

VOL. IX.—No. 22]

NEW YORK, FEBRUARY 26, 1886.

[WHOLE NUMBER, 230.

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.

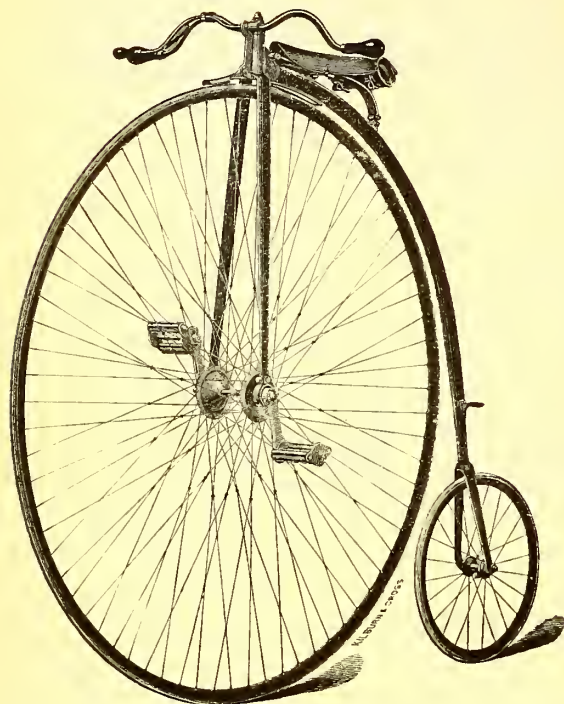
We do NOT compel our agents to agree not to sell wheels which compete with ours.

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.

ROYAL MAIL



OFFERED AS THE

Highest Grade Bicycle in the Market

A Rigid, Superbly-Built, True-Running Wheel!

NO EXPERIMENT.—FOR YEARS PAST A LEADING WHEEL
IN ENGLAND, NOW IN ITS THIRD YEAR IN AMERICA,
AND STANDING HIGHER IN POPULARITY THAN
EVER BEFORE!

Thoroughly Established in American Favor. —
— Adopted by Many of the Principal Clubs.

A Favorite on account of its Perfect Fittings, Rigidity, True-Running
Qualities, and Strength for Road Use.

❖ A SERIES OF SUCCESSES ❖ IN RACING AND RECORDS.

AS is well known and a matter of record, ROYAL MAILS have won in the past few years a large share of the most important events throughout the country, and obtained the FASTEST RECORDS—not in private trials under peculiarly favorable conditions, with pace-makers and no competitors allowed, but on all kinds of tracks, East and West, and in road races, in actual competition with other makes and riders in open contests.

In 1884, the ROYAL MAIL won the TWO FASTEST WORLD RECORDS, by different riders, in actual competition. NO OTHER WHEEL IN THE WORLD has accomplished this nor has such to its credit to-day!

Also won the FASTEST 100-MILE ROAD RECORD, and many other important competitions of that year.

In 1885, the ROYAL MAIL won New Victories at the Principal Meets.

At HARTFORD, Burham, on a ROYAL MAIL, won more Races in competition with the English riders than any other American.
At TROY, EVERY OPEN RACE won on the ROYAL MAIL.
At WEEDSPORT, N. Y., Eight Firsts won on the ROYAL MAIL.
At PITTSFIELD, Four out of Seven Races won on the ROYAL MAIL.
At SCRANTON, PA., Five Races won on the ROYAL MAIL.
At GREENFIELD, GA., Southern 5-mile Championship won on the ROYAL MAIL.
At SPRINGFIELD, O., Three Firsts and Two Seconds won on the ROYAL MAIL.
At ATTLEBORO, in September, Two Firsts and One Second won on the ROYAL MAIL.
At DANVERS, September 19, 1-mile County Championship Race and 3-mile Race won on the ROYAL MAIL.
At BROOKLYN, Sept. 15, N. Y. State Tricycle Championship won on the ROYAL MAIL.
At LEWISTON, ME., Sept. 25, \$500 Championship Cup won on the ROYAL MAIL.

At KINGS COUNTY MEET, BROOKLYN, 3-mile Race won on the ROYAL MAIL.
At WOODSTOCK, CANADA, July 1, 1-mile and 5-mile Races won on the ROYAL MAIL.
At BUFFALO, July 3, 2-mile Race won on the ROYAL MAIL.
At HOLYOKE, July 4, ½-mile Race won on the ROYAL MAIL.
At BOSTON, July 4, 2-mile Race won on the ROYAL MAIL.
At MEMPHIS, in May, Eight out of Twelve Races won on the ROYAL MAIL.
At SPRINGFIELD, Hunter won the 1-mile and 5 mile Races on the ROYAL MAIL.
At NEW HAVEN, the Pope Cup was won, for the second time, on the ROYAL MAIL.
At BALTIMORE, Crist won on the ROYAL MAIL.
At BROOKLYN, Haven won 3-mile Handicap Race on the ROYAL MAIL.
At BOSTON TOURNAMENT, 13 out of 21 Races won on the ROYAL MAIL.
At SPRINGFIELD, the 10-mile L. A. W. Championship Race, the 3-mile Record Race, and the 2-mile American Amateur Record Race, won on the ROYAL MAIL.

In ENGLAND, in Two Years, ROYAL MAILS won over 125 Races!

We mention the above to show that the ROYAL MAIL is as fast as any, and because so much prominence is made in advertisements of the records of a few fast salaried riders in order to influence purchasers of wheels, whereas such should not have sole weight. Better look to the qualities of a wheel—its staunchness, fittings, proportions, improvements, and fitness for road work. In these points we claim

THE ROYAL MAIL HAS NO EQUAL!

THE BEST OF ALL RECORDS.
The LAKIN PRIZE Just Awarded the ROYAL MAIL!

5056 MILES IN 1885 ON ONE WHEEL.

WESTFIELD, MASS., February 1, 1886

We have this day awarded our CYCLOMETER PRIZE to C. M. GOODNOW of Westfield, he having made the greatest number of miles (5056) on one wheel using our Cyclo-meter in 1885.

J. A. LAKIN & CO.

Messrs. WILLIAM READ & SONS.

WESTFIELD, MASS., February 4, 1886.

Gentlemen—I have used a number of different makes of bicycles, but the past season have ridden the ROYAL MAIL Light Roadster, and I consider it the most satisfactory of any I have used and I recommend it to any one wishing a first class machine. My wheel is in as perfect condition as when purchased. I have ridden it over 5000 miles the past season, winning the LAKIN GOLD CYCLOMETER PRIZE. Wishing you much success with these excellent wheels, Yours truly;

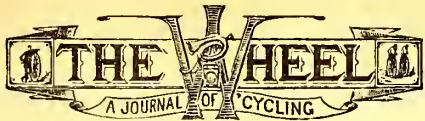
C. M. GOODNOW,
Captain Westfield Wheelmen.

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AGENTS, NEW YORK.
CHAS. SCHWALBACH, 132 Penn Street,
BROOKLYN AGENT.

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Single Copies, - - - - - 5 Cents.
Subscription Price, - - - One Dollar A Year.
Clubs of Six, - - - - - Five Dollars.
European Subscription - - - 5 Shillings.

COMBINATION OFFERS.
Bicycling World and THE WHEEL, 2.00 a year.
Outing and THE WHEEL, - - - 3.00 a year

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

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

L. A. W. LEGISLATION.

Less than two years ago there were many who actually believed that the League of American Wheelmen would soon cease to exist; that the organization was useless, and, being so would fail to receive the necessary support from 'cyclists. To-day it would be difficult to find even a few who seriously doubt the League's health and sturdy strength. Its influence is widespread. The appreciation of the benefits that can be derived from membership in its ranks was well illustrated by the large attendance and interest manifested at the meeting of the Board of Officers held at the Grand Union Hotel on Washington's Birthday. These spring meetings of the board have always been considered the most important of the year, and a great deal of good work is usually accomplished. As regards the amount of work done, the last meeting will compare favorably with those of any previous year. In accordance with the long established precedent, most of the time was consumed in amending the rules. As has been well stated, the League has changed to a self-protective union of large membership with definite principles and aims, which makes it absolutely necessary that the ends in view should be reached in a business-like and methodical manner. To insure this it is right to change the rules whenever necessary, or to adopt new ones as occasion may require. It is to be hoped that it will not be many more years before the rules will be made so perfect as to require few further changes, and thus more time at the meeting be allowed for transacting other important business. A change should not be made in the rules for trivial reasons. By-laws which are rarely changed obtain more respect than those which are subject to alteration or amendment at every meeting. But amending rules was not all that was done at the officers' meeting.

What non-Leaguers demand when invited to join the organization is, "tangible benefits," and perhaps nothing was done at the meeting which will more clearly demonstrate that "tangible benefits" are to be obtained from the League than the emphatic vote authorizing the Committee on Rights and Privileges to assist individual members who have had their rights as 'cyclists interfered with. Let the League be instrumental in convicting a few of the cyclists' malicious persecutors. and its power and worth will be more generally appreciated by wheelmen throughout the country. The vote requiring the State Divisions to defray the expenses of minor local suits was a good one. State Divisions can best handle such cases and their officers are usually better equipped as to funds than is the general body.

The report of Mr. H. S. Wood on the Touring Board was an able one. Possibly there is no department of League work which is more important than this, and we wonder why it should have been so long neglected. The suggestions offered by Mr. Wood were excellent, and it is to be hoped that they will be carried out. If proper measures are taken there is no reason why many more months should elapse before every State Division has its hand-book. If the Touring Department had in previous years been conducted as vigorously as was the Racing Board, it would have been better for the League. All information relative to the Touring Department should be restricted to League members, and the fact of such restriction should be made widely known.

Regarding the abolishment of the annual general meeting, we must say that we are opposed to it. The power now in the hands of the officers is almost autocratic, and to cap the climax by taking all right to vote upon any question of league policy from the general body, is uncalled for, undemocratic, and not calculated to increase the interest of individual members in League affairs.

There are some other matters of interest that were before the board upon which we may take occasion to comment at a later date.

We congratulate the League and its officers upon the increasing interest manifested in 'cycling matters as shown in our city this week by the liberal attendance from distant points, upon another spring meeting of the board. We promise that THE WHEEL shall always be found active and hearty in its support of all that in our judgment is calculated to uphold, strengthen and perpetuate the League.

C. T. C. CONSUL FOR N. Y. CITY.

When a gentleman like Mr. Frank J. Poole, of the Citizens' Club, who has been appointed consul for New York City for the Cyclists' Touring Club, takes hold of a thing, it is bound to succeed; and now the interest of the C. T. C. should "boom" surely as it never did before. Lots of L. A. W. men and unattached riders or club men are longing to join the C. T. C. and doubtless only want to be invited.

We hope the consul for Harlem, Mr. Fred. W. Styles, who is a member of the Harlem Wheelmen, and recently appointed, will join with the new consul for New York City in "pooling" their issues, thereby materially increasing the C. T. C. force.

FIFTH ANNUAL MEETING OF THE BOARD : OF : OFFICERS OF THE L. A. W. IN THIS CITY.

UNUSUAL INTEREST.—IMPORTANT CHANGES DISCUSSED.—LARGE INCREASE OF MEMBERSHIP.—REPORT OF TREASURER, EXECUTIVE COMMITTEE AND RESPECTIVE COMMITTEES, ON MEMBERSHIP, RIGHTS AND PRIVILEGES.—TOURING INFORMATION.—RULES AND REGULATIONS.—REVISION OF BY-LAWS.—SECRETARY'S SALARY.—LEGAL AID FOR MEMBERS.—NEXT MEETING, BOSTON, MAY 27TH.

THE MORNING SESSION.

The next important meeting in relation to the affairs of the League of American Wheelmen is undoubtedly the spring meeting of the Board of Officers. The fifth annual meeting of this board was held last Monday at the Grand Union Hotel, this city, and the amount of work accomplished there will compare most favorably with the work done at previous similar meetings. An unusual degree of interest was manifested in all the proceedings, which fact together with its being the largest meeting in the history of the board, shows what an increased hold the league has upon the interest of American wheelmen.

The meeting was called to order at 10 a. m. by president Beckwith, who occupied the chair. Among the seventy-seven members present, (including proxies), were: N. M. Beckwith, New York, president; E. M. Aaron, Philadelphia, secretary; F. P. Kendall, Worcester; Stephen Terry, Hartford, vice-presidents; Charles E. Pratt, Charles S. Howard, Abbott Bassett and W. I. Harris, all of Boston; E. F. Hill, Peckskill, N. Y.; Geo. R. Bidwell and John C. Guly, New York; W. T. Williams, Norwich, Conn.; G. D. Gideon, Philadelphia; William Frisbee, New Haven, Conn.; C. G. Huntington, Hartford; A. H. Hibson, Brooklyn; W. S. Bull, Buffalo; C. K. Alley, New York; W. S. Wood, Philadelphia; J. R. Adriance, Poughkeepsie; T. J. Kirkpatrick, Cleveland; O. G. C. Brown, Elizabeth, N. J.; E. A. Canen, Brooklyn; H. E. Ducker, Springfield; J. D. Pugh, Cleveland; G. D. Gideon Philadelphia; E. N. Johnson, Jersey City, and T. S. Rust, Meriden, Conn.

President Beckwith made a brief opening address congratulating the officers upon the success of the League and the large attendance at the meeting. A very satisfactory increase in the League membership was shown. There are in the various States and Territories as follows.

Alabama 8, California 89, Canada 3, Colorado 29, Connecticut 370, Dakota 4, Delaware 4, Washington 45, England 1, Florida 10, Georgia 3, Illinois 213, Indiana 70, Iowa 42, Kentucky 40, Kansas 17, Louisiana 40, Maine 53, Maryland 176, Michigan 114, Minnesota 40, Missouri 100, Montana 2, Nebraska 18, New Hampshire 72, New Jersey 547, New York 849, North Carolina 6, Nova Scotia 2, Ohio, 797, Oregon 8, Rhode Island 60, Texas 4, Tennessee 38, Utah 7, Vermont 63, Virginia 21, West Virginia 19, Wisconsin 10, and Wyoming 40.

Treasurer P. F. Kendall's report showed the amount received from applications for membership during the year to be \$1075, and that from renewals \$1361.50. The report from the executive committee was presented by Mr. Kirkpatrick, and related chiefly to the success of the Bulletin. He said that the Bulletin had

not been paying for itself during the winter, but it would probably pay in a few months.

Chairman Hill of the membership committee reported that four members of the Washington Cycle Club and three from the Chicago Club had been expelled from the league.

Charles E. Pratt, as chairman of the committee on rights and privileges, reported upon the famous Wilmington, N. C., case. The history of this case is that the wheelmen have been refused the right to use their wheels on the Wilmington and Coast turnpike, the superintendent of which corporation claimed the right to refuse the passage of any non-horse vehicle over the turnpike. He had been invested with that right by the State Legislature. Mr. Pratt recommended that a petition should first be sent to the superintendent, asking for the privilege to ride upon the road under certain reasonable restrictions. By submitting to the restrictions for a time the desired object may be gained. These peaceful measures failing, two wheelmen should ride over the road and if they are arrested fight the case in court. It was recommended that the League pay expenses of the suit. The report was accepted and the committee was instructed to proceed in the matter.

H. S. Wood of the board of information on touring recommended that immediate and active steps be taken in this the most important branch of the League. Upwards of \$6500 has been expended in printing road books. The Pennsylvania division has expended \$1300; the Massachusetts division \$800, the New York division \$650, and the Ohio division \$600. He recommended that the compilers of these road-books in various States be given public recognition by the League, and that the books be made of uniform size, so that electrotypes could be used in the different publications. He strongly recommended that all information from the department be restricted to members of the Leagues.

The most important matter brought before the meeting was the report of the committee on rules and regulations, which advocate a number of important changes in the constitution and by-laws. The report was accepted, and it was voted that the matters relating to the constitution be discussed and action upon them be referred to a mail vote of the League. Upon motion of Mr. Pratt it was voted to recommend that the initiation fee to the League be raised to \$1. A discussion of the proposed change then ensued. It was voted to recommend the establishment of a life membership. Any member of the League can become a life member on the payment of \$10. The recommendation to do away with the annual business meeting of the general body of the League members was after a long discussion formally adopted on a vote of 55 to 27. The meeting then took a recess for dinner.

THE AFTERNOON SESSION

was called to order at 2 o'clock. It was unanimously voted to accept the invitation of the Mass. division to hold the League meet in Boston, May 27, 28, and 29. Further discussion upon the report of the committee on revision of the by-laws was continued. It was voted to give half the life membership dues to the state division. A long discussion ensued upon the question of allowing the secretary a salary and an allowance for expenses. A salary of \$1500 was voted, and that he be allowed to draw such part of \$2,000 as may be necessary for the running expenses of his office was also voted.

Mr. Harris moved that the matter of abolishing the annual general meeting be referred to the next general meeting. A long discussion ensued, in which Mr. Aaron spoke of a

mail vote and said that the constitution did not provide for an annual general meeting. Mr. Pratt said most decidedly that the constitution clearly provided for it. A lively tiff then ensued between Mr. Pratt and Mr. Aaron. Mr. Aaron insisted on the question's being put to a proxy vote and the matter was carried on a vote 38 to 37. On motion of Mr. Bassett the power to hold an annual race meeting was delegated to the racing board. A lengthy discussion was held over the question of how long the secretary should be held. Mr. Harris thought the position should be permanent so long as his services are satisfactory to the board. On motion of Mr. Pratt it was voted that the board of officers could, by a two-thirds vote, upon one month's notice, declare the office of secretary vacant and order a new election.

The proposed changes in the amateur rule allowing amateur wheelmen to compete against professionals brought up Mr. Adriance, who said that the present rule was nonsense, and that the riders in Western New York were strongly opposed to it. Mr. Miller was set against any changes in the rule, saying that the amendment was a sort of entering wedge to allow into their ranks some objectionable person. The proposed change was most emphatically voted down, but two votes being in the affirmative.

The membership committee reported upon the charges against D. H. Renton, saying that in their opinion he had been guilty of conduct unbecoming a member in threatening with arrest one of the board, sufficient to justify his expulsion, but in accordance with their precedents they did not wish to expel him without a personal hearing. The board accepted the report but thought that the matter was something which required immediate attention, and it decided to take upon itself the responsibility of expelling Jno. Renton. Then on motion of Mr. Pratt it was voted to reimburse Secretary Aaron for the expense he has been put to by his arrest and the charges preferred against him by Renton. It is understood that they amount to about \$400.

Mr. Pratt made an able speech in favor of the League's taking up the cases of individual members who have had their rights of cycling upon the road interfered with, and asked that the committee on rights and privileges be allowed to take up such cases. The vote was unanimous in support of Mr. Pratt's motion. The board then adjourned until the annual meeting of the League, May 27, at Boston, Mass. H.

WHEEL GOSSIP.

Prince is expected to turn up in San Francisco soon.

Freidberg and Wells intend entering the six-day race.

Schock, Woodside, Armaindo and Eck, practice daily in Minneapolis.

S. G. Whittaker aspires for the Chief Consularship of the Missouri division of the L. A. W.

Lyra Bicyclica is an entertaining compilation of cycling poetry, by J. G. Dalton. It is published in Boston.

The Schock-Woodside six-days contest will come off March 8 to 13, at the Washington rink Minneapolis.

The Pickwick, of London, is the oldest bicycle club, and to it belongs the honor of founding the N. C. U.

Schock arrived at Minneapolis from Chicago on the 13, and went into training at the Washington rink on the 15.

We would thank the *American Sportsman* to give us credit for his reprint of THE WHEEL's description of "a New Tricycle."

Cyclers wishing music on the road will do well to read the ad. of the Ruddyck Harmonica Holder, published on another page.

Bert C. Lund and Will C. Dynes of Owatonna, have entered themselves for the road contest for the championship of Minnesota.

The Cleveland Club besides its tournaments, will give two race meetings, on May 30 and July 4. Nearly all the events will be open.

The new C. T. C. badge will be hollow in the centre and the ticket which will be distinctive each year, will be placed in it and be visible.

The Coventry Machinists' Co. have issued their '86 catalogue to which we would refer wheelmen for their novelties and the season's prices.

Numerous wheelmen in this neighborhood took advantage of the exceptionally fine weather on Monday to enjoy a run, and the butterflies could be seen "o'er hill and down dale."

S. G. Whittaker wants to ride a series of three races against five of the fastest amateurs of Minneapolis, to which place he went last week. Woodside is training the Minneapolis team.

Bicycling News indulges in a "personal grumble" against the London mobs,—why don't the *News* try to get them places as makers' amateurs. It would be a splendid medium for an ad.

The Pope Manufacturing Co. have issued their descriptive and illustrated annual catalogue for this year, and wheelmen favoring their make are now able to select their season's purchases. Send for one.

Rev. L. G. Barnes, Ph. D., Professor of English at Iowa College, and who was secretary of the last clerical wheelmen's tour, sailed for Europe last month. He intends taking a six months tour through Great Britain and Southern Europe.

The Racing Cyclists' Club of London was augmented by 13, making the total 28 members, among whom are the best racing men of that Metropolis. The club will hold a meet on Saturday June 5, and three evening meets on May 27, June 24 and July 8.

The Advantages of Cycling are ably set forth in a little pamphlet by 5678, and "practical suggestions on learning and riding" make it interesting to all young or inexperienced hands, while to the uninitiated the little work is invaluable. It is published in Rahway, N. J.

The five highest road records for 1885 by members of the Chicago Bicycle Club are: N. H. Van Sicklen, 4,500; C. H. Thorne, 4,350; W. C. Thorne, 4,100; S. A. Ribolla, 4,000; F. P. Ribolla, 4,000, making an average of 4,238 miles per man. N. H. Van Sicklen used a Columbia light roadster in most of his rides, while the other four gentlemen did theirs on the Star,

The bicycle-pedestrian race at Auburn, N. Y., between Elsa von Blumen and Hoagland, by which the lady was to ride two miles to every one walked by Hoagland, resulted in favor of the latter on the 20th instant. Hoagland walked 165 miles to Miss von Blumen's 324. The lady collided with a man who was crossing the track just before the finish and received quite serious injuries.

FAST !

— MANUFACTURED BY —

CHICAGO, ILL.,

A detailed black and white line drawing 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 a simple diamond shape, and the handlebars are curved upwards. The seat is positioned high on the frame. The pedals are attached to the front wheel's axle. The wheels have many thin spokes. The entire illustration is set against a plain white background.

NO LOSS OF POWER!

Price, 42 in., the reach of 52 in. or 54 in. ordinary.	Parallel Bearings,	-	-	\$76. ⁰⁰ ₁₀₀₀
“ “ “ “ “ “ “	Ball Bearings, all around,			\$99. ⁰⁰ ₁₀₀₀

H. B. GOETSCHIOUS, Mgr. Mt. Morris Chem. Works

N. B.—We also Manufacture an Extensive Line of Bicycle Bells and Sundries.

I've seen a Canary ('twas not a tom-tit)
On a wheel oh! one wheel oh! one wheel oh!
And I said to him: "Dicky-bird, how can you sit
On a wheel oh! one wheel oh! one wheel oh!
Is it balance, or trickery, Birdie," I cried,
"That enables you so your one-wheel to be-
stride?"

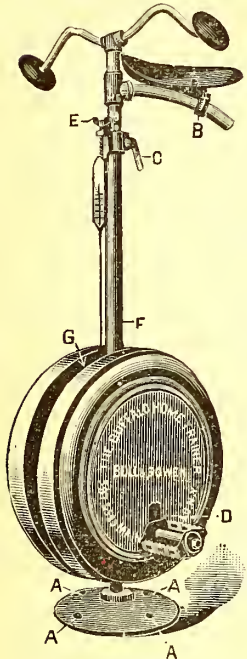
No notice he took, but continued to ride
His wheel oh! one wheel oh! one wheel oh!
I thought that I, too, would so much like to ride
On a wheel oh! one wheel oh! one wheel oh!
When I started, the lookers on cried—"Get
inside
Yer wheel oh! one wheel oh! one wheel oh!"

I am covered with cuts, and have bruises a
score.
I said "botheration"—don't think that I
swore—
But I'm darned if I ever will ride any more
On a wheel oh! one wheel oh! one wheel oh!

—*Wheeling.*

THE WHEEL

One Mile Open TIME RECORD RACE.



BULL & BOWEN.
587-589 MAIN ST., BUFFALO, N. Y.



NERVOUS DEBILITATED MEN.

You are allowed a free trial of thirty days of the use of Dr. Dye's Celebrated Voltaic Belt with Electric Suspensory Appliances for the speedy relief and permanent cure of Nervous Debility, loss of Vitality and Manhood, and all kindred troubles. Also for many other diseases. Complete restoration to Health, Vigor and Manhood guaranteed. No risk is incurred. Illustrated pamphlet in sealed envelope mailed free, by addressing
VOLTAIC BELT CO., Marshall, Mich.



"Home Exerciser"

For brain-workers and sedentary people. Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



THE "PARADOX" OILER

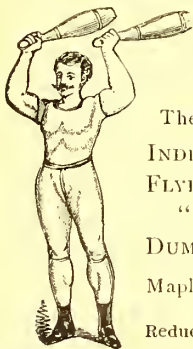
A BOON TO Wheelmen, Skaters and Sportsmen; also made for Sewing Machines. Its Hinged Screw Stopper (und detachable) cannot get mislaid or lost. Sent Postpaid on receipt of price.

Nickel, 25 c. Gilt, 30 c.

H. B. HART.
No. 811 ARCH STREET, PHILADELPHIA.
LIBERAL DISCOUNT TO DEALERS.



AMERICAN BICYCLES
Manufactured by **GORMULLY & JEFFERY**
222 & 224 N. FRANKLIN ST.
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SEND STAMP FOR 32 PAGE ILLUSTRATED CATALOGUE.
SIZES, 38 TO 60 INCHES. PRICES 35c TO \$2.00



BORNSTEIN, King of Clubs!

The Only Man in the City who sells
INDIAN CLUBS, any size, \$1 pr pair.
FLYING TRAPEZE, " \$1 each.
" RINGS, " \$1 pr pair.
DUMB BELLS, any weight, 5c. pr lb.
Maple Wood Dumb Bells, Wands, &c.,
for Calisthenic Exercises.
Reduction made to Schools & Gymnasiums.

Salesroom, 17 Ann Street, New York.

SEND BY FREIGHT

and save money.
Now is the time for all those who wish to have their 'CYCLES OVERHAULED, ALTERED or REPAIRED.
Every machine should have its bearings cleaned, adjusted, and thoroughly overhauled, during the winter months.
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.

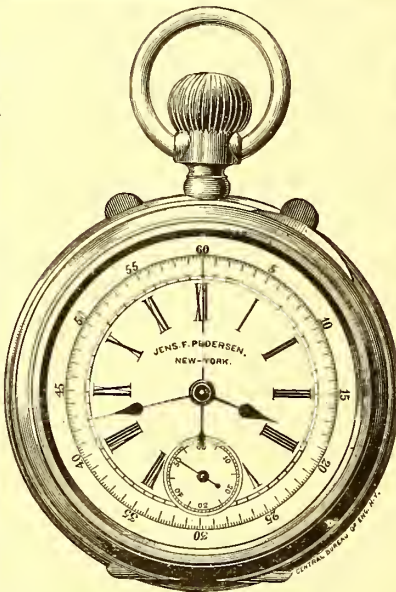
ZACHARIAS & SMITH,
NEWARK, N. J.

MATCHLESS METAL POLISH.

A clean, pure creamy white paste, warranted free from acid, poison or grit. 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.

Address **T. HUNT STERRY,**
435 Flatbush Ave., Brooklyn, N. Y.

SILVER STEM WINDING FLY-BACK, \$20.00



No. 150.
\$13.50 per doz.



No. 151.
\$1.25 each.



No. 152.
\$12 pr dz. \$1.13 each.



No. 153.
\$15 pr dz. \$75 pr 100

Beautifully enamelled SILVER BOUTONNIERES, just the proper thing to wear in BUSINESS, in SOCIETY, and at SOCIAL ENTERTAINMENTS.

JENS. F. PEDERSEN,
Manufacturing Jeweler,
and Importer of Watches,
13 MAIDEN LANE, N. Y.

AGASSIZ SPLIT SECONDS, fly-back Chronograph, for from \$125, 14kt, up to \$160, in 18kt. Cases.

Ira Perego

128 & 130 Fulton St.,
AND
87 Nassau St., N. Y.,

Respectfully announces that in order to close out his fine line of Imported Jersey Bicycle Pants, the price has been reduced from
\$5.00 to \$3.00 per Pair.

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

Novelties in Bicycle Shoes.



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HUB HAPPENINGS.

EARLY SPRING RIDING—THE SCORCHERS GETTING IN TRIM FOR VISITORS—GOSSIP ABOUT THE LEAGUE MEET—POINTS.

For the past few days the roads have been entirely free from snow and ice, and the weather has been just delightful for wheeling. It has been many years since the roads were in such fine condition at this season of the year, and local riders have not been slow to avail themselves of the unusual privilege. Last week the moon was full and in the evenings wheelmen were out by the score. On Thursday evening a large delegation of Massachusetts Club men rode out to Brighton and return, under the command of Captain Peck. The crowd included a number of the scorchers, and it was a lively pace they set for a few miles, spurring with every team they met, and making frantic efforts to break one another up. They undoubtedly succeeded in the latter effort, for I saw some of them after they had returned to the club house, and a more thoroughly wearied looking set of fellows there was never seen. To most of them it was their first ride for several months, and they allowed their ambitious scorching instincts to down solid sense. It is probable that they still regret their rashness, for the effect of the season's first ride does not fade away very quickly. They were tired in more than one portion of their anatomy, and the most envied was he with the big bottle of vaseline. The Massachusetts Club seems to pride itself on the "scorchin brigade" and instead of sitting down upon it, as it deserves to be, the members of the brigade are encouraged to "whoop her up and maintain the reputation of the club."

These riders seem to think that the only pleasures to be derived from cycling is in tearing at full speed over the roads, racing with everything and everybody they meet, and returning home all fagged out, to say nothing of having run the risk of breaking their necks. With them it is the proper thing to take a wheelman who visits Boston from a distance out for a ride and "break him up." The hotter they make it for the unfortunate visitor, the warmer they think they are showing their hospitality. Perhaps they mean all right, but if they do, a missionary committee should be appointed to teach them better. Said one of them to me the other night, in reply to the question why he was out so early in the season on his bicycle; "Oh, we must get in trim for the meet you know. There will probably be lots of fast riders here then, and of course you know we don't intend to let any of them get away with us on the road. No sir, we will uphold the reputation of the Massachusetts Club if we have to practice every night on the home trainer." That's the way they look at it, so what can you expect?

Speaking of home trainers reminds me that the Massachusetts Club men are doing a good deal of work on them. A couple of the Bull & Bowen pattern have been placed in the club house gymnasium, and every evening the wheels are kept in active motion. Lonny—excuse me—Captain Peck of the Massachusetts Bicycle Club, pumps away about as hard as anybody on the trainers. If Peck cannot clean out any other member in the club on the road, it is not because he does not want to, or try hard enough. He eats raw beef every morning, and rides every opportunity he gets. After all it takes a pretty good man to get away with him. Some can leave him on a spurt, but at the end of a run, Lonny will be found not very far in the rear.

By the way, do you know he is trying to appear dignified? If you ever met Lonny you will probably think that this is absurd, but it

is true nevertheless. You know the only objection to his being elected to the office of captain of the Massachusetts Club was, because he was considered too much of a jolly good fellow for such a dignified position, and when he had won the election in spite of all, by running on a mugwump ticket, certain of the older members of the club went to him, and getting him in a corner from which he could not escape, explained to him the importance of his position, and how very necessary it was for the prosperity of his club that he be more dignified. They told him that he was a good fellow, and they all loved him very much, but he must act differently. When the meet is held here he will be looked upon as a leading representative of the Massachusetts Club, and he must be dignified. Poor Lonny, he didn't know what to do. He almost got mad, and was about to express himself regarding the ideas of certain persons in no mild terms; but his good nature prevailed, and after listening to an hour's argument, promised to try and do better.

Since then he has striven manfully to keep his promise. He now wears a tall collar and it is understood that he is doing his best to screw up sufficient courage to appear in a beaver hat. It is very funny to meet him now a-days. When he first sees you he rushes up and gets in trim to give you that trip hammer grip of his, but suddenly recollecting his position he recoils, and then greets you in a child-like voice, and grasps your hand as gently as would the most bashful of maidens.

A number of Boston wheelmen have gone to New York to attend the officers' meeting. As the meet is coming to Boston they take an unusual interest in League affairs. I hope they will be able to induce the board to select the date of the meet as we want it, and I feel confident that they will. Given those dates the meet will last for nearly a week, and we can promise you that it will be a week of pleasure.

Chief Consul Ducker was down here all day Saturday, and he reports that work towards making the meet a success is already progressing famously. He is making the raising of that \$5000 entertainment fund a personal matter, and says that it will not be long before he has every dollar of it collected. Colonel Pope was appointed chairman of the Finance committee, but he has since resigned. Mr. Coffin of that committee has also resigned, so Doctor Kendall is the only remaining member of the committee. He has no thoughts of resigning, I can assure you. It is a very hard committee to serve on, but the doctor is not the man to withdraw when there is any work to be done. Judging from his success in raising funds for carrying on the Corey Hill climbing contest, and the Dorchester Club races, he is just the kind of a man for the place, and will prove an able assistant to Mr. Ducker.

The proposed exhibition of the Boston Club is getting along all right. It has been decided to hold the exhibition in Mechanics Hall, as none of the other halls that can be secured will be suitable. I understand that the Boston Club members are to hire the whole of Mechanics Building, and if they do this, it is their intention to give the League the use of the cellar, for the storage of wheels during the meet. They will also tender the use of the art gallery as a place to hold the business meeting. This will prove a saving of several hundred dollars to the League, and will be another proof of the generous nature of the Bostons.

Elmer Whitney has gone to New York for the purpose of meeting Burley Ayers and other of the great touring lights. It is not likely that this season's big 4 tour will meet with a very hearty support from Boston wheelmen.

The down east tour Whitney proposes getting up, is likely to detract considerably from it. Lonny Peck has been offered the captaincy of the Boston division of the Big 4, but I understand that he has declined, preferring to go with Whitney.

Joe Dean is progressing famously in his task of managing his Rover Safety Bicycle. His was the first to arrive in America, and it being decidedly English, he is of course dead in love with it. He can now ride it fully two feet at a stretch before the animal roves from under him. The result of his several weeks' intimacy with the machine, is the ruin of certain portions of several pairs of breeches, and the expenditure of a large package of court plaster.

POINTS.

H. D. Corey, Doctor Kendall and a lot of other Boston wheelmen will attend the ball of the Springfield Club, Monday night.

Hyde Park has a new bicycle club.

Substantial reduction in price of machines is the rule with several of the leading manufacturers this season.

The Maverick Wheel Club will give a party Wednesday evening.

The Bicycling World has removed its office to 179 Tremont Street.

There will be a meeting of the C. T. C. in Boston during the League meet.

Rhodes denies that he is going to Bermuda for the purpose of smashing road records.

Considerable complaint has been made by members of the Massachusetts Club to the effect that it is so very hard to find out what programme the club has for its Saturday night entertainments, that they are not heard of by some of the members until the entertainment is over.

Steward Seals of the Massachusetts Club House reports that there was a steady stream of visitors in and out of the house here last week.

R. G. Beazley, of the Massachusetts Club, has a record of 23 seconds for a quarter-mile on the Home-Trainer. H. A. Leinhardt, of the East Cambridge Club, claims a record of 27 seconds for the same distance.

Members of the Massachusetts Club nightly shake the gymnasium, speeding on the home-trainers. Ahl. Williams and Gid. Haynes are well to the fore in the numerous scrub contests.

President Higginson of the Massachusetts Club had an informal meeting with the other club officers and several of the prominent members at the club house last Wednesday afternoon. A very pleasant hour was passed in showing the new president about the house and making him acquainted with the members.

The Overman Wheel Co's. new store on Columbus Avenue will be opened to-morrow. The 1886 Victor bicycle will then be exhibited.

The "Agents' Guide," by H. D. Corey, is a very interesting pamphlet and contains much that will benefit all who are in the cycle business. The contents show what it is. The present want in the cycle trade; where to commence and how, about hiring—the safest plan; second-hand machines, and exchange; repairs—what shall we do with them; Advertising—when and how it pays; Sundries, and how to select them; best machines for sale and hire.

Boston, Feb. 21, 1886.

C. S. H.

THE WHEEL.



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For further particulars send postage for circular to

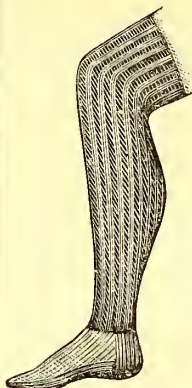
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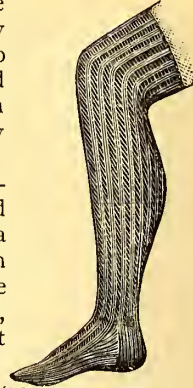
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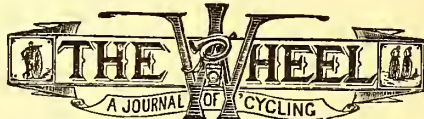
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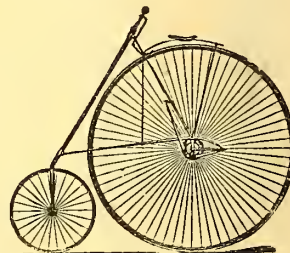
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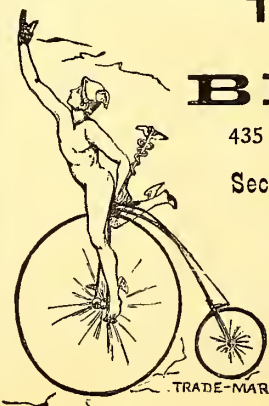
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[Written for the Wheel.]

THE WHEELMAN'S BRIDE.

BY HARRY MYRTLE.

CHAPTER 3.

As Percy staggered and fell beneath his assailant's blows, he heard the miscreant say:—"There, young feller! Take that! Didn't I tell you I give you fair warnin'?"

Then all was a blank, and he remembered no more till he recovered consciousness in a neighboring drug store, whither he was borne by the police, who had been notified by those who found him lying senseless upon the sidewalk.

The fellow who way-laid and attacked him, and who called himself Miss Clayton's "feller," was, in reality a not over bright specimen of humanity, and the same party on whose bicycle Miss Clayton had learned to ride. This fact he thought sufficient to warrant him in constituting himself her constant attendant, very much against her will, and to her continual annoyance.

He was the son of a fairly well-to-do tradesman in Camden, opposite Philadelphia, and when Ethel first knew him was not specially lacking in intelligence; but he had, unfortunately become addicted to drink, and the result was that he was reduced to a state of imbecility.

The police, aided by Percy's description of him, soon got on the fellow's trail and found him in one of the tipping places that abound in the lower part of the city; and after the usual police investigation he was committed for trial.

Of course Ethel heard of the affair, and all her woman's sympathies were at once enlisted in Percy's behalf. She began to be inclined to think that there was some mistake somewhere. Either her friend had misled her as to the character of Percy Harrington, or there must be some other person of that name; surely she had never met a more perfect gentleman in his manner, or one who had impressed her so favorably, not only because he had evinced such a friendly interest in her welfare, but because he possessed such a frank and generous manner, and such a pleasant and engaging disposition.

She accused herself, in part, for the mishap that had befallen him; and, although she did not call at his hotel herself, she sent a messenger there with inquiries several times during the progress of his recovery.

This delicate evidence of her remembrance of him touched him sensibly, and he felt after all, that he was not so very sorry for the untoward accident that had befallen him, since it had occasioned this delightful opportunity for her to manifest her regard for him.

Of course the professional engagement for Baltimore was indefinitely postponed. The papers duly chronicled the affair in regard to the attack and its consequences, so that the public began to feel no little interest in the victim of the jealous witling's vengeful fury, as, day after day, the progress of his recovery was published.

All this was, in a measure gratifying to Percy; and was another evidence of the truth that while not every cloud has a silver lining, there can never be a silver lining without a cloud.

One day Miss Clayton received a visit in the person of a lady, who was very much muffled up in furs and wraps, although the weather was not extremely cold; and, as the two ladies met with a warm embrace and much osculatory demonstration, it was evident that they were friends in the fullest significance of the term.

"How glad I am to see you again," said Ethel, as she led her visitor to her room, which they entered, and then closed the door after

them. "Sit right down, and tell me all about every thing and every body."

As story writers are accorded the privilege of going into all places, through doors, no matter how securely barred and bolted, and into rooms never so impenetrable to ordinary mortals, we will take our readers with us for then once, and listen to the sort of conversation that takes place between two young ladies when they fancy no masculine ears are listening—Albeit, in this case, one of the ladies, as she began to lay aside her wrappings, appears to have gone a little beyond the golden hours of youth.

"No, indeed," said the visitor whom Miss Clayton called 'Gertie,' "it is you who must tell me all about everything and everybody. Haven't I been shut up in that old dungeon of a house in the country for the past three months, while you have been out in the world seeing everything?"

"Have you been in Maryland all this time?"

"Yes, indeed. I haven't been in New York since I bade a final adieu to that old miserly ogre that—but never mind him now—let us talk of something more pleasant. I heard you had been riding again, and met with an accident—"

"O, yes—"

"Tell me all about it—"

"There isn't much to tell."

"Were you seriously hurt?"

"Well, no, I suppose not—I thought I was killed, surely, when I fell, but I have such a good constitution, and so much vitality that I soon recovered."

"I'm so glad—What have you got new? I mean what dresses?"

"O, nothing since I saw you last—"

"Really, nothing? Why, that old ogre of mine used to give me a silk dress every six months, but I thought I ought to have one every month—"

"I am afraid you were too extravagant. As for me, I am neither a wealthy Miss, nor the wife of a wealthy Mr.,—not even an ogre—so I can't have silk dresses oftener than once a year at least."

"Well, don't think me extravagant. If you could have heard all the abuse he heaped upon me—it was frightful!"

"I was going to say that, although I have had no new dresses I have a new costume that I ride in. It is perfectly lovely, I wore it the night of the accident."

"O, yes. Tell me all about it. How did you come to fall?"

"I was riding a race you know—"

"Yes—"

"And I was determined to win."

"Yes, of course."

"And so I put forth every effort, and got ahead—"

"Good!"

"When, all at once he made a tremendous spurt and went ahead—"

"O, dear! Too bad."

"Then I strained every nerve. I bore my whole weight upon the cranks. I tried my very best, and actually began to gain, when, all at once I gave 'way, everything turned black, I felt myself falling, and that's the last I remember."

"Dear me! That was very unfortunate."

"Indeed it was. And who do you think the young man was that rode against me?"

"I'm sure I haven't the remotest idea."

"Then hold your breath and listen. It was Percy Harrington."

"Percy Harrington!"

"That's his name."

"Impossible!"

KING'S COUNTY WHEELMEN.

The unusually entertaining programme of the King's County Wheelmen and Co. A of the 47th Regiment, attracted quite a numerous gathering at the Regiment's armory, corner of Marcy and Heyward Streets, Brooklyn, on Monday evening. Among the audience we noticed several members of sister clubs in the two cities. The exhibition was opened by a parade and drill of the K. C. W. which was well received. The Mistletoe Minuette was next danced with satisfactory results. As Mr. Thos. R. Finley rode out on his bike and demonstrated how tractable and docile an animal it can be subdued into, there was no lack of warmth in the applause meted to his difficult, and gracefully executed, feats. A half-mile run by two members of Co. A at the "double-quick" was awarded to T. F. McCarthy, time, 2 m. 29 1-5 s. A bicycle slow race then interested the audience for a few minutes; T. Bloodgood coming in last and winning. It was followed by a "comical" act—the unterrified first ride—by J. C. Tredwell whose mishaps were rewarded with a tin medal, and bruises healed with a decorated turkey. The growth of the bicycle since 1866 was practically illustrated by Pettus and Stults on specimens of the wheels of the two eras, the contrast between which, following the evolution theory to some extent, was such that the child could scarcely be recognized as the offspring of its progenitor. A sack race, productive of palpable inconvenience to at least one of the contestants, was won by R. M. Smith in 43 1-5 s. The K. C. W.'s team in its graceful, harmonious, and ramified movements won for Captain Pettus and his men the merited applause given them. Interest was not allowed to flag as the three-legged race—won in 20 1-5 s. by Murphy and McCarthy—was a good precedent of the one-mile bicycle race between C. E. Kluge and E. Valentine which claimed feverish attention and was the raciest event of the evening. At the pistol shot, Kluge took the lead and held it for a few laps when a spurt put Valentine to the fore, but Kluge did not seem to worry much though Valentine struggled manfully until the closing laps when the star pedals warmed up gradually and easily put Kluge in ahead in 3 m. 45 3-5 s. Wilmot then bid for favor and secured it by his skillful and artistic trick riding. Kluge and Smith had two bouts at polo on Stars which went to the credit of the former. The tournament closed with the exceptionally good double riding of the Wilmots. Agreeable to invitation, many couples lingered to give their quota of feats to the evening's enjoyment and the dance was kept up until early morning, everything having gone off as merry as a waltzing belle.

A Bohemian Tragedy. T. B. Peterson & Brothers, of Philadelphia, will shortly issue this new and clever novel by Lily Curry, whom Ella Wheeler Wilcox, styles "the prettiest literary woman in New York." It deals in a trenchant, crisp, and spicy way with life among New York's literary Bohemians, and is wonderfully absorbing. Many of the characters are well-known personages, whose eccentricities are vividly set forth. A rather peculiar love-affair forms the staple of the powerful plot. The gifted authoress knows whereof she writes, and her revelations cannot fail to cause a deep sensation, and we anticipate a large sale for it. Wheelmen can beguile a few lazy hours very pleasantly with it.

Surveyor Strachan, of England, says that macadam is not nearly as good, cheap, or clean, a road material as wood.

To be Continued.

DOTLETS.

The Penn City Wheelmen have joined with the Pennsylvania B. C., under the latter name.

Quite a number of French cyclists will attend the Speedwell show, among them will be M. M. de Civry, Baroncelli, Rousset, and others.

The Lynn Cycle Club gave their last party for the season at Infantry Hall, Lynn, Mass., Thursday last, at which some 70 couples attended.

We are sorry to notice the discontinuation of the *Philadelphia Cycling Record*. We shall miss our lively contemporary from among our exchanges.

The patching of the N. C. U. and A. A. differences has been productive of some good to the former, as several clubs have since joined the Union.

Arrangements are being made for a 26-mile bicycle race in the roller rink of Faribault, between John Snyder, Mlle Armaundo and others. No date given.

The Pennsylvania B. C. passed a resolution at their last meeting with the object of destroying makers' amateurism or eliminating that element from the races under control of the Racing board of the L. A. W.

A rather serious accident occurred in England lately. Some ladies, "Kath" informs us were riding at full speed down a hill, when on turning a curve they run over a deaf man, who could not hear the bell, and spilled the ladies. The man was internally injured, while the ladies were very little hurt.

H. E. Bidwell was successful in lowering the mile record, recently made at the Hartford Wheel Club, by half a second, at the home-trainer races of the East Hartford Wheel Club a week ago. The following were the records made: 23½, 48½, 1.15, 1.44

An English cyclist was mulcted in damages of 8£. 13s. 6d., for injuries sustained by a carter, who was thrown, by his horse taking fright and running away, in consequence of a wheelman's approach without a light. The award seemed to have been based on the infringement of the law by riding at night without a light.

The Liverpool Local Centre of the N. C. U. has nearly 1000 members. That is a good figure, but we can beat it. The largest membership of one Division in this country belongs to New York, and it only numbers 915 to the with the renewal term unexpired. We hope before the end of the year to be able to announce its increase to 1800.

Outing for March will contain the first of a series of papers entitled "Blockade Running During the Civil War" by Captain Coffin, author of "The America's Cup," "Old Sailor Yarns," etc. Captain Coffin is now Yacht Editor of the N. Y. *World*, and was present at the fight between the Monitor and Merrimack. The papers will be illustrated by M. J. Burns.

Chairman Abbott Bassett publishes the following votes of the Racing Board in the *Bulletin*:

"(A) Voted, that the Racing Board will hereafter enter no record on its books that is not made in competition between men at an open meeting of which at least one week's notice has been given.

"(B) Voted that in the location of championships with clubs the coming year, the Board

will require that no prize offered for any event in the meeting, where the championship is run, shall exceed in value over fifty dollars, and they will further require that the entry of any person whose amateur standing is in doubt shall be rejected. That this rule may be observed the Board will claim the right to know the full programme of the meeting, and to inspect the list of entries to the championships with a view to striking out the name of any person whose amateur status may be in question.

(C) Voted, that the Racing Board will hereafter enter no record on its books that is made on a board track or under cover."

They are all healthy votes and give the League's record that position which makes it valuable to the holder of a record from it. Of course the board track and against time records can still be before the cycling public, but that will have to be done through the agency of the sporting papers, and will only be of such value as their publication ensures.

The *American Wheelman* fifty-mile bicycle road race is now a settled fact, and will take place Saturday, April 24, on the belt road at Clarksville, Mo. This is the best long stretch of good road that can be found in the neighborhood of St. Louis. It is twenty-one and one-half miles in circumference, is a well-kept gravel turnpike with few hills and no severe ones, and the distance will be so laid out as to make the finish in the centre of Clarksville. The fifty-mile record is now 3h. 32m. 20 2-5s., and it is likely to be lowered in this race, as the best men in the country will take part in it. Among them are L. D. Munger, twenty-four-hour road champion of America; George Webber, champion Star rider and holder of many records; N. H. Van Sicklen, champion of Chicago and ex-fifty-mile champion; E. Mousch, road champion of Louisville, G. S. Whittaker, champion of St. Louis and ex-100-mile road champion of the United States; P. W. Stone, A. A. Hart, Hal Greenwood, Capt. C. F. A. Beckers, Capt. R. C. Gorden, Louis Lueders, H. Morris, Lou Berger, F. H. Wylie, E. C. Klipstein, C. C. Hildebrand, T. Reynolds, H. Oeilein, Lindell Gorden of Kansas City, Capt. Pierce of the Chicagos, E. A. Clifford and Messrs. Fern and Cake of Clarksville and J. W. Neile of Mine La Motte, Mo., while at least as many more entries are looked for.

The first prize will be the *American Wheelman* gold medal and a \$150 bicycle, while five other medals will be given, to each of which will be added other valuable cycling articles, as with first prize. The list, however, has not yet been completed. The total value of prizes will be near \$1,000, or ten times as much as ever before given in an American road race.—*St. Louis Republican*.

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.]

COLDWATER, MICH. The Coldwater Bi. Club met Feb. 1st at Netherton's Store and elected the following officers: Harry Parker, Pres; Chas. Conover, Capt.; Ed. Coburn, Bugler; Harry Bassett, Color Bearer. Afterward went over to restaurant and had a first class oyster supper.

Several of the members made over 1000 miles last year.

Our wheels vary from a 42-inch pony (Star) to 59 crank, and are about evenly divided between Cranks and Stars.

Our former captain, Chas. Champion is at Ann Arbor, in the University, where he was elected to the presidency of the Freshman class, (300 students), and has also been appointed as representative of the L. A. W.

TORONTO:—The Toronto Bicycle Club elected the following officers for 1886 on the 8th: President, A. F. Webster; vice-president, R. T. Blachford; secretary, A. S. Bowers; treasurer, J. F. Lawson; statistical secretary, W. H. West; captain, W. H. Cox; 1st lieutenant, F. J. Brimmer; 2d lieutenant, G. Helliwell; 3d lieutenant, W. Robins; bugler, W. H. Brown; committee, H. Ryrie, C. A. Lailey, G. Helliwell, A. J. Magurn; surgeon, Dr. P. E. Doolittle.

CINCINNATI:—The Brighton Bicycle Club of Cincinnati held their annual election for officers on January 5 1886, which resulted as follows; for president, Chas. Bergjohn; secretary, Edward Koerbitz; treasurer, Wm. A. Windisch; captain, John Barclay; club committee, Jno. Barclay, Edward Koerbitz and Wm. A. Windisch. Headquarters of the club have been removed to No. 70 McLean Ave., Cincinnati, Ohio.

A meeting of the L. A. W. members of Colorado was held on Feb. 17, for the purpose of forming a state division of the L. A. W. A permanent organization was effected and F. J. Chamard elected to the office of sec'y and treas. for 1886. A committee composed of the following members, Messrs. L. B. Johnson, F. A. Miller, G. B. Hevell and F. J. Chamard was appointed to draft a Constitution and By-laws.

The Philadelphia B. C. elected, at their meeting of 9 February, the following officers: President; Geo. E. Bartol; secretary and treasurer, H. A. Blakiston; captain, E. L. Miller; lieutenant, E. W. Burt; trustees, R. T. Middleton, H. R. Lewis, T. Hockley, and Wm. Morris; house committee, G. N. Osborne, G. M. Streeter and Dr. S. E. Gilbert. The total mileage of 36 members was, 15,022, of which G. M. Streeter contributed 1,877, taking the silver club cup. The membership of the club is fifty-two.

The New Orleans Bicycle Club have nominated C. H. Genslinger and A. M. Hill, as opponents for the office of representative of the Grand Council of Louisiana to the L. A. W.

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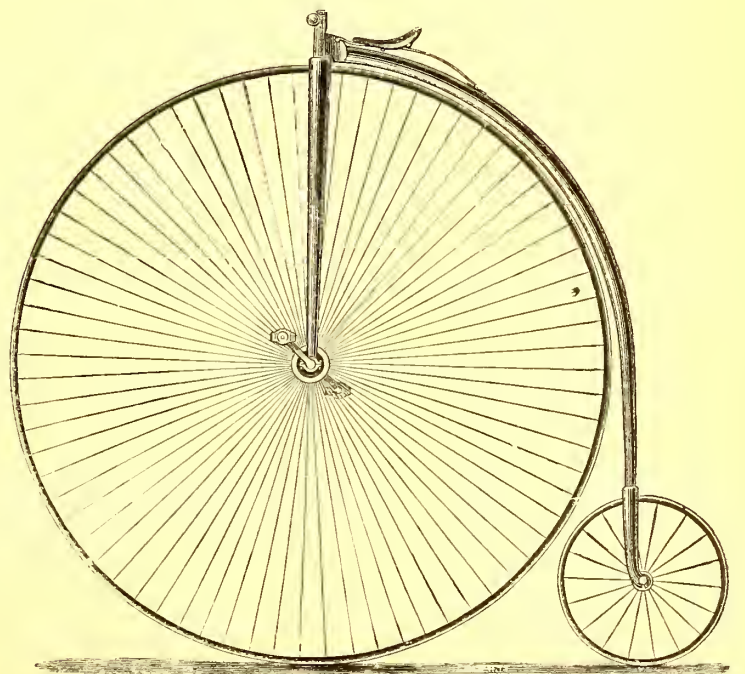
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