth and Norwich were obtained by splendid riding and great pluck. Probably his best performance this year was in the Kildare Scratch Five Miles at Lillie Bridge in September, which famous event he only just missed winning by a few inches, being defeated in the last spurt by the Birmingham flyer, Ball. R. V. Ashbury, of the Clissold, has won almost as many prizes, if not more, than any man in London. He is a sturdy genuine rider, and has scored all his victories from the very back marks, or, as was the case two or three times, scratch. His riding is a treat to witness, and he has a very pretty style. We believe he intends to race in 1886, and have no hesitation in saying he is bound to occupy a position then, as now, in the very front rank of racing men. Other metropolitan riders who have scored at times during the past season, and who deserve mention in the columns of this brief article, are J. H. Price, Ebsworth, H. McKinlay, H. Smith. O. G. Duncan, F. Goodman, H. W. Goudge, W. Brown, P. A. Nix, F. P. Wood, W. Colmer, A. Chard, and H. Bell. "Ubique."—*Wheeling Annual*.

## THE IXION'S BALL.

That very lively and enterprising body of wheelmen, the Ixion Club added fresh laurels to their enviable reputation on Wednesday evening, Jan. 20th, by giving what proved to be a most successful entertainment at Standard Hall. For some time past the cycling organizations have fought shy of the social element, which enlists the sympathies of the fair sex, and have confined their energies to "stag

rackets," smokers and the like, with a couple of race meetings and dinners thrown in, to make the weary winter months pass quickly and agreeably; and it remained for the Ixions to prove that a cycling club could overcome the prejudices that were incurred by past failures, and naturally set the ball rolling in a direction that deserves to be continued.

That the ball was a success, all who had the good fortune to attend will testify. The management, music, dancing and—the ladies present were all that the average cyclist could wish for. Over two hundred were present including several delegates from out of town clubs. The sixteen numbers on the card were danced with the enthusiasm only known among wheelmen, and when the strains of "Home Sweet Home" were heard there was not one but that wished that the programme had just begun.

The Committee of Arrangements usually are immortalized, and this one is no exception to the rule. It consisted of Harry S. Jones, Fred. C. Ringer, F. S. Stott, Francis Thayer and M. G. Peoli. The balance of the credit belongs to the enthusiastic members of the club who heartily seconded their worthy efforts, and who helped enjoy the fruits of their club mates' efforts. May it be the good luck of the writer to attend the future "Annuals" of the Ixion Bicycle Club.

## ORANGE WANDERER RECORDS:

*Editor of the Wheel:*—We have seven members, including three ladies, who rode over 1500 miles last year. They are:

L. H. Johnson . . .	4175 miles
J. W. Smith . . . .	3327 "
L. H. Porter . . . .	2660 "
H. C. Douglas . . .	2454 "
Mrs. Douglas . . . .	2276 "
Mrs. Johnson . . . .	1986 "
Mrs. Porter . . . .	1695 "
Total . .	18,573 "
Général average	2653
Gentlemen's "	3154
Ladies' "	1985

## MORE CLUB RECORDS.

*Editor of the Wheel:*—In the last issue of THE WHEEL, I noticed an article headed "A Good Record," (which records are, by the way, very fair,) and beneath it your request to clubs to send in some of their records for publication. With this view before me, I write this letter.

Our club, "The Independent Wheelmen," was organized May, '85, and shortly after officers were elected, the writer being elected secretary at that time. The club consists of young men from 16 to 19 years of age, a part of whom are occupied with business, others are students. Considering these facts, our records are fair, since we only have Saturday afternoons and Sundays free; in summer we have the evenings to ride.

During the spring and autumn of '85, three members, the Captain, Treasurer and Secretary made some extensive tours.

In May, we rode 216 miles together, making a trip to Queens and Freeport.

In June, we rode 335 miles, making a trip to Garden City and Hempsted, and to Queens.

In July, we made only one trip. This trip was to Babylon, L. I., on July 4th and 5th, on which we enjoyed ourselves heartily. Our record during July and August was only 156 miles, owing to the fact that we went to the country.

During September, we made tours to Roslyn, rolling up 113 miles.

During October we made 223 miles, making



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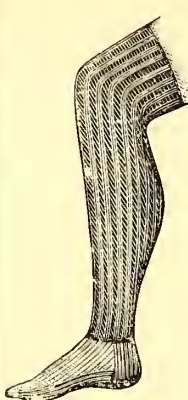
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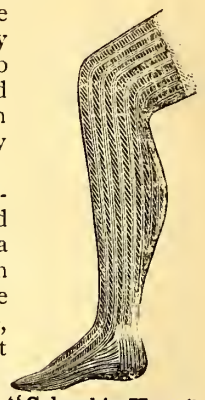


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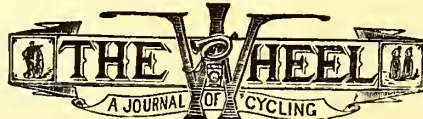
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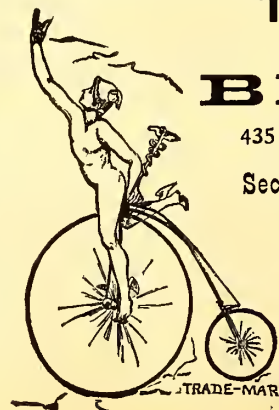
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a tour to Roslyn, Freeport and to Babylon, (80 miles in 10 hours.)

During November, we only rolled up 127 miles.

In all, counting the 300 odd miles we rode during March and April, we rode 1,305 miles.

On all these tours we only met with two mishaps. On the first tour to Babylon, the "Cap" broke his nose by a header. Luckily it was not disfigured, the injury being slight. On the tour to Freeport during October, the "Cap" sprained his ankle, nevertheless this did not prevent him from riding home, a distance over 20 miles.

These tours were not made for records, but for enjoyment, hence, we cannot boast of records or of great distance covering.

"INDEPENDENT."

BROOKLYN, Jan. 24th, '86.

## FROM THE ANTIPODES.

Australians having won for themselves distinction and fame in every branch of athletic exercises, it is not surprising that the latest development of these national pastimes—cycling—should find a place in the category. With the Australians, cycling events occupy a prominent position in the "bill of fare" for their outdoor entertainment. No programme of athletic sports is complete without a cycling event, be it in the metropolis or far inland town, so popular have these wheel contests become.

Of the province of Victoria, Sandhurst, as the second city of importance in the colony, stands foremost in its support of cycling, whether it be track or road racing. As far back as fifteen years ago, cycling races were held in Sandhurst, on the now obsolete bone-shakers, when the hard struggles on that cumbersome piece of mechanism that comprised the "bicycle" of the day, was provocative of much spirited enthusiasm from the spectators, whilst they proved of immense fun to the small boys who vainly endeavored to outpace the hard-working competitors. But with the continued development in mechanical science, and the concerted energies of enthusiastic votaries, the scene has changed. It was not, however, until a club had been formed that the true import of the cycle was clearly manifested, though the advent of a new machine, a recent design, called forth a meed of admiration and wonder, but there was still an evident disposition to regard these new ideas with a degree of suspicion.

With the establishment of a bicycle club and the spectacle of six or eight riders turning out at a club run, a footing was gained in public favor, and a mutual recognition was apparent, which has since gone on uninterruptedly. The first bicycle club was established in Sandhurst, June 21, 1880, a meeting for that purpose being convened by Mr. W. J. Parry, who has ever since been prominently identified with the advancement of cycling in Sandhurst. The club was initiated with a membership roll of nine members, among whom, curiously enough to remark, was Mr. F. H. Shackelford, who has since then achieved the honorable distinction of *amateur champion* of Australia. The officers of the club were: Captain and honorary secretary, W. J. Parry; vice-captain, S. Keam; treasurer, L. London.

The club existed, with varying success, until early in 1883, when it became defunct. In December of 1882 a race meeting was held, which, as the cycling journal of the day said, "was a decided success; the day was fine, the racing good, the events varied, and the whole of the arrangements carried out punctually and satisfactorily to all concerned."

Among the most successful of the competitors at that meeting was the late W. J. Crowle,

a most energetic rider, powerful and fast, having made his mark as a track rider. This poor fellow met a sad death November 14th, 1883, through the tire of the front wheel of his machine becoming detached, causing him to be thrown with great violence, head foremost on the road. He sustained concussion of the brain, and expired next day, being twenty-seven years of age. The event cast quite a gloom over Sandhurst, and cycling in consequence suffered a check. Next came the Invincible Bicycle Club, but it did not exist long, Mr. S. Keam being the originator of it; when it was dissolved the majority of the members joined the Ramblers Bicycle Club, which was organized December 21, 1884. Then came the Eaglehawk Athletic Bicycle Club, and lastly the Sandhurst Cycling Club, June 12, 1884, the latter three being still in a flourishing state, notably so the latter two, each of which has a large muster roll of riding and honorary members, with fast track and road riders in their ranks.

The ordinary routine of club runs has been varied with road races, paper chases, race meetings and badge competitions, to say nothing of club socials and concerts, for, be it understood, the average Sandhurst cyclist likes entertainments, and that varied, too. The first club road race was held by the Sandhurst Cycling Club in October of 1884, over a distance of thirty miles, and was a decided success, a vast number of spectators turning out to witness the finish at Charing Cross. The second event was over the same distance, but started at Inglewood, from which place the road was much better than from Elmore; this event was held on March 4, 1885. The third contest of this character was held by the Ramblers Bicycle Club on June 29, 1885, for amateur riders only, of the club; and the fourth event over the same ground—Inglewood to Sandhurst—but for the professional members, was decided on May 6, 1885. In each instance valuable trophy prizes were awarded to the first three men.

Then came a racing carnival by the Sandhurst Cycling Club, on July 1, 1885, at which the best riders in the colony competed, viz.: Shackelford, W. J. C. Elliot, Con Dwyer, and W. W. Bloomfield, the trophy prizes that were offered for competition being costly and very chaste.

In November, 1885, a second carnival, held by the Ramblers Bicycle Club, was equally as successful as that held by the Sandhurst Cycling Club.

In addition to the provision made by the local cycling clubs for periodical competitions, cycling events also take place in January of each year, under the auspices of the Caledonian Society, and Eaglehawk Athletic Club; at Easter, by the Easter Fair Sports Committee; in March, by the St. Patrick Society; in April, by the *Eight Hours* Demonstration Society; in October, by the Miners' Association, and in December, by the Caledonian Society, so that Sandhurst wheelmen are well catered for throughout the year; hence there is no season for cycling, like the companion sport, cricket, or any other of the many favorite sports. There is no cessation; the wheel is on the buzz from January to December; club runs form a powerful incentive to cyclers on their wheels in tours so many of which are enjoyable. The run to Marong, eleven miles, a pretty country village, forms a very favorite resort for cyclers; the kind attentions of hosts and hostess Harley are something to be remembered. The Cherry Tree spin (nine miles) is another; also the Botanical gardens, Lake Weeroona, White Hills, Epsom Pottery, Eaglehawk, Lake Reanger, and a host of others well known to club men, form the

features of attraction on the half holiday of the week (Wednesday) when cyclist gladly take the wheel for a run out into the country, and enjoy a mouthful of fresh air. In no small degree do these considerations account for the ever active state of cycling in the great gold city of Australia.

Of the three clubs now existing, the Ramblers Bicycle Club has a membership of upwards of seventy-five; the Eaglehawk Athletic Bicycle Club, a membership of twenty-nine, and the latest formed club, the Sandhurst Cycling Club, a membership of upwards of ninety. The latest computation of the total number of cyclers in Sandhurst made by myself, as V. C. A. consul, top up the respectably total of 300, comprising *club* and *unattached* riders.

Road races for members of clubs only have been held by the Sandhurst and Ramblers Bicycle Clubs respectively, two each, the former holding a very successful racing carnival July 1, at which Shackelford, Elliot, Bloomfield, and Con Dwyer competed.—*S. W. Gazette*.

## AMERICAN WHEELMEN IN EUROPE.

A PLAN FOR UTILIZING THE SUMMER VACATIONS.

Mr. P. Harvard Reilly writes of a scheme for an European bicycle trip as follows: "The coming summer will witness more extensive bicycle tours than ever before, and already riders from all over the country are making extensive preparations. The wheelmen of this country will undoubtedly be pleased to learn that there is an association formed for the purpose of making quite an extensive trip through parts of Europe. The time for starting will be about July 1st, when young riders are free from school and college for at least three months and when the outing will enable them to see other countries and gather valuable information for much less money than possible any other way. The association is called the 'American company.' The passage will be made from New York City by steamer, visiting parts of France, England, Scotland, Ireland and possibly Wales. The party will be absent about two months, returning to this country in time for the bicycle tournaments of Hartford and Springfield in September." Mr. Reilly is a member of several bicycle organizations and has made a number of tours in this country. Information about the trip can be procured by addressing him at the Grand Union Hotel, New York.

## STREET PAVEMENTS.

At a meeting of the American Society of Civil Engineers, Captain F. V. Greene, of the United States Engineers, read an interesting and important paper giving the results of exhaustive observations upon the extent and character of street traffic in the United States as influenced by the character of the pavements, the width of the streets, etc. The paper directed attention to the large sum invested in street pavements, amounting to about two hundred and fifty million dollars in the twenty principal cities of this country, to the desirability of keeping systematic records of the traffic over the various pavements, and their wear under this traffic, and to certain observations upon traffic recently made under the writer's direction. After referring to the observations made by Haywood and others in London, by Deacon in Liverpool, and by the French engineers in Paris, the writer described in detail the manner in which his own observations were taken. In brief, they were first recorded by one or more observers by the punch and "trip-slip" method in use by car conductors, slips of different col-



ors being used for vehicles of different tonnage. A summary of each hour's observations was then transferred to a daily report made on a printed form. These were then sent to the writer, by whom the computation of total tonnage—tonnage per vehicle and tonnage per foot of width—was made. The observations were continuous from seven A. M. to seven P. M. on six consecutive days at each place. The accidents to horses were also observed and recorded in three classes, viz.: falls on knees, falls on haunches, and complete falls. Record was also made of the width and grade of the street, state of the weather, temperature of the air, average speed of the vehicles, and length of street on which accidents were observed and recorded. On the back of the printed form of report full instructions were given for the observers, especially in regard to the weight of different kinds of vehicles, and every precaution was taken to have the observations made on a uniform system and to eliminate the personal equation of the observer and leave as little as possible to his judgment. Each day's report was subscribed and sworn to by the observers before a notary public; these reports were submitted to the members of the Society present for their examination. The observations were made on thirty-six various streets in ten different cities, viz.: New York, Philadelphia, Chicago, Boston, St. Louis, New Orleans, Washington, Buffalo, Louisville, and Omaha. The pavements on the streets observed were of granite, asphalt, and wood.

In compiling the results as to traffic the standard for comparison was the average daily tonnage per foot of width. This was found to range from two hundred and seventy-three tons on Broadway in New York to seven tons on Olive street in St. Louis. The average weight per vehicle varied from 0.68 tons on Fifth avenue in New York to 2.08 tons on a part of Wabash avenue in Chicago. Several remarkable instances were given of the manner in which smooth asphalt streets have drawn the traffic away from stone pavements—the most noticeable instances being in St. Louis, where, on Olive street, paved with granite, the daily traffic per foot of width is only seven tons, while in Locust street it is one hundred and three tons, the two streets being parallel, adjacent, and similar in every respect, and paved at the same time. Comparison was also made with the London observations, showing a very much larger traffic (as high as four hundred and twenty-two tons on one street) in the latter city, and the cause of the difference was stated to be the absence of street cars and the large number of cabs and omnibuses thus rendered necessary. Reference was also made to the observation of Messrs. Deacon and Stayton in England on the comparative wear of different classes of pavement under different amounts of traffic as actually observed, and the desirability of keeping such reports by municipal engineers in this country are pointed out.

In regard to accidents, the standard for comparison was the distance traveled before an accident occurred. This was obtained by multiplying the distance over which the observations were recorded by the number of horses and dividing the product by the number of accidents. The general result was: On asphalt, five hundred and eighty-three miles; granite, four hundred and thirteen miles; wood, two hundred and seventy-two miles. There were only three sets of observations on wood, and hence as to this class of pavement the results are inconclusive. As to granite and asphalt, the large number of observations (over eight hundred thousand horses and eighty-one thousand miles traveled) justified the conclusion that fewer accidents occur on asphalt

than on granite. This agreed with the result of similar observations in London, although in the latter city, from local causes, the accidents on each class of pavements were about three times as numerous as in the cities observed in America. In classifying the accidents it was found that the falls on knees were much more numerous on granite pavements than on asphalt, whereas the falls on haunches were more numerous on asphalt than on granite. The cause of this was pointed out—the granite blocks being too wide (about five inches instead of three) to offer a proper footing for the horses; and the falls on haunches on asphalt being due to sudden pulling up and turning of the horses, as noted in nearly every case in the reports.

From Captain Green's tables, which are marvels of minuteness and care, it is evident that the heaviest traffic, both in this country and in Europe, seek the asphalt pavement in preference to either granite or wood; and although there are as yet no trustworthy statistics regarding first cost and maintenance, Captain Green favors asphalt as the universal pavement.—*The Iron Age*.

## FROM THE CLUBS.

SPRINGFIELD:—About 40 members of the Springfield Bicycle Club attended the annual meeting of the corporation Thursday. These officers were chosen for the year: Secretary, Sanford Lawton; Treasurer, W. C. Marsh; additional Directors, H. E. Ducker, W. H. Selvey and F. E. Ripley. E. M. Wilkins had two votes for secretary and W. H. Jordan 10 for treasurer. Minor club officers were chosen as follows: Captain, A. O. McGarrett; 1st Lieutenant, E. P. Leonard; 2nd Lieutenant, F. A. Eldred; Bugler, A. R. H. Foss; Color-Bearer, C. H. Miller; Club Surgeon, Dr. H. E. Rice. Excluding the surgeon and life members, the club numbers 80; five members resigned during 1885, and one was expelled for non-payment of dues. C. T. Higginbottom and A. R. Spooner withdrew last night, and five members were dropped. In the absence of the former treasurer, Councilman Fisk, the secretary reported receipts of \$3964 last year, in profits from the tournament and ball and dues. The club agreed to hire the old quarters of the Winthrop Club if possible. The entertainment committee reported a scheme of sociability which includes a ball at the City Hall, February 22nd, a minstrel entertainment in March, and a series of "ladies' nights" in the new club rooms, where they will also have one public reception soon after they occupy them. The Orchestral Club will furnish music for the ball. The club closed the meeting with a lunch along toward midnight.

DETROIT.—The following were elected officers of the Detroit Bicycle Club for the ensuing year: Prest., B. J. Holcombe; vice-prest. C. D. Hastings; sec. and treas., A. F. Peck; captain, H. M. Snow; 1st lieutenant, J. H. Ames; 2nd lieutenant, A. D. Bowlby; bugler, W. E. Knapman; standard-bearer, B. F. Noyes; club committee, B. J. Holcombe, A. F. Peck, H. M. Snow, P. N. Jacobsen, C. E. Alvord.

That the pleasures of the wheel are enjoyed by all classes and conditions of men, is evidenced by the fact that the Overman Wheel Co. has just received a very flattering testimonial letter from Prince David Kawanakoa of the Sandwich Islands. He rides a Victor Bicycle, and writes to express his approval of it.

## MAKERS' AMATEURS.

Editor "L. A. W. Bulletin":

No one appreciates Chief Consul Kirkpatrick's vigorous English more than I do, and no one regrets more than I to see him do an injustice for the sake of a rhetorical effect. When he says, as he did at the Ohio meeting, that the Racing Board "stolidly refuse to remedy the present rules so as to control the 'makers' amateurs,'" he gives utterance to a statement which is unjust and untrue. The Racing board have never refused to change their rules. The gentleman spoke at an officer's meeting last September, and said he saw in a system of classification of racing men a solution of the whole problem of makers' amateurism. The matter has been taken up by the Board and considered. The official handicapper has assisted them in their work, and before the next season opens the rules will contain the result of their deliberations. I am not so sanguine as Mr. Kirkpatrick that this will prove the key to the whole difficulty, but the Racing Board are ready to adopt any plan that commends itself to their judgment. The Racing Board has no power to get at the private business transactions between the rider and the dealer, and it would be impolitic, to say the least, to condemn men at the behest of Dame Rumor. When wheelmen want the makers' amateurs to go they can be made to depart; when wheelmen desire a reform in this direction they can easily bring it about, and the Racing Board has long since provided a way. The present rules of the Racing Board contain the remedy. Let me give you three important ones:

G. It is recommended that no prize be offered in amateur events above the value of fifty dollars, except for challenge cups or prizes which have to be won more than once in order to become the property of the winner.

H. No competitor in amateur events shall accept from his own club or from a club or any person promoting sports at which he competes or from any cycle manufacturer or from any such source any payment for his expenses under penalty of suspension from the track for a time at the discretion of the Board.

22. Clubs may receive the right to reject any or all entries, except entries to championships run under their auspices.

By far the greater proportion of race meetings are held under the auspices of League Clubs. If they are disposed to get rid of the makers' amateurs, let them employ the above rules. In behalf of the Racing Board I will say that we will revise any list of entries sent us, and will strike out the name of every known makers' amateur. If Mr. Kirkpatrick had said, "Clubs stolidly refuse to employ the present Racing Rules so as to control the makers' amateurs," he would have come nearer to the truth. If the clubs are desirous to promote pure amateurism they can easily do it. If they are not so disposed, no rule that the Racing Board can make will compel them to. If the clubs will reject the entries of all makers' amateurs, and if wheelmen will refuse to patronize race meetings where known makers' amateurs compete, the Racing Board will be made to believe that wheelmen wish the makers' amateur to go. I will here state that I shall propose to the Racing Board to make a rule governing the award of championships to the effect that no championship shall be awarded to a club unless guarantees are received that no prize at the meeting where the championship race is run shall exceed fifty dollars, and all entries to the championship shall be accepted by the Board. The Board kept all prizes in League races down to fifty dollars last year, and the coming season we may take another step.

ABBOT BASSETT, *Chairman Racing Board*.



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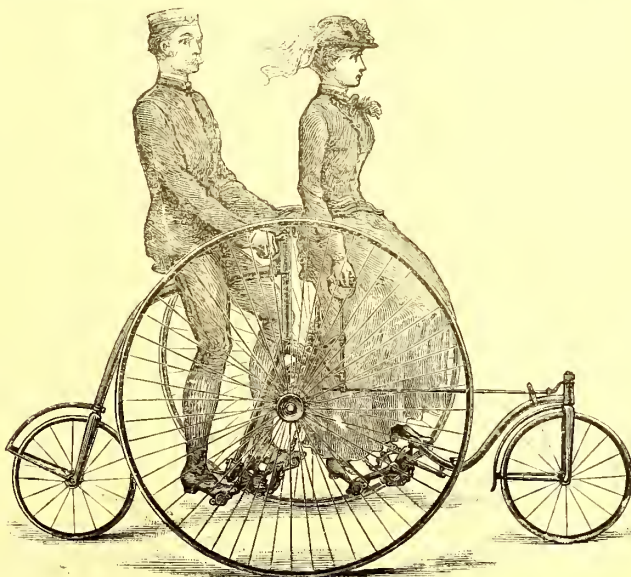
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WORLD'S RECORD,	-	-	-	1-4 Mile,	-	-	-	WM. A. ROWE,	.35 1-5
WORLD'S RECORD,	-	-	-	1-2 Mile,	-	-	-	WM. A. ROWE,	1.12 4-5
WORLD'S RECORD (Amateur),	-	-	-	3-4 Mile,	-	-	-	WM. A. ROWE,	1.55 1-5
WORLD'S RECORD (Amateur),	-	-	-	1 Mile,	-	-	-	WM. A. ROWE,	2.35 2-5
WORLD'S RECORD,	-	-	-	2 Miles,	-	-	-	WM. A. ROWE,	5.21 3-5
WORLD'S RECORD,	-	-	-	3 Miles,	-	-	-	WM. A. ROWE,	8.07 2 5
WORLD'S RECORD,	-	-	-	4 Miles,	-	-	-	WM. A. ROWE,	11.11 4-5
WORLD'S RECORD,	-	-	-	5 Miles,	-	-	-	WM. A. ROWE,	14.07 2-5
WORLD'S RECORD,	-	-	-	6 Miles,	-	-	-	WM. A. ROWE,	16.55 3-5
WORLD'S RECORD,	-	-	-	7 Miles,	-	-	-	WM. A. ROWE,	19.47 2-5
WORLD'S RECORD,	-	-	-	8 Miles,	-	-	-	WM. A. ROWE,	22.41 4-5
WORLD'S RECORD,	-	-	-	9 Miles,	-	-	-	WM. A. ROWE,	25.41 4-5
WORLD'S RECORD,	-	-	-	10 Miles,	-	-	-	WM. A. ROWE,	28.37 4-5
WORLD'S RECORD,	-	-	-	11 Miles,	-	-	-	WM. A. ROWE,	31.37 4-5
WORLD'S RECORD,	-	-	-	12 Miles,	-	-	-	WM. A. ROWE,	34.32 3-5
WORLD'S RECORD,	-	-	-	13 Miles,	-	-	-	WM. A. ROWE,	37.24 3-5
WORLD'S RECORD,	-	-	-	14 Miles,	-	-	-	WM. A. ROWE,	40.25
WORLD'S RECORD,	-	-	-	15 Miles,	-	-	-	WM. A. ROWE,	43.26 1-5
WORLD'S RECORD,	-	-	-	16 Miles,	-	-	-	WM. A. ROWE,	46.29 2-5
WORLD'S RECORD,	-	-	-	17 Miles,	-	-	-	WM. A. ROWE,	49.25
WORLD'S RECORD,	-	-	-	18 Miles,	-	-	-	WM. A. ROWE,	52.25 1-5
WORLD'S RECORD,	-	-	-	19 Miles,	-	-	-	WM. A. ROWE,	55.22 2 5
WORLD'S RECORD,	-	-	-	20 Miles,	-	-	-	WM. A. ROWE,	58.20

The 100-Mile Road Record by ALFRED A. McCURDY on a Columbia Light Roadster, Nov. 16.  
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