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General Grant is dead. The tolling of the church bells and the cries of the news venders who rush hither and thither with black bordered newspapers, inform the people of the nation's loss. And national it is, for with him dies America's greatest General, and by far the most brilliant figure of the disastrous War of the Rebellion.

His life was a stormy one. Born in anything but affluence, unsuccessful in business, he turned his attention to war and there carved a name for himself which will live as long as the name, America. We are all aware of the honor paid him, in electing him for two consecutive terms to the highest office in the land, and the homage he received in every country he visited in his tour around the globe. We have also read of the unfortunate business reverses that overtook himself and his family so late in life, of the heroic sacrifices he made to meet the disaster, and of his firm refusal to accept generous offers of assistance. We also know the mental and physical sufferings he has endured the last half year, looking death in the face, yet laboring to leave behind him his invaluable personal recollections of the Secession War.

The little attention paid to military matters in this country, have perhaps diminished the glory of his achievements in the minds of such of us, to whom the struggle is but a memory, but to those who fought under him he has

ever remained the great General. He was no longer General of a powerful and brilliant army, but he ever remained the beloved commander of hosts of men, who are now scattered through the farms and the workshops of this broad land. To these his death will indeed will be a calamity and the nation will unite with them in honoring the dead hero.

WHEEL GOSSIP.

Mr. and Mrs. Abbott Bassett have our congratulations. It's a daughter.

Burley B. Ayers, "Old Indefatigable" is a Canadian, having been born near London, Ontario.

The wheelmen of Ashtabula, Ohio, have organized a bicycle club, with eighteen members.

The Chicago Bicycle Track Association is holding a two day's meet, to-day and to-morrow.

The Cyclist who spent his honeymoon touring a wheel, certainly took a wife for "wheel or woe."

W. J. Morgan, "Spokes," has been engaged to edit the cycling column of the *S. and T. Journal*, of Chicago.

A "grand" fifty mile amateur road race will be held at Toronto next September. The first prize will be a \$120 bicycle.

"Come rest in this bosom, my own stricken deer," was the murmur of a young lady as she received her second slice of venison.—*Ex.*

The last *Southern Cycler* contained a really excellent cycling poem, entitled: "The Bicycle Rider that Died." We will publish it some time next winter, when short of copy.

The model coachman sleeps with his boots on and his portmanteau under his bed. He knows not at what dread hour he may be summoned by the eloping angel.—*Ex.*

An exchange says that some members of an Elmira congregation have presented their pastor with a Columbia two-track tricycle. Surely this must be "A Tale of the Twentieth Century."

The Land's End—John O'Groats record has again succumbed, Mr. Lenox having just accomplished the trip in 6 days 19m., beating the previous record, his own, by fifteen minutes.

Shall I play "Silver Threads among the Gold," she asked of a cyclist who was convalescing from a severe illness, the result of a header. "No," he replied bitterly, "Play Golden Locks among the gravel."

A number of prominent English amateurs are men of title; viz., John Smith, M. A. This does not mean Matrimonial Agency, Merry Andrew or Master of Arts. It simply signifies, "Makers Amateur."

He walked into the club room moping his fevered brow, and said to the assembled multi-dudes: "Very warm, isn't." He sleepeth the sleep of the righteous now. He hath gone to that barn—no, bourne where there is neither ice-cream nor soda.

We don't like to treat our readers to a trombone solo, but we must blow our trumpet once in a way. We confess ourselves not a little pleased when so good a paper as the *Western Cyclist* copies the WHEEL's report of the League meet, as well as many interesting paragraphs.

An exchange advises wheelmen suffering with blistered hands to cover the handles of their machine with kid. Take the advice of an experienced wheelmen and steer clear of kids, calves and other young animals, or you may get blistered somewhere else than on your hands.

A Correction—Last week we reported that Cola Stone had won the "Big Four Tour" road race on a Rudge. The race was won on a Victor. We also stated that J. S. Rogers of St. Louis, was riding to Boston on a Victor. It should have been "Rudge." We got both men and their machines mixed. We had been down to Coney Island. Too much weak clam chowder and strong sea air.

On July 6th Mrs. Allen of Birmingham started to beat her twenty-four hour's record, 152 miles. The day was hot and dusty, and the roads she selected were none of the best, yet she accomplished the remarkable performance of 200 miles in six minutes under the twenty-four hours. She was accompanied on the entire journey by her husband, both riding Genuine Humber automatic steering tricycles. She finished quite fresh. Although we would not care to see feminine "scorching" become general, we must confess that Mrs. Allen is a rare good one.

A gentleman in Malden, Mass., hitches the baby carriage to the rear of his trousers—No! No! No! we mean his tricycle (wife evidently sports the trousers) and thus gives the little ootsy tootsy an airing.

An English tricycienne, evidently experienced, says that the tricyclist's dress should consist of a lightish skirt, bodice tailor made, not too full, the lower part to be lined with silk, so that the dress will not cling.

It was 99 in the shade and as we slowly meandered into the club house, we beheld the Dude lolling in the club recliner, gently oscillating an air disturber before his classic countenance. We noticed that his moustache, which he has been working on all the season had at last become visible. We asked him if he put it on ice to preserve it over night. He became positively frigid. We never articulate now, as we pass by.

WONDERFUL TRICYCLING IN FRANCE.—On June 26th, Mon. P. Rousset, President of the Veloce Club Bordelais, started to ride 300 miles in twenty-eight hours, riding a "Cripper" semi-racer weighing fifty pounds. In twenty-four hours he had completed 265½ miles, beating all tricycle records, and within one and a quarter miles of the English bicycle record. He was applauded in every town, and cheered at the finishing point where he arrived 28 hours and one minute after the start. He was also delayed half an hour in carrying his tricycle over a road flooded with water. This is the greatest middle distance ride yet credited to cycling. The superiority of this record over the English figures is probably due to excellent roads.

The revision of the New Testament was a blessing in disguise for cyclists. Why? Because the learned revisers, for some reason now unknown to us, substituted the word "Sheol" for the former broad and pronounceable title of the abode of Satan, and it has now become extremely fashionable to use "Sheol" on each and every occasion. If your collar button evades your most persevering peregrinatory efforts you can sooth your wrath by "Sheoling" (N. B. New word for the language) as loudly and longly as you wish. If you step on a tack repeat the performance. In fact, it is "extremely bad form, yer know" not to fondle the word, and the fallen cyclist can give vent to his superfluity of choleric effervescence in unlimited use of it.

HUB HAPPENINGS.

We are to have another fifty mile road race, the third in this vicinity since May 30th. The race is to be run next Saturday under the auspices of the Dorchester Bicycle Club, with Dr. Kendall in general charge. The doctor has put his whole soul into the work of making the race a success, and it will, undoubtedly, prove the greatest cycling event held hereabouts for many a long day. With fair weather the record cannot fail to be considerably lowered as all the best men in the State have entered, and the course is over excellent roads. In addition to the fifty mile race, there will be a fifteen mile race for tricyclists and several club races.

The returned Big Four tourists have many wonderful stories to relate to admiring friends and relatives, all of which are undoubtedly accepted by said relatives and friends as gospel. They all say that the Boston Division took all the prizes in everything—riding, racing, mashing, costumes etc. They all enjoyed the tour greatly, but agree in saying that they would have had a better time had there been a less number of participants. The Gordon Brothers, those two popular members of the Chicago Division, from St. Louis, were in Boston yesterday and enjoyed several hours cycling over our prize roads. Lindell Gordon tried to climb Corey Hill but it was too much for him. I understand that a number of the western members of the Big Four are to visit Boston during the present week. We regret greatly that Stone, Van Sicklen, Munger and others of the Century road racers were unable to remain and contest in the races of the Dorchester Club. We would like to see what these men could do on good roads.

The Big Four tourists raised a subscription to present a second prize medal to Munger for his plucky riding in the Century race. The medal is now being made by Eugene Merrill of this city. It will be of gold and of an unusually handsome design.

The annual tricycle road race of the Boston Bicycle Club occurs next Monday. There will be a good field of starters, and some rare sport is anticipated.

Herbert Gaskell is now in Chicago, where he has gone to compete in the races at that city. Gaskell has for a long time past been doing some excellent practice work, and we expect him to bring home many a prize from the West.

All the local cycle dealers have offered to present the winner of the Dorchester Club's 50 mile race with one of their machines, provided the race is won on a machine of their make.

F. A. Elwell, of Portland, was in Boston last week perfecting arrangements for the Moosehead Lake tour.

The after-dark runs of the Massachusetts Club still retain their popularity, every one being well attended and proving very enjoyable to the participants.

Messrs. Henry W. Williams and Walter C. Lewis, of the Massachusetts Bicycle Club, started yesterday for a three days' bicycle trip to Providence and along the west shore of Narragansett Bay to Narragansett Pier and Newport and return.

Mr. F. W. Heymer, of the Massachusetts Bicycle Club, has just returned from a tour through Maine to Quebec.

He mounted his bicycle at Waterville, Me., and rode on the first day to the "Forks of the Kennebec," a distance of 42½ miles, and found the roads very good. The second day he rode to Moose river, 46 miles, and reports the roads very poor. The third day he made Marlow, Can., 31 miles, finding the first 15 miles very poor and the last 16 fair. The next day he rode to St. Joseph, 38 miles, finding the riding mostly poor. At this point he took the train for Quebec. The expenses were very light, the invariable price in Maine for a good dinner being 25 cents, and in Canada for supper, lodging and breakfast, 75 cents. Mr. Heymer has done considerable touring this summer on his wheel, and is rapidly pushing to the front rank among the Massachusetts club touring riders.

FAST WORK IN ENGLAND.

The Stanley B. C. held a race meeting at Lillie Bridge Grounds, London, July 4th. Some excellent work was done, and a surprise party was furnished in the defeat of M. Webber, who has not been beaten off the mark since his arrival in London. In the third heat of the one mile handicap Webber started from scratch, but only ran third in the excellent time of 2.45 3-5s. The final heat was credited to H. J. Ebbsworth (120 yards) in 2.38 3-5.

The one mile tricycle brought out some good men. The heats were won by J. P. Grigg (45) 3.06 1-5; C. Cousens (45) 3.06 4-5. Grigg also won the final in 3.03 4-5, with Cousens second. One mile scratch bicycle race—P. Furnival, 2.48 4-5; Webber, by two yards; Speechley, by ten yards. The defeat of Webber was a genuine surprise, but he had already ridden a fast heat in the mile handicap, and this may have had something to do with it. A three mile professional handicap was won by Lees (60) in 8.49 3-5.

The Birchfield Harriers held their meeting at Aston Lower Grounds on July 4th. W. A. Illston won his heat of the one mile bicycle handicap in 2.44 3-5, by no means all out. In the final he slipped his pedal early in the race, and was forced to retire. The five mile's handicap was won by W. F. Ball (25 yards) in 15.08.

At Alexandra Park, July 2, Webber won his heat in the one-half mile handicap in 1m. 19s. 4-5s., within 1-5 seconds of the record. The final was won in 1.16 4-5 by Goodman (50 yards), Webber being interfered with by one of the contestants. Webber again appeared to advantage in the mile, winning his heat in 2.44, and the final in 2.45 4-5.

One of the most interesting meetings of this week was the Dublin and Cambridge Inter-University race meet. The one mile was won by R. J. Mecredy of Dublin, in 2.57 4-5, beating J. S. Whotton of Cambridge. The same man won the two miles in 5.52 4-5, beating the Cambridge crack, George Gatehouse. Mecredy again upset Gatehouse in the five miles, winning in 15m. 26 3-5s.

A remarkable twenty-four hour's tricycle performance has just been accomplished by C. H. R. Gossett, who rode 231 3-4 miles on July 1st and 2nd, beating the previous record by 1½ miles.

ENGLISH MILE RECORD BEATEN.

WEBBER, 2m. 39 3-5s.

Notwithstanding all the remarkable fast performances recently made in England, the climax is capped by Webber's grand doings in the one mile handicap of the Pickwick Bicycle Club, held at Crystal Palace, London, July 9th. All the circumstances were favorable for fast time. The track is a four lap cinder path with raised corners, and through one of the fastest in England, we should judge from its size and composition, that it was a couple of seconds slower than the Springfield or Hartford tracks. We give the heats, as they are probably the fastest heats ever before seen.

First heat: A. P. Engleheart (120 yards) 2.38 1-5; Engleheart rides a "Kangaroo" geared up to 60 inches. The mile record for this machine is 2.55 4-5, and Engleheart certainly did 2.50, winning by sixty yards with consummate ease. Second heat: W. Colmer (95 y.) 2.44 1-5. Third heat: M. Webber, Isle of Wight (scratch) 2.44 1-5, won easily on the last lap. Fourth heat: L. A. Rowsell (170 yd.) 2.39. Fifth heat: G. W. Capen (170 y.) 2.42 2-5. Sixth heat: H. R. Reynolds (100 y.) 2.45. Seventh heat: J. Hunter (170 y.) 2.44.

Second Round—First heat: Engleheart (120) 2.38 3-5; Webber (scratch) by fifty yards. Although a foregone conclusion that the "Kangaroist" would win this heat, Webber rode for a place, doing 43s.; 1m. 23½s.; 2m. 2s. and 2m. 41 2-5s.; beating H. L. Cortis' record of 2.41 3-5, made at Surbiton, England, June 7th, 1882. Second heat: Capen, 2.43 1-5.

Final heat: Engleheart (120) won by thirty yards, time not given. Webber, second. Times, 42s.; 1m. 21½s.; 2m. and 2.39 3-5s., beating his own record just made by 1 4-5 seconds and Cortis' record by two seconds. Webber also beat the three-quarter mile record by 1 3-5 seconds. The following figures will prove interesting.

Sellers, Sept. 9, '84...	404	1.20	2.01½	2.39
*Prince, Sept. 17, '84...	402-5	*1.21	1.59 2-5	2.39
James, same race...	42	1.21½	2.00	2.39 2-5
Webber, July 9, 85...	38	1.16 1-5	1.55 4-5	2.39 3-5
Hendee, June 6, 85...	35	1.16 1-5	1.55 4-5	2.39 4-5
Howell, Princes' race...	1.21	1.59 2-5	2.40	
Howell, Aug. 18, 83...	1.20	1.59 4-5	2.40 3-5	
Dolph, Sellers, race...	—	—	2.41	
Cortis, June 7, 82...	—	—	2.41 3-5	
Worlds record, various	38	1.16 1-5	1.55 4-5	2.39
Amer. " " " "	38	1.16 1-5	1.55 4-5	2.39
" " " " " "	402-5	1.21	1.59 2-5	2.39
Eng Am. " " " "	39	1.19 3-5	2.00	2.39 3-5
Pro. " " " "	41	1.20	1.59 4-5	2.40 3-5

*These fractional times made by other contestants

As will be seen by the table, two amateurs, Hendee and Sellers lead the world, and the English amateur leads the professional while the American amateur, Hendee, beats the professional performances up to three-quarters, though the mile records of both classes are equal. Webber is eighteen years old and a comparative novice. He will probably come here as will Illston, another sixteen year old English fiend. If Webber can not afford to come, he should be sent for, as a meeting between he and our cracks would be the most interesting racing event that ever happened in the cycling world. In the ten miles professional race at Springfield last year, Howell is credited with doing the last half in 1.13 1-5. We think Webber should certainly be able to do something near this, which would make him equal to 2.34½. Hendee also should be able to do at least 1.16,

after doing the first half in 1.16 1-5, which would make him about 2.32. Again if Hendee rushes Webber to the half in 1.16 instead of 1.20 which was Webber's half mile time in his record mile, they would both do something under 2.35. Webber began his career on an Apollo, but has recently changed to a magnificent 56½ in. (?) Marriott and Cooper Genuine Humber racing machine.

N. J. DIVISION MEET AT ORANGE

The annual meet of the N. J. Division L. A. W., held at Orange last Saturday, was the occasion of a pleasant gathering of cyclers. The intense heat prevented a great number from attending, and had a depressing effect on those that came out.

The business meeting was held in the morning. Dr. G. Carleton Brown was re-elected president, and after thanking the members for their confidence in his abilities, he recommended that a touring committee be appointed to act in connection with the L. A. W. National Touring Committee. Mr. W. J. Morrison, who was also re-elected secretary-treasurer, reported a balance of \$200 in the treasury.

After the business meeting, the line for the parade was formed, seventy men participating under command of Dr. Brown. After the parade came dinner at the Mansion House. In the afternoon fifty of the men had an enjoyable run to Montclair, N. J.

A CANTERBURY PILGRIMAGE.

A CANTERBURY PILGRIMAGE by Joseph and Elizabeth Robins Pennell. Published by Seeley & Co., Essex Street, London, Eng. Price, One Shilling.

The travels of Americans abroad when they partake of the nature of a tour on wheels, are never without interest to wheelmen, but seldom have any wanderings been more successfully portrayed with pencil and pen than "A Canterbury Pilgrimage," an advance copy of which we have received with the author's compliments. It is the joint production of Mr. Joseph Pennell and wife, the former a well-known member of the Germantown Club, who has acquired a reputation as a magazine writer, and whose travels both in England and on the Continent have been the subject of articles in both the *Century* and *Outing*. It describes a tour upon a tandem tricycle from London to Canterbury, touching in a quaint way upon the habits of the people, descriptions of the scenery and the various points of interest coming under the observation of the tourists. Its entire absence of dry statistical information regarding distances, riding, time and condition of roads, is a welcome relief from the monotonous reading of many tours. Its illustrations are numerous and cleverly adapted without possessing any great depth of detail, and are in Pennell's best style.

The book is a welcome addition to the wheelmen's limited library, and, as we are informed, an American addition is to be brought out immediately by Scribners' Sons, of New York, we do not doubt but that many will avail themselves of the opportunity and secure a copy.

Thomas Stevens has been travelling through Hungary. Poor Tommy.

THE WHEEL.

THE CLUB,

NEWLY CONSTRUCTED THIS SEASON.

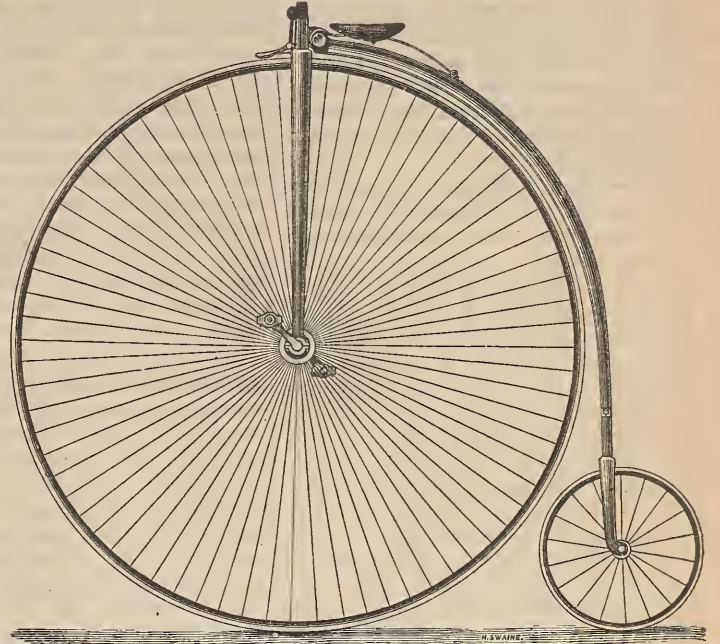
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BOSTON.

FINISH OF THE BIG FOUR TOUR.

The Big Four's two weeks tour is now all over, and those who participated will have food for pleasant reflections for many a long day. To look back, the tour seems scarcely to have begun before it ended. The two weeks seem but a succession of incidents, following without intermission, and crowded within the smallest compass. All the little trials and discomforts of the trip are forgotten, and one has recollection only of the pleasant happenings. The latter, were indeed numerous enough to crowd out thoughts of all else. I doubt if there is one of the hundred tourists who would at the present time refuse to accept an invitation to participate on a similar tour next season.

The work of arranging the details and providing for the comforts of so large a party must have been tremendous, and I doubt if there is another man in the whole country who could do it so satisfactory as has Mr. Burley B. Ayers. He seems perfectly fitted in every respect for the position of manager of a cycle tour. He never gets excited, angry or even ruffled in temper, and can look ahead and calmly trace his way out of difficulties that would to the majority of men, appear insurmountable. There was little to complain about in the management of the tour. If any one fancied he had any grievances he had but to talk with Burley a few minutes to be convinced that he was wholly in the wrong and that everything about the tour was lovely.

The late arrival of the baggage wagons at the hotels was the chief cause of complaint, but this was rather the fault of the horses which drew the wagons, and the men who drove them, than the management of the tour. It is understood that if another tour is held next year, and one, in all probability will be, the baggage will each day be sent ahead by train, thus avoiding all chance of delay.

The route took the tourists over some miserable roads, and in laying out the route for another tour it would be well to leave Canada out altogether. There is nothing in Canada, or at least the portions we visited, to attract the touring cyclist. A thinly settled country, with little beautiful scenery, wretched roads and worse hotels. We had more enjoyment from one day's touring in New York State than we did during the entire time in Canada. It is unnecessary to traverse such a wide stretch of country. One could pass two weeks most delightfully touring through northern New York, or along the banks of the Hudson. Charming scenery and pleasant people are there to be met with on every side.

One hundred is far too many to take on a tour of this kind, twenty-five is enough. A large number of course gives a certain tone to the affair, but the inconvenience more than counterbalances this. The hotels are overcrowded, and on the road it is impossible to set a pace that will prove satisfactory to so large a party. A party of twenty-five could go most anywhere, and be assured of being properly cared for. One of the most pleasant features of a tour of this kind is the entertainments tendered at private residences, but there are few persons who care to entertain at their houses a hundred noisy wheelmen, while many would be delighted to have quarter that number

visit them. I trust that next year some such tour as this will be held.

I make these suggestions, not because I failed to enjoy the Big Four tour, for I did immensely, but because I think that with a smaller party one could have a still better time.

The doings of the tourists up to the time of their arrival at Albany have already been chronicled in these columns. At Albany the tourists made their headquarters at the Delevan House, and during the evening were most hospitably entertained by the Albany Bicycle Club. The Albany Club, has, next to the Boston and Massachusetts clubs, the finest cycle club house in America, and it was placed wholly at the disposal of the visiting wheelmen. Dora Wiley's opera troupe was in town, and singing the same opera which the wheelmen heard her in at Rochester. About 80 of them attended the opera, and the same performance of the bandit appearing in the costume of the Boston tourists, went through with.

The weather which had during the tour so often caused the cyclists disappointment, at last concluded to be favorable, and the next morning the wheelmen had the pleasure of once more mounting their wheels. The route was over the old Post turnpike, up and down innumerable hills, and then through the beautiful valley of the Hudson. A halt was called at almost every farm house along the route, and the residents relieved of everything drinkable about the premises. At every town along the route the tourists were given an enthusiastic reception, the inhabitants turning out in Sunday attire and lustily cheering the wheelmen as they passed. Flags were hoisted on all the village commons, and if any man in town had a cannon he brought it out and blazed away. At one town a cannon was set in the road, pointing directly towards the advancing wheelmen. They were riding very fast and did not see the gun until close up to it. Then the leaders made a wild swerve to the right, upsetting a number of those behind, who fell in a mass a few feet from the cannon's mouth. Fortunately the fuse went out before reaching the charge and the wheelmen were unhurt. The owner of the cannon was terribly frightened at the result of his stupidity and hurried off home with his cannon without firing it. Dinner was served at Kinderhook.

The afternoon ride was through the Hudson valley, and as there were less hills than during the morning the pace was much faster. The receptions along the route during the afternoon were even more enthusiastic than those of the morning. At Stockport they were met by Joshua Reynolds, L. A. W. representative for New York, who had a brass band in waiting and escorted them to his house, where he entertained them most hospitably. Several score of the village young ladies were there and made things delightful for the wheelmen, presenting each with a boutonniere. Each of the young ladies wore a badge formed of the tourists' colors, and after much persuasion were induced to pin them on the breasts of the cyclists. Hudson was reached just before dark, and the steamer taken for Prospect Park, Catskill. A grand time was expected at Catskill, as it was known that the management of the hotel had made extensive preparations for a grand ball, and that all the ladies for miles around

were sure to be present. The ladies were all there and the preparations were all made; but owing to the baggage-wagon horse dying, the wheelers' baggage did not arrive until after 12 o'clock, so there was no dance that night, as it was, of course, impossible for the cyclists to dance in their dusty riding suits.

The next morning a special steamer carried them across the Hudson to McKinsterville, where they mounted their wheels and set out for Poughkeepsie, thirty five miles distant. Arrangements had been made for dinner at a hotel in Rhinebeck. The proprietor agreed upon a certain sum for which to furnish dinner, but the night before, thinking that he had the wheelmen where they could not escape from him, he wired to Manager Ayers that he must have double the amount agreed upon. The tourists of course refused to consent, and arrangements were made for feeding the wheelmen at the young ladies seminary at Rhinebeck, and the promise was given that the young lady students would wait upon them. The change proved to be most agreeable to the wheelmen and they unanimously voted that they enjoyed nothing more on the whole trip than they did the dinner at Rhinebeck. The girls were very pretty and very entertaining, and when the wheelmen departed they left behind about all their badges and hat decorations.

The roads from Rhinebeck to Poughkeepsie were the best met with on the tour, and a lively pace was maintained. A few miles out the local cycling club met the tourists and escorted them into the city. After supper, steamer was taken for West Point, where they arrived after 1 o'clock.

Friday morning they again embarked on their special steamer and sailed for Irvington, from where they wheeled to New York City, disbanding at the Grand Union Hotel.

Considering the length of the tour and the rough roads traversed, it is remarkable that so few accidents occurred. The only serious accident was the header taken by Fred Jenkins, editor of the WHEEL, which dislocated his knee. The machines also stood the test remarkably well. All the leading makes, both foreign and American, were represented, and the way they held together shows the great improvement which has been made in the construction of bicycles. Among the machines used were thirty-seven Experts, seven Columbia Light Roadsters, twenty Ridges, four Apollos, six Stars, nine Victors, two British Challenge, three Xtra, five Royal Mails, three American Clubs and two Vales.

C. S. H.

Boston, July 21, 1885.

THE BIG FOUR IN GOTHAM.

It was 6:45 when the Big Four party rolled into the Citizen's Club House, tired, dusty and thirsty, but nevertheless happy. A number of local wheelmen acted as escort, and upon their arrival dispensed the cooling beer and ginger ale that had been provided. A break was then made for the Grand Union Hotel, where mine host Ford made all comfortable. The baggage, as usual, arrived late, and it was about 11:30 when the bad Boston gang started out to illuminate the city. With Harris as convoy, there was no difficulty in obtaining every thing they sought, from

the Bible House to the Brooklyn Bridge and Bartholdi Statue. Many however were obliged to depart for their homes, and Saturday found the party somewhat reduced as to numbers. The excessive heat was not without its effect, and little sight-seeing was done. In the evening the theatres were well patronized, but about thirty of the tourists congregated at the Citizens' Club, where an informal entertainment had been prepared. The programme consisted of a piano solo by Mr. A. H. Greenhaul, songs by George Martin Huss and W. G. E. Peirce, while Jim Burdette kept the audience in a roar of laughter with his numerous recitations. Boxing by a couple of professional experts amused and delighted, and a bounteous feed prolonged the entertainment to past midnight. By Sunday the number remaining were still further reduced. The day was spent for the most part at Coney Island and other resorts. All seemed to enjoy their visit, and departed with hopes of again meeting on another "big four" tour.

NOTES OF THE TOUR.

The general opinion was that the party was just a little too large to be handled comfortably, but in spite of difficulties in the shape of rain that spoiled three days riding, the tour as a whole was successful.

The ambulance service was hardly a success. The amount of baggage was very large, and could have better been handled by railroad and steamboat express. It is greatly to the credit of the quartermasters that nothing was lost and the only mislaid piece was due to the owner not properly tagging the same at the start.

Accidents were few, although headers numerous. The men all rode steadily after the first day and became so hardy that convoys and escorts were usually left behind.

The pace was not set with much judgment, and was either a race or a funeral. Each division seemed to vie with the other in doing the staff up when it was in the lead, and we are inclined to think the staff took considerable pleasure and pride in breaking the others in two.

The roads were a great disappointment over those of last year as regards quality, especially in Canada, and the old tourists remembered with a sigh the twenty-two miles of coast from Nappanee to Kingston.

The thanks of the tourists are due to Mr. Cass and his assistants for the interests shown and the pains taken to entertain the party at the Prospect Park Hotel, Catskill. But for the unfortunate slip in regard to the baggage, the hop and entertainment would have been the most successful of the entire tour.

Advance proofs of the pictures taken at Round Island have been received, and a description of them, together with the prices, will be sent to each of the party. They are excellent, and the well known faces can be easily recognized.

THE BIG FOUR PHOTOGRAPHS.

We have received a number of handsome photographs on thick card board of the "Big Four," taken by Mr. A. C. McIntyre, on their arrival at the Thousand Islands. The photos are a complete success, the faces being clear and easily recognizable. Mr. McIntyre informs us that he has a number of

copies for sale, of which he sends us the following description and prices:—

No. 1.—The Big Four Group showing "Shady Ledge Cottage," on Round Island, owned by Frank H. Taylor, Commodore of New York. Size, 14 by 17; price per copy, \$2.00.

No. 2.—The Big Four Staff in front of their camp at Shady Ledge, Round Island. Size, 14 by 17; price per copy, \$2.00.

No. 3.—Group in front of Shady Ledge Cottage and Grove. Size 8 by 10; price per copy, 50 cents.

No. 4.—Group on rocks in front of Shady Ledge Cottage, facing river. Size, 8 by 10; price per copy, 50 cents.

No. 5.—Big Four embarking on steamer John Thorn at Alexandria Bay to connect with Utica and Black River Railroad. Size, 14 by 17; price per copy, \$2.00.

No. 6.—The Big Four, Michigan Camp. Size, 8 by 10; price per copy, 50 cents.

Mr. McIntyre also furnishes photos of interesting views of the Thousand Islands at \$2 per dozen. He will also furnish the set of six pictures, mounted, \$5, unmounted, \$4. Address A. C. McIntyre, Alexandria Bay, Jeff. Co., New York.

OFFICIAL IGNORANCE.

At the Yale race meet, W. C. Palmer and A. Thomson rode a one mile tandem tricycle exhibition in 3m. 12s., beating the American amateur record.

In the last issue of the *Bicycling World* we read the following paragraph: "W. C. Palmer, of New Haven, has entered the professional ranks, and will compete in the professional contests at Hartford and Springfield. The tandem record made at New Haven must go into the professional list, and there now is no amateur record for this machine."

The editor of the *Bicycling World* should know, as chairman of the Racing Board, that a record made by an amateur, remains the record till beaten by an amateur, whether the holder of it becomes a professional or not. This is the law as applied to every species of athletic sport, and it is fully understood by the veriest tyro. Apart from this fact, we should like to ask the Racing Board chairman what honor he would give to Thomson, who rode with Palmer, and who certainly has as much claim on the record as has the latter.

Again granting that the position taken by the *World* is correct, it is untrue that there is no record for this style of progression, for without any effort on our part we can recall two other contests.

At the Kings County Race meet held at Brooklyn, February 25, 1885, Messrs. H. J. Hall, Jr., and A. C. D. Loucks, both members of the Kings County Wheelmen, won the one mile tandem trike in 4m. 26 3-5s., which was the American amateur record. At the Citizens Race meet held in New York on April 17th, 1885, Messrs. Hall and F. D. Loucks won the one mile tandem trike in 4m. 6 2-5s., which beat the old record. Both these races were reported in the *B. W.*

The following rules from *Puck* regarding pic-nics is seasonable this hot weather: First—Do not take more than one girl. Second—Do not take any girl. Third—Do not go to the pic-nic.

Our readers will probably smile at the number of times we have used "wonderful" and "remarkable" in this number. A glance at the performances which we have attempted to chronicle, will honorably acquit us of any charge of "gush."

The *S. W. Gazette* errs in stating that Howell has beaten every man that has ridden against him this year. Wood beat Howell at Aylestone grounds, July 20th, in the second race for the ten miles championship. Accuracy! Accuracy! Frere Ducker.

The cyclist seeks the fountain
And calls for lemonade,
His sisters seek the mountain
And swell the dress parade,
His brothers seek a farmers
And raise fine crops of freckles,
While Pa remains in Wall Street,
A gatherin' in the shekels.

Some enterprising dealer should present Miss Cleveland with a tricycle. She is all the rage just now, and were she to use it the fact would be chronicled from "Greenland's Icy Mountains to Florida's Coral Strands." Were, she to set the fashion, the elite of Washington would fall into line.

She was a simple Cincinnati maiden,
And her father had not made a fortune
on pork. He was a noble Hinglish
Lord in search of a bonanza to raise
the mortgage on his broad estates.
"And will you be mine, Emily, will
you marry me?" "I couldn't think of
it, me Lord, such luxuries as you be
only for the rich."

One of the most prominent figures on the "Big Four" was Mr. Charles B. Ellis, a pleasant looking eighteen year old giant from Kansas City. In the words of the poet

He was tall and thin,
With a rakish chin,
And his age was ten and eight,
He was awfully shy,
As he peddled by
The girls, on his sixty-eight.

The fact is that he was a good-looking fellow, and we have the authority of two smiling maidens who stood at the entrance to Garvey's Bicycle Shop, as the tourists filed in to stow their wheels. Said one: "Isn't he just too pretty for anything?" Said the other: "And such a love of a moustache." Then followed other whispered remarks, such as: "Ah there, stay up there." "It must be a cold day up there, etc., etc."

Mr. W. C. Herring has entered into partnership with Mr. Richard Garvey, proprietor of Garvey's Bicycle Shop, 59th Street and Boulevard. Mr. Herring, though an American, resided in England a number of years, and has a complete knowledge of bicycle manufacturing. These bicycle headquarters are at the junction of Broadway, 59th St., and the Boulevard, just at the entrance to the touring district. It is very convenient for learners. They can practice on the smooth and comparatively private Boulevard, Mr. Garvey furnishing a man to walk with the novices. They have an expert machinist, who will do all kinds of repairing. With Mr. Garvey at the west side of Central Park and Mr. Geo. R. Bidwell on the east side, 4 E. 60th Street, New York should rapidly add to the large number who already use the wheel.

John S. Prince will not ride at Springfield this year, having signed for contests at a Western fair, which will be held on the 8th, 9th, and 10th of Sept.

Last Saturday's monthly mail from Australia brought 26 subscriptions to Karl Kron, and increased the total of his list to 3064. That remote part of the world has now sent in 89 names, of which no less than 25 belong to Sandhurst, and that "Golden city of Australia" will therefore rank ahead of most American towns in the appendix of "X. M. Miles on a Bi."

PEORIA B. C.'S. NORTHERN TOUR.—The arrangements for this tour are being rapidly completed. Some changes have been made since the programme of the tour was published in THE WHEEL a few weeks ago. Instead of touring entirely in Minnesota, the committee has decided to extend the route into Wisconsin. The party will leave Rock Island, Ill., August 15th, and will disband at Chicago on the 30th. The cost of the trip will be \$50. A very enjoyable time may be expected, and any wheelman who can spare the time and money should go. For full particulars address C. F. Vail, 715 Main Street, Peoria, Ills.

Ha! Ha! We have got the lead and we mean to keep it. It is now under glass at 12 Vesey Street, where we are charging 10 cents to look at it, three looks for a quarter; subscribers to THE WHEEL, one look free. Where did we get the lead? Why, on the "Big Four Tour." We had descriptions of the tour, the Century Road Race, and the stay at the Thousand Islands from the pens of eye witnesses in the last issue of THE WHEEL, and had one hundred nice fresh copies at the Grand Union Hotel when the tourists arrived there Friday evening, and many a laugh was raised by some familiar incident seen in black and white. Yes! We have got the lead. We are now happy.

Brooklyn men think that the State Division meet should be held in that city. She has always played second fiddle to New York, and it is only just that she should, generally speaking, but this time she wants to be first violinist and we think she has advantages and accommodation enough to entitle her to assume the role successfully. It is generally understood that the Kings County Wheelmen are willing, nay, even anxious to prove their hospitable qualities and some have gone so far as to suggest a programme. The general ideas seems to be that one day's meet is the correct thing. A run to Coney Island starting from the Kings County Wheelmen club house; what could be more suggestive? A pleasant eight mile run, a dip in the surf, then unlimited clam chowder, for a visit to Coney Island without clam chowder would be unorthodox. A run home at two, and races at the Williamsburg track or better still, at a smooth half-mile trotting track not a hundred miles from Brooklyn, which the K. C. W. may, mind we say only may, secure. Could anything be more delightful. Brooklyn is easy of access. The Jersey City annex would carry our cousins from Jersey to the foot of Broadway, from which street a macadam road leads to the club house. Then there are ferries innumerable from all parts of Gotham. What a gathering of the clans there would be. Think of it, Brother Hill.

At the monthly meeting of the Wakefield Bicycle Club last Monday evening the following officers were elected for the ensuing six months: President, C. P. Knight; vice-president, E. L. Heath; secretary and treasurer, G. O. Sheldon; captain, B. A. Parker; lieutenant, A. T. McKay; club committee, consisting of the president, secretary and F. G. Nichols. The club will have a week's tour along the North shore the first week in September, where it has hired a cottage at York beach, and will spend a second week at Springfield to witness the races. The club is a very prosperous condition, having now 22 active and 3 associate members, and the prospects are bright for a much larger number. The present club rooms are not large enough, and before fall they will have enlarged them to twice their present size.

Messrs. Stoddard, Lovering & Co., have received the following unanimous testimonial from the riders of the Rudge on the Big Four Tour:

Gentlemen:—We, the undersigned, members of the Big Four Tour, desire to express our appreciation and satisfaction with the manner in which the Rudge Bicycles have stood the rough road work throughout the tour. As an all-round roadster, we believe that it has no equal, and cordially recommend it to road riders who desire a roadster for general riding, touring and hill-climbing, which combines all the essential points of strength, durability, and easy running.

Fraternally yours,
Fred Jenkins, New York City, Fred C Hand, Scranton, Pa., W G E Peirce, Chicago, H S Wood, Philadelphia, F. W. Warner, Farmington, Mich., J W Vivian, Boston, A D Peck, Jr., Boston, H S Wollison, Pittsfield, Mass., G L Sawyer, Faribault, Minn., George S Morley, Clyde, N Y, F B Graves, Rochester, N Y, F G King, Corry, Pa., W L Gardner, Troy, N Y, S H Monell, New York, T C Stokes, Moorestown, N J, C W Wagner, Ann Arbor, Mich., A. M Scott, Woodstock, Ont., H. P. Simpson, Scranton, Pa., J H Johnson, Detroit, Mich., and W S Bull, Buffalo.

An Elizabeth tax-payer writes to the editor of the *Elizabeth Daily Journal* asking if wheelmen have the right of way to the sidewalks of that city, and if pedestrians are to turn aside because the cyclist blows his whistle. The editor makes a reply that all riders would do well to remember. He says: "Whatever privileges bicycle riders may have upon the sidewalks of the city, are accorded them simply by the courtesy of pedestrians. The authorities have prohibited riding, except by license, upon the walks of Broad and First streets and Elizabeth avenue, but impliedly permit it on other streets. However, a wheelman should always yield a point to policy rather than force his supposed rights, and, especially in the case of a lady pedestrian, dismount instead of imperiously blowing his whistle for a clear walk. It is courtesy for any one who may be walking to turn aside to allow a wheel to pass, and every rider should appreciate it as such and acknowledge it with a "Thank you." One imprudent bicyclist with a whistle or bell may do more in a single day to abridge the rights and privileges granted to wheelmen, than a whole club of considerate gentlemen would do in years. Let courtesy be shown on all sides."

In a Litchfield, Mass. Congregational Church is a soprano singer noted for her fine voice. One Sunday the clergyman gave out the line of the opening hymn and the choir went at it in good style, that is, every one except the soprano. Her pretty face was a red flush, and her jaws were working convulsively. When it came to her solo part, she was dumb. The choir could not believe their ears; the congregation craned their necks at the choir, and the old fire-headed clergyman pushed his specs away up on his forehead and stared. The choir sang a single verse and stopped. By this time the soprano was at red heat, and the perspiration on her marble brow had ruined her best Sunday bang. At last, with a final yank, she yanked her teeth apart, and exclaimed in an undertone: "If I ever ketch that Jones' young 'un that gave me that hunk of maple taffy I'll break her back." "Let us pray," said the old gray-headed clergyman solemnly. But every one within earshot of the choir stopped to grin first.—*Ex.*

THE CANADIAN MEET.

The City of Woodstock was in holiday attire on Wednesday, July 1st, to do honor to the third annual meeting of the Canadian Wheelmen's Association. At eleven A. M. about 250 wheelmen sat down to lunch in the skating rink. At 11.30 the business meeting was called, President, H. S. Tibbs occupying the chair. The first business, the election of officers resulted in the selection of J. S. Brierly, of Simcoe, for President and W. G. Eakins for Vice-President. The meeting then adjourned.

At one o'clock the parade started, riding through the principal streets, and finishing up at the race grounds. About 300 wheelmen were in line, the Toronto B. C. having the largest showing, fifty. In the evening the board of officers held a meeting at the Woodstock A. A. A. Club rooms. Mr. H. B. Donly was re-elected Secretary-Treasurer, and a grant of \$100 was made him, as a recompense for his efficient services of the past year. Several committees were then appointed, including racing, membership, transportation and road-book committees. After hearing the secretary's report, which showed the association to have 905 members, the meeting adjourned.

At some games held by electric light at the Williamsburg A. C. grounds on Wednesday evening, A. R. Rich, K. C. W., won the two mile handicap bicycle race in 6.50.

FROM THE CLUBS.

PICTURES.
July 25.—Bay City Wheelman's race meet at San Francisco, Cal.
July 25.—Dorchester, Mass. B. C.'s road race meet.
July 25.—Race meet at Chicago.
August 5, 26.—Clerical Wheelmen's Canadian Tour.
Aug. 13.—Berkshire County Wheelmen. Pittsfield, Mass. Third Annual Race Meet.
Aug. 27, 28.—Annual Race Meet Cleveland B. C. Club, at Athletic Park.
Sept. 2, 3.—Connecticut B. C. Race Meet at Hartford.
Sept. 3.—Troy B. C.; fourth annual race meet at Island Park.
Sept. 8, 9, 10.—Annual Tournament of Springfield, Mass. B. C. Club.
CLOSING OF ENTRIES.
July 25.—Dorchester B. C. road race meet. Open events. Handsome prizes. Address W. G. Kendall, 179 Tremont St., Boston, Mass. Entrance fee, \$1.00.
Aug. 25.—Entries close for the Hartford meet. For full particulars address Robert F. Way, P. O. Box 1025, Hartford, Conn.

FOR SALE AND EXCHANGE.

[Advertisements inserted in this column, not exceeding thirty words nonpareil, for one dollar. Any subscriber can insert an advertisement free of charge once during the year of his subscription.]

WANTED.—One thousand subscribers for THE WHEEL and the BICYCLING WORLD at \$2.00 a year. Regular price of the WORLD, \$2.00.

FOR SALE.—50-inch Expert; full nickel. Has been ridden but four times. Perfectly new. Price \$115. Address W. Vallean, 405 W. 73d Street, N. Y. City. 1312

FOR SALE.—56-in. Royal Mail Bicycle. '85 pattern. Enamelled and nick-led. full roadster, been used only four weeks. Cost \$137.50, will take \$110. Too large for present owner. Will warrant it as good as new, or will exchange for a 54-in. of same make in equally good order. F. C. Weston Bangor, Me.

FOR SALE.—Fifty-inch Challenge; Ball bearings both wheels; full nickeled; in perfect order; \$75.00. Must sell at once. 5 East 53d Street, New York City.

VICTOR TRICYCLE. new last October. 1884 pattern; excellent condition, with McDonnell Cyclometer and Bell. \$125. Offers considered. E. N. Bristol, 29 West 24d St., New York City.

FOR SALE.—56-inch American Rudge; ball bearings on both wheels. Nickel except wheels. 1885 pattern. Not ridden 100 miles. Price \$100. C. W. Seaman, Lewisburgh, Pa.

FOR SALE VERY CHEAP. 52-inch Excelsior Cyclometer, too small for present wheel, \$5.00. Two new adjustable saddles; one by Lamplugh & Brown, \$2.00 each. P. O. Box 96, East Orange, N. J.

T. HUNT STERRY, Agt. DEALER IN BICYCLES AND TRICYCLES.

Second Hand Bicycles Bought and Sold. Repairing, Nickel Plating and Painting. Bicycles for Road Use. Bicycling taught free to purchasers.

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GARVEY'S BICYCLE SHOP.

Broadway, Cor. 59th St.,

CENTRAL PARK ENTRANCE, NEW YORK.

Repairing, nickeling and japanning; second hand wheels of all kinds wanted and for sale. Send postal for printed list. Agency of the Columbia bicycles. Manufacturer of the Duryea Saddle.

BICYCLES—EASY PAYMENTS.

Bicycles, \$8 to \$160; Tricycles \$7.50; Velocipedes \$3 and upwards. Columbia, Victor, Facile, Royal Mail, American Challenge, Otto and other bicycles sold on the installment plan without extra charge except for interest. Send for large new illustrated catalogue of wheel goods, including many novelties in sundries and particulars of our installment plan of interest to every actual or prospective wheelman. Many in the Atlantic States are finding it to their interest to deal with us. Freights equalized. Second hand wheels handled. Geo. W. Rouse & son 13 G St., Peoria, Ill.

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Bicycle and Tricycle Repairs.

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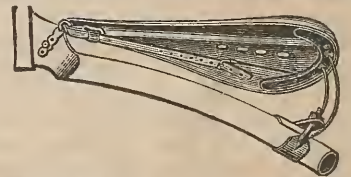
Re-opens for organization of Classes Sept. 1, 1885. The master of the above schools, having had over twenty years' experience as a teacher respectfully announces that he has visited the principal cities of France, England and this country for the purpose of obtaining information, and the best method of instruction, thereby claiming, it is not too much to state, they are second to none.

For further particulars send postage for circular to

P. HARVARD REILLY Prin'l,

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Used by Hendee, Prince, Sellers, Howell, Woodside, Corey, Landy, Jenkins of Louisville, Brooks, Eck, Morgan, Higham, Yates; also Miles, Armahnd, and Sylvester and all the flyers. Fits any machine, including Star Bicycle. Special terms to dealers.

PRICES SUPERBLY NICKLED, \$3.75.
Sent, postage paid for, on receipt of price.

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Broadway & 59th Street, NEW YORK
CENTRAL PARK ENTRANCE.

MISCELLANEOUS.

[Advertisements inserted in this department; not over four lines nonpareil, for \$10 a year.]

CHICAGO, ILL.—THE JOHN WILKINSON CO. 68 Wabash Avenue, makers of Bicycle Hose Supporters. The best style made. Price per pair, 35 cents by mail. Agents for the Columbia Bicycle. Send stamp for catalogue.

PORTLAND, ME.—LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON.

ST. LOUIS WHEEL CO., C. E. STONE, MANAGER 1,121 Oliver Street. Agents for
Victor Bicycle and Tricycle.

Also Facile, Sanspareil, American Club, and all high class machines. Repairing, nickeling, and enameling promptly done. Dealers in second-hand wheels. Send for printed list.

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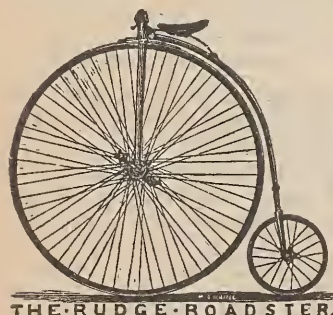
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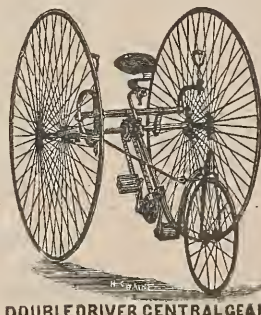
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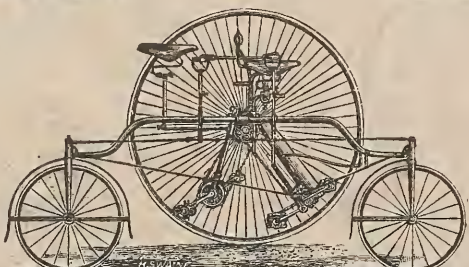
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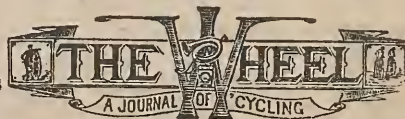
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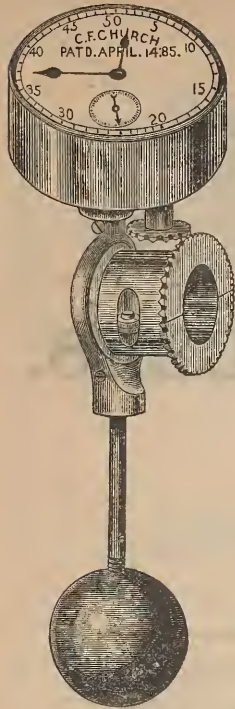
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The Bicycling World and The Wheel, \$2. a year; regular price of the World, \$2 a year. Outing and The Wheel, \$3 a year; regular price of Outing, \$3 a year. The Homing Pigeon and The Wheel, \$1.75 a year; regular price of each, \$1 a year.

THE CYCLING PUBLISHING COMPANY,

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THE CHURCH CYCLOMETER

From the principle of construction, the correct registering of this machine cannot be disputed. It deals with *positive motion only*, and when adjusted to a bicycle, becomes part of it, and no motion can be given to the Bicycle without being registered.

There are no bills or springs to get out of order, the whole machine consisting of eight cog wheels, the large wheel of the bicycle forming the ninth wheel.

It has the following points in its favor.

1. Absolutely correct in the registering of distances.
2. Simplicity of construction.
3. Can be read from the saddle.
4. Can be adjusted to any machine.
5. Has lamp attachment.
6. The *only machine* that deals with *positive motion only*.

DESCRIPTION.

The dial is like that of a watch in size and shape, except that the figures run by fives from one to fifty. The minute hand going around once every mile, the hour hand once every fifty miles, and the second hand once every one thousand miles. It is full pickled, and weighs with ball about 10 oz. The ball can be detached; and a lamp attached, making a cyclometer and lamp combined.

Will send to any part of the United States on receipt of the price.

In ordering give size and make of wheel.
Correspondence with dealers solicited.

PRICE, \$7.50.

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

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

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

The workmanship and entire practicability of each and every machine are fully guaranteed.

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CHALLENGE RACER, 56-inch, 22 lbs.

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APOLLO TRICYCLES, Two-track, Central Gear, and Loop-frame.

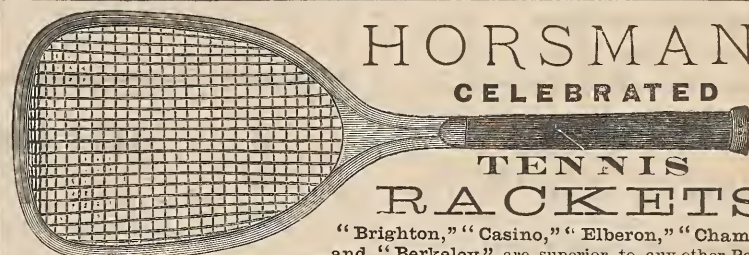
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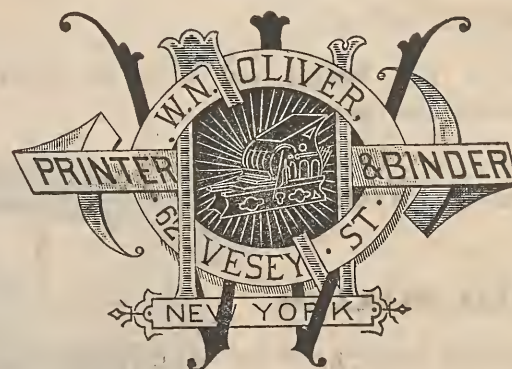
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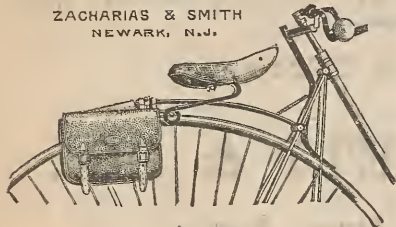
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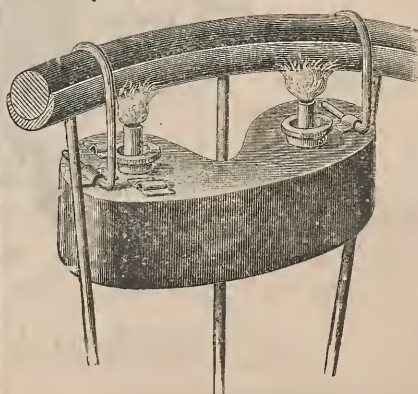
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