



VOL. IX.—No. 13]

NEW YORK, DECEMBER 25, 1885.

[WHOLE NUMBER, 221.

# VICTOR BICYCLES *AND* TRICYCLES,

The Highest Grade Cycles known to the Art,

Contain Many Desirable Features not in other machines.

Shallow Rims, stiffer and stronger.

Compressed Tires, guaranteed to stick.

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All Steel, all interchangeable.

Harrington's Enamel.

Patent Square Rubber Pedals.

Not a wheel buckled in 1885.

Principal Open Road Races for 1885, including Big 4 100-mile, Cambridge 50-mile, Boscobel 50-mile, Mass. Bi. Club 50-mile, were won on VICTORS.

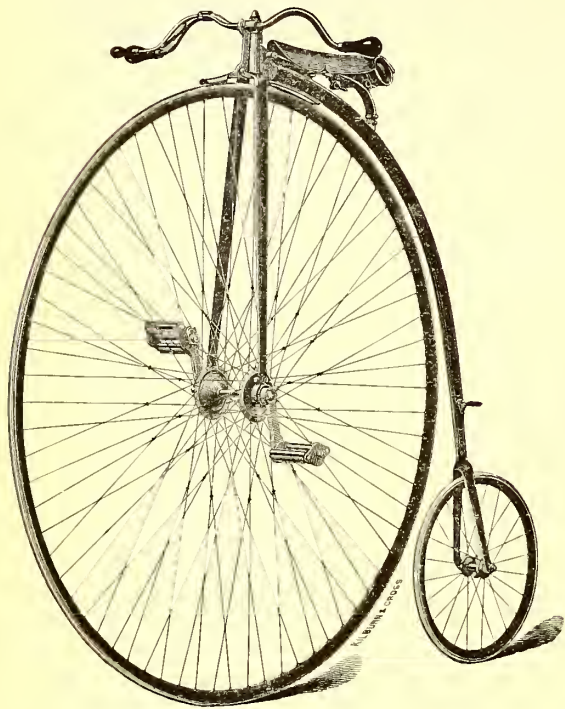
The first American cycles to hold World Records.

CATALOGS FREE.

## OVERMAN WHEEL CO. BOSTON.

First American Makers of High Grade Bicycles.

# ROYAL MAIL.



RACER, SEMI-RACER,  
LIGHT OR FULL ROADSTER.

FOR ROAD USE,  
— THE —  
LIGHT ROADSTER,

— 36 lbs., —

IS NOW THE POPULAR WHEEL.

Read This! A Competent Judge!

FRED RUSS COOK,

The Noted Californian Wheelman,

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

Messrs. Wm. Read & Sons:

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

Yours truly,

San Francisco.

FRED RUSS COOK.

A Superbly Built Wheel, Rigid, True Running.

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

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

From Bicycling World.

"The Royal Mails have proved thoroughly reliable, and I doubt if the repairers see them as often as some others."

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

Of the many Royal Mails in the Eastern Division of the Big Four Tour of this year, not a single one gave out in any particular, while other makes, broke down under the strain of the bad roads.

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

See them at the offices of

CHAS. RENTON & CO.,

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CHAS. SCHWALBACH,

132 Penn Street, Brooklyn.

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Outing and THE WHEEL, - - 3.00 a year

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## To Subscribers and Correspondents.

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

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

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

## A CHRISTMAS PUDDING.

THE WHEEL will reach its readers on Christmas Day and as it is the first time in the history of that flourishing and prosperous journal, we propose not only to blow our own horn, but to do a little shouting for our neighbors. We believe the saying that the "proof of the pudding is the chewing of the string" originated with the Overman Wheel Co., and as that corporation has absorbed the front page, we will give them a slice small to be true, because is the first slice and we must make the dish go all around.

The Overman Wheel Company will, next season push their wares with their customary vigor, and a removal to larger and more commodious quarters is contemplated. The fact that they have already placed an order for three thousand machines proves that they will not be behind hand in filling their orders, which will undoubtedly reward their perseverance and pluck.

We turn over the page after wishing them a "Merry Christmas" and the Royal Mail stares us in the face; a light, strong and easy running wheel, a prime favorite with many, and destined to maintain its position, that conservative management has secured for it. A more intimate acquaintance can be acquired by sending for their interesting catalogue.

Further along Bull & Bowen offer their celebrated Home trainer to the public at the moderate price of thirty dollars. They contemplate holding a series of races open to all for medals, the particulars of which will be announced in THE WHEEL at an early date.

Zacharias & Smith modestly appropriate a space to "Repairs," and they think that the general excellence of their work does not call for a more lavish display.

Everyone needs a watch, especially an accurate one, and this is what Mr. Jens F. Pedersen prides himself as capable of furnishing. We know that all his goods are as represented, and out of town customers need not fear but what their orders will receive as prompt service as if they were in town, to give them personal attention.

Whoever goes into Ira Perego's establishment at 128 Fulton Street, is always willing to repeat the call. Every good thing known in the line of furnishing finds a place in their handsome and extensive catalogue, and at prices that are moderate in the extreme. Their line of holiday goods is enough to make one's pockets tingle, but at the same time it is worth something to be entirely satisfied and suited.

T. Hunt Sterry reports an enormous sale of "Matchless Metal Polish," which he has persistently advertised, and now is the time when all nickel should be kept in good condition. A sample box will be mailed upon receipt of twenty-five cents. Mr. Sterry makes a specialty of second-hand bicycles and has always a list of bargains to draw from.

Messrs. S. T. Clark & Co. tell us where we can buy a "new bicycle at greatly reduced prices, and for less than the price of a good second-hand, low class wheel." What this firm will do the coming season has not as yet been announced, but we may be pretty certain that they will not be very far behind, and will hold their own in the importing field.

The American Star has no longer the charm of novelty, but is nevertheless a source of pleasure to many wheelmen. Its possession of good points will alone keep it in the active market, and the fact that the manufacturers are constantly improving its mechanical construction is a sign that it intends to hold its own with the best makes.

We digested Messrs. A. G. Spalding & Bros. pretty thoroughly last week, but amid this jolly holiday season it is well worth any one's while to drop in, and see Frank White's smile. Any one in want of "Holiday Presents" will find a pleasing assortment at the store of this popular concern.

The Coventry Machinist Co. have brought out a new bicycle steering tricycle of the Crippler type called the "Marlboro' Club," which is destined to be very popular. The workmanship of this well known concern is of the best as to point of finish and material used. The tricycle next season will make a very decided hit and its rapid growth is welcomed by all.

Take up any reputable journal and you will see the advertisement of the Columbia Bicycles. It is a fact that the Colonel knows a good thing when he sees it, and that is the reason he appropriates the back page of THE WHEEL. There is not much use in speaking of the Columbia wheels, everyone knows their merits and the main interest is centered in what novelties will be introduced. We have the sturdy Standard Columbia, the elegant Expert, the popular Two-track Tricycle and all that remains aside from the fleet Racer is a

Tandem. Perhaps when the Pope Manufacturing Co. finish with their "War on Records" they will give us some attention in that direction.

Genuine Rudge Bidwell adds to the popularity of bicycling in New York, and although taking the last slice, we have in our possession, is nevertheless the more welcome to it. May his considerable shadow never grow less and his business increase, with the new year. Our pudding is now divided, and it remains with our readers to enjoy it to their fullest extent.

## WHEEL GOSSIP.

Henry P. Lord, an esteemed member of the Albany, N. Y., B. C., and a prominent wheelman in his city, died last week.

Messrs. J. S. Anderson and A. S. Bowers of Toronto, have completed their three hundred mile bicycle tour in Western Ontario.

There is much dissatisfaction expressed in England, over the decision of the N. C. U. Record Committee on Adams' 24-hour record.

The rumor, recently circulated, that George M. Hendee would establish a 'cycling business in St. Louis, is evidently another of those what-do-ye-call-em's, for which the American press is noted.

Three of Canada's most prominent cities and cycling centres are bawling for the C. W. A. meet. After the spirit of L. A. W. gatherings they will no doubt, have a lively time, on the discussion of the question.

Just before going to press we learn that arrangements have been completed for a six day professional bicycle race, open to all riders, to commence on January 25th, at the Washington rink, Minneapolis. Woodside and Eck are the promoters.

Two weeks ago, E. Hale came in first in a Safety race, and showed unmistakable qualities of a good rider. Now we are informed that he has entered the employ of Messrs. Hillman, Herbert & Cooper. The firm that gets there first, has to do some quick work in England.

The directors of the Crystal Palace track have decided that in future, their championship cup needs to be won but thrice before becoming the winners final property, previous wins to count. Of the eight contests that have taken place since 1880 for the cup, no one man has scored two victories.

How easy it is to be forgotten. Fred. Rolinson, the little H'englishman, once the lauded professional champion of America, is a good example of the truthfulness of the phrase. Seldom his name is mentioned; then but by old-timers, who were wheelmen in the early '80's, when Fred was in his most flourishing condition.

The fashion of wearing 'cyclers' apparel during business hours, as well as time devoted to riding—has been engaging attention lately. Many influential wheelmen—Eugene M. Aaron, for instance, for he is influential you know—have adopted the custom, and from present indications we may expect it to be quite the rage in a few years. The prince of dudes, Mr. E. Berry Wall, may be credited with setting the fashion.



The Ideal B. C. was recently organized in Little Rock, Ark.

Stamford, Conn., has some of the best suburban roads in the country.

The *Cyclist* says that E. Oxborrow claims a 24-hour record of 267 miles.

Sanders Sellers, the first rider to do under 2.40, is seriously ill with typhoid fever.

The one mile bicycle championship of Australia has been won by F. Shackelford in 2.56.

The New Orleans B. C. have received their ninety-nine years charter from the Secretary of State.

The Chicago B. C. has seventy-one active members, fifteen having been admitted at the last meeting.

Van Sicklen is billed for an attempt on the half-century record during January at the Exposition Building.

F. F. Ives and W. A. Rhodes will both try for the 24-hour record on the first favorable day in early spring.

The first prize President Ducker ever won, was taken at the Carnival of the Massachusetts Club, he being attired in the second-prize costume.

We in New York are luckier than our New Hampshire brethren. In the Northern part of that State, snow fell on November 25th, to the depth of one foot.

An experienced rider suggests that wheelmen use five cents worth of shellac dissolved in alcohol, as a better and cheaper cement than any in the market.

The Lincoln B. C. England, has paid the costs and claims of the Price case, and has not appealed, as it intended. The case was fully reported in these columns a short time since.

C. D. Batchelder, of Lancaster, N. H., rode over the Pilot Range of hills in a day recently. The tour was a tough one, and is unprecedented in the annals of New Hampshire cycling.

The Cycling Division of the English Hull A. C. evidently has a few pot-hunting scorchers. The members have captured seventy-three prizes, valued at \$1,000, during the present season.

Philip Fontaine, of the New York Citizens Club, has a record of 3,400 miles from January, to the present date, all ridden in the evening or on Sunday. Elliott Mason follows with an even 3,200.

The proposed bicycle track for Liverpool, England, is at last under way. The track will be completed as quickly as the preparatory work is done. To aid in its building, the Liverpool A. A. C. has been formed.

"Who will have the first place in the L. A. W. parade of May next?" is the question that is just now occupying the minds of all Bostonians. A little tiff is imminent between the Massachusetts and Bostons.

At Davenport, Iowa, on the 11th, Prince and Eck were to have raced five miles, but Prince failing to appear (wife sick, you know) Will Matt, a local celebrity, took his place, and, hardly strange to say, won in 21.31.

It now looks as if a three-days tournament will be held at New Orleans, on the exposi-

tion grounds during February or March. All northern riders are invited to journey southward about that time, and display their pot-hunting proclivities.

The Chicago Club has three different slates nominated for the coming election of officers. On the different tickets, Messrs. John O. Blake, John C. Ellis, and Wm. M. Durell are down for the presidency. Mr. Durell evidently has the priority.

A Baltimorean is credited with having uttered the following words of wisdom. "It is not always the man with the biggest legs who can ride the bicycle best. A short leg gets around the pedal quicker, and does not necessitate near so much work."

The Chicago B. C. have secured the use of the Exposition Building for practice during the winter. The track is being surveyed, and a race-meeting talked for Washington's birthday. And then, of course, will the wild west be the possessor of more records!

Sir Algernon Borthwick, M. P., presided at the dinner of the West London T. C. It would be a paying investment for some Yankee to journey to England, and start a company for the importation to America of real, live and warranted M. P's. to order.

H. A. Speechley is now an Ex-M. A. He is no longer in the employ of the Coventry Mch. Co., but resumes his former occupation as a Civil Service Officer. E. Hale, the winner of the Kangaroo Century race, now represents Hillman, Herbert & Cooper.

Jack Keen has evidently turned to a sort of political letter carrier. Jack waited at Epsom for the result of the election, and when announced, donned his racing socks and arrived at Ditton per wheel one minute ahead of the telegraph message, giving the result of the election.

The Terre Haute, Ind., B. C. has decided to join the L. A. W. in a body. The recent races in that city have given a decided upward motion to the sport in the locality. Five members were admitted at the last meeting of the club. Who has said that race-meetings don't pay?

There are rumors running about, in London of a scheme on the part of the officials of the C. T. C. to interest capitalists to the extent of about a million dollars, to be used for the construction of a palatial club-house with restaurant, gymnasium and in fact every comfort and convenience that money can secure.

W. M. Woodside failed in an attempt to beat the fifty mile record on December 7th. Washington Rink, Minneapolis, was the scene of the run. The air in the rink was close to zero, and at forty miles the rider was so benumbed, that he was compelled to stop. The forty miles were covered in 2.12.3.1-5.

Way down in Kentucky, even, they are considering the track question. Hampden Park has evidently set the ball-a-rolling. The Louisville Wheel Club is endeavoring to have a track in the course of construction by next spring, that the members may get in trim for the race-meets, and their own annual affair.

From the ill-success that has attended the founding of clubs in New Haven, one would be apt to think that some special Providence was on hand to prevent their usurping the title of "Leading Club," from the New Haven B. C. Two clubs have gone to the wall in that city lately, the Ramblers and Elm City's.

Prof. Wm. G. Sumner, of Yale College, has hardly been successful in his attempts to master the wheel. He goes about now with his right arm in a sling. The students have been much mystified as to its cause, but upon learning that he had attempted the art of riding, accepted it as a full and sufficient explanation.

Master Fred. Coningsby, a lad of fifteen years, is credited with riding from Paoli to 52nd Street, Philadelphia, on the Lancaster Pike, a distance of 16 miles, in one hour fourteen minutes. Lancaster Pike is the best road for wheelmen in Philadelphia, smooth and superb for riding. The *Bulletin* characterizes Master Coningsby's performance as a remarkable one.

W. M. Woodside and T. W. Eck were competitors in the fifty-mile bicycle race, Eck receiving 3 minutes start, at the Washington rink, Minneapolis, yesterday, December 24th. Woodside was to have attempted breaking the record. Full particulars next week. The same parties will compete in a 26 hour race on December 28 and 29th. The first prize will be 30 per cent of the gate receipts, 20 per cent to second man. A purse of \$100 will be added in case the record is broken.

Eagle Rock Hill, situated just outside of Orange, N. J., has been the scene of many fruitless attempts by wheelmen to reach its summit. Frequent claims of having succeeded in accomplishing the feat, have been presented, but all were unauthenticated, and to-day, Charles E. Kluge, of Jersey City, is the only rider who can prove his successful essayal of the feat. December 13th was the date. Judges were stationed at various distances on the hill, and all testify to his having ridden it. Kluge was sworn by S. H. Smith, Notary Public, to having fairly ridden the abruption, as were the four witnesses. Total length of the hill is 4,650 feet, with an altitude of 185 feet; in 1400 feet the grade is from 7 to 11 feet in 100; the lightest grade in any hundred feet being 7 feet, and the heaviest 12 feet.

The New Jersey Wheelmen, of Newark, held a highly interesting entertainment at the Belleville Rink, on Friday evening, the 18th. Upwards of 1500 people were present, and enthusiastically showed their appreciation of the really excellent performance. The programme opened with general skating on the part of the audience, followed by fancy acts on the little rollers by Miss Lottie Loder and E. M. Brown. The parade of the forty members of the club followed, and as the boys had their whiskers trimmed to perfection the commendation of the audience was elicited. The drill was the event of the evening and the faultlessness with which the different evolutions were performed, called forth applause. With a little more practice the team will become one of the best in the country. E. Bond and William Geery contested for the gold medal in the one mile race for Star riders, Geery eventually winning. It would, no doubt, have been a close race but for a fall on Bond's part, taken early in the race, as the men were seemingly very evenly matched. The burlesque drill followed, and scored a success. Then the mile crank bicycle race between Messrs. A. O. Lemeris, T. D. Palmer, and C. Dennison, for a gold medal, the first named winning in 2.45. There is evidently some mistake either in the time or measurement of the track. The Kangaroo race was the concluding event and was won by T. D. Palmer, C. R. Hoag taking second prize.



Dan Canary was present at the reception of the English Surrey B. C. given on the 5th, in his honor.

The organization of a bicycle club, consisting of L. A. W. members solely, is on the tapis in San Francisco.

Numberless clubs in this vicinity are planning Long Island tours for next spring. Even Connecticut is represented.

To the writer who claims the roads in Indiana as the best the country affords, we say "Come and try the Orange's."

A tandem pair, lady and gentleman,—will, it is rumored, form part of the New York contingent of the Big Four next season.

A. B. Rich, of Staten Island, has received the twenty-two pound Columbia racer, on which he will do all of his riding next season.

Lin Gordon, the St. Louis pet is about to remove to Kansas City. St. Louis' gain is Kansas City's loss. That saying has got mixed up somehow.

The Cleveland Club has 80 members. There is a great deal of rivalry between this club and that in Cincinnati, which is close up in point of numbers.

The Aeolus B. C. has led the way in Chicago by consolidating with the Chicago Club. The idea originated in England where consolidation is quite the fashion.

S. G. Whittaker is reported to have made five miles at the St. Louis Globe Rink recently in 14.45 3-5, breaking the rink record. Ches—no, boss boy, we mean.

The Stamford, Conn., Wheel Club will hold a rink entertainment during the latter part of this month. Polo on Stars and fancy riding, as well as the presence of Star Weber is promised.

George Weber, the "Star Demon," stands five feet, ten inches high, and weighs 175 pounds. In his year and a half of racing he has captured 36 prizes, out of the forty races entered.

The Adrian, Mich., B. C. will appear in cycling costume on New Year's evening, the occasion being one of the series of their very pleasant parties. To other clubs we would say, "Go ye and do likewise."

H. W. Gaskell says that records made after much practice, with pacemakers, and and at one's own convenience should not supersede those made in open competition. A record's a record for a' that. Perhaps Herbert is prejudiced.

*Wheeling* announces that it will present portraits of thirty prominent wheelmen in its coming annual. Wm. A. Rowe, the greatest light of all, is omitted. We hardly think Rowe will think it worth the trouble of making a row.

An enterprising manager has been showing "Dolly," a mare of small build, who can skate on the little rollers about as good as a Chicago girl, and evidently enjoys the sport. No doubt the climax will be capped by placing her on tandems, one on each side.

That old and influential club, composed of Brooklynites, "The Long Island wheelmen," has had a prosperous existence. Born during 1882, in the City of Churches, the L. I. W. retains its name and reputation as being one of the foremost in Brooklyn, though many young and active clubs have since developed.

Our paragraph to the effect that Whittaker would allow Percy Stone, a mile start in a five mile race has touched the latter gentleman in a tender spot. While we were in error, we are glad to say, that it will probably have the effect of stirring up the parties concerned, resulting in a race for blood between the distinguished St. Louisans.

An evidence of the popularity of the sport on the coast, is the hop of the San Francisco Bay City Wheelmen, held on Dec. 3rd, attended by many fashionable people. The hop was a great success from every point of view, the only disappointment being the failure of the boys to appear in cycling costume, which it was rumored they intended doing.

On the Lancaster Pike, from Philadelphia to Paoli, distance sixteen miles, the exorbitant rate of one cent per mile is charged wheelmen, collected by the numerous toll-gates, being much in excess of that levied on vehicles. To use an expressive term, the cyclers are "kicking hard" against this glaring injustice and some time we may expect to be let off for a little less cash.

Eck and Prince, it seems, are in trouble with the St. Louis boys, grown from the latter failing to treat the Pro's, as they deserved. Prince has been sort'er hankering after a gold medal, while Eck finds many sympathizers, in not having heard once while in St. Louis, the mellifluous cry of "Zwei Beer." By the way, Prince and Eck are reported to have severed partnership.

Our prediction of the swarming to England of most of our fancy riders in the spring has been partly verified. Friedberg and Wells have announced their intention of sailing during June, '86, while N. E. Kaufman will depart from our shores on February 1st. In Kaufman, Canary will have a formidable rival. Some day the world may be astonished by the two entering into partnership.

Cycle Hall, Newtonville, Mass., the clubhouse of the Nonantum B. C. is about to be furnished with a gymnasium, which will include a shooting gallery, boxing and fencing room, with all necessary requisites, and a full assortment of Indian clubs, dumb-bells, etc., the heavier ones, needless to add, for display only. The club was organized in September, '84, with twelve members, and now numbers forty.

A young American student who formerly attended the University of Michigan, and journeyed to Europe for the benefit of his health, and learned to ride the wheel in England, during his short career as a tourist, has wheeled thrice over the Alps. He contemplates a journey through Italy, Spain and other countries, per wheel, and will follow the example set by Stevens and Jo. Pennell by writing a book descriptive of his travels.

All the English pro's are making preparations for an exciting season next year. Wood will do no racing during the winter, but will enter a strict course of training, from which he expects to emerge a faster man. Howell ditto. Lees is also in training, and contemplates smashing the records in the spring. We hope to see this latter celebrity at Springfield next September. He holds a number of records, and with proper treatment would undoubtedly be a good one for the long-distances.

The St. Louis Ramblers B. C. will hold a series of races during the winter to be run at the Globe Rink, every Saturday. The races will be from one-half to one hour in duration, and contested by the best riders in the city. The monotony will be varied occasionally by drills, etc., while it is rumored that

eight bald men, who form an association called "The fly-haters," will attempt to ride a bicycle, and then endeavor to skate across the rink, feet upwards. The racing was inaugurated on December 19th.

Wm. M. Woodside and T. W. Eck will race fifty miles in Minneapolis on Wednesday, December 23rd, in an attempt to beat the world's record for the distance. On the 28th and 29th inst, the same riders will contest in a 26-hours race and intend to wipe out the present record held by Young of Boston. The men are also endeavoring to arrange a six days race, to take place in the near future, open to all professional (or amateur) riders for five prizes to be made up from 50 per cent. of the gate receipts. Woodside is the favorite in Minneapolis sporting circles, and will win if he feels so inclined.

The Pequonnock Wheel Club, of Bridgeport, Conn., gave their third annual exhibition in that city on December 11th. A large and enthusiastic audience was present. G. L. Fryer and W. B. Middlebrook contested in a mile race, which was won by the latter after a spirited contest. Messrs Chas. Frazier and Mc Anny of Smithville N. J., gave some of the finest double-fancy riding on their Star that was ever witnessed in Bridgeport. Ray won the slow race, coming in far behind the four other contestants. Mc Anny then performed some very meritorious fancy feats, his riding an ordinary wagon wheel being the most notable. Frazier and Mc Anny concluded the entertainment by a game of Polo on Star Bicycles.

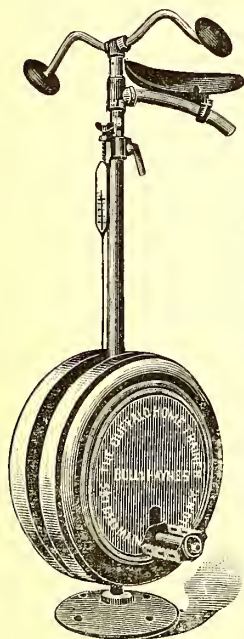
A case of importance came before the Judge of the Brompton County Court, in England recently. The plaintiff, Cecil Ramsey, bought a tricycle for sixty dollars that was advertised as a "Genuine Humber." In a short time the machine became useless, and the dealer to whom it was taken for repairs informed Cecil that the machine was not as represented. Thereupon the gentle Cecil conferred with M. D. Rucker, maker of the Humber, who said that the trike was of inferior quality and worth but about thirty-five dollars. Cecil then instituted proceedings against F. B. Baulch, the defendant, from whom he had purchased the machine, for recovery of twenty-five dollars. The case was dismissed, though it is understood that a new trial has been applied for.

The Wheelmen of Oregon are now considering the advisability of contesting the validity of the following ridiculous law, recently passed at a special session, of the Legislature. "Every bicyclist and tricyclist must stop riding at a distance of 100 yards when meeting a team, and remain standing until the team has passed." The passing of a law like the foregoing, in a State like that of Oregon, where the sport has acquired a firm foothold, seems ridiculous in the extreme. This far western section of our country, can boast of some both enthusiastic and excellent wheelmen. A. Abrams, of Roseburg, is credited with being champion fancy-rider, riding one wheel, both backward and forward without hands. Another clever trick of his is riding in front of the handle-bar facing toward the saddle, for a long time, without feeling wearied. The Oregon B. C. have appointed a committee to look up a suitable site for a track, probably four lap, to be built during the Spring. Among the members of the club are Harry Hogue, who acquired the art of riding a bicycle at Harvard College, and made quite a reputation as a local racer, and Fred. T. Merrill, state champion. On the active-membership roll of the organization are twenty names.



# THE WHEEL

## THERE IS SOMETHING IN IT!!



N. H. VAN SICKLEN, at Chicago, October 16, 17, won 7 Prizes, including "The Columbia 20-Mile Cup."

*THE above Excellent Record, made by "A Good Man upon a Good Bicycle," was the result of a thorough training on the*

### Buffalo Home-Trainer

GENTLEMEN: I wish to express to you the complete satisfaction I have found in using the "Buffalo Home-Trainer," having used it to a considerable extent, my work on it being the only training I had to prepare myself for our late tournament, my business being such as to confine me to the office from eight A.M. to six P.M. Without it I could not have trained at all, and I can say I would not be without one.

Yours respectfully,  
N. H. VAN SICKLEN.  
CHICAGO, ILL., Nov. 10, 1885.

**BULL & BOWEN.**  
Cor. Main & Chippewa Streets, 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"

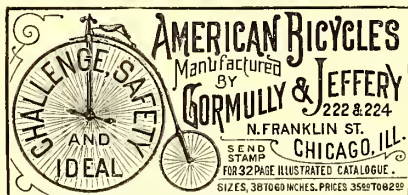
For brain-workers and sedentary people. Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16, East 14th Street, N. Y. City.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



### THE "PARADOX" OILIER

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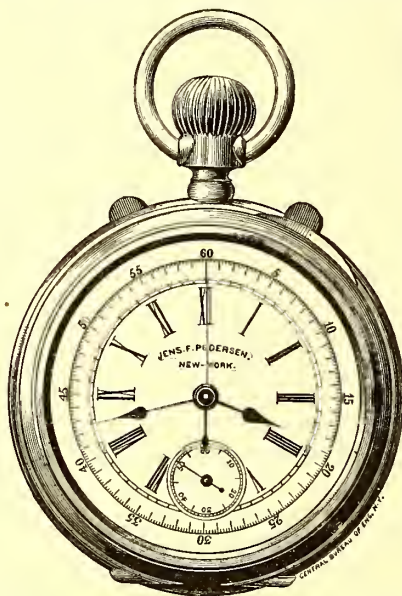
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## HUB HAPPENINGS.

FIRST CARNIVAL OF THE MASSACHUSETTS CLUB  
—MANY PRETTY COSTUMES BUT NOT MUCH  
MONEY—MORE ABOUT DOUBTFUL ROAD REC-  
ORDS—POINTS.

The fancy dress carnival of the Massachusetts Bicycle club held at Mechanics Building last Wednesday evening, was a grand success artistically, but, sad to say, like all previous cycling exhibitions held in Boston, it proved unsatisfactory financially. It is very strange that no money can be made from a cycling entertainment given in Boston, the undisputed hub of the American wheeling world. We give good entertainments, even if we don't give good races, and it is strange that people cannot be induced to attend them. You New Yorkers give a race meeting and clear a thousand dollars or so, while if we here, in a town with many times the number of wheelmen, have the courage to dare attempt such a scheme, we have to dive down very deep into our pockets to pay the surplus expenses over the receipts.

The Massachusetts Club did not, however, have such hard luck as that. The receipts from tickets just about paid expenses, and all that was made on the programme, which by the way, was an exceedingly artistic little illustrated pamphlet of 32 pages, containing a history of the club, and much useful information re cycling, was clear profit, and added to the club's treasury some \$250.

Skating rink carnivals have become of such frequent occurrence hereabouts, as to become almost tiresome, and are looked on with little favor by the public. Perhaps this affair of the Massachusetts Club was looked upon as much the same sort of a thing, and therefore they took little interest in it. A cycling carnival is, however, an entirely different affair, for while it must necessarily partake somewhat of the nature of the skating rink displays, the merry maskers being astride of wheels adds a charm of novelty which compensates for all the aged features, and makes the occasion one of much pleasure, and one likely to be long pleasantly remembered. I believe that this is the first fancy dress cycling carnival ever held in America.

There was an attendance of something less than 3000 people. Of these, about 150 were wheelmen in fancy costumes, but many more were present in their club uniforms or every day dress. Representatives were present from nearly every club in Boston and surrounding towns. A large number of Boston Club members were present, but took no active part in the festivities. The Cambridge Bicycle Club was represented by a delegation of about thirty, all wearing the club uniform of steel gray. The Springfield club was represented by President Ducker, Mr. Riley and several others. Mr. Hazlett looked after the interests of the Rockingham Club of Portsmouth, and a number of other clubs were represented from a distance. Among the clubs from about the city were represented the Maverick Wheel Club of East Boston, the Dorchester Club, the Suffolk Club of South Boston, the Charlestown Club, the Melrose Club, the Chelsea Club, the Hyde Park Club, the Newton Club, the Brockton Club, the Lynn Cycle Club, the Hawthorne and Salem Clubs, the Beverly Club, and others.

Both the halls were thrown open to wheelmen to ride through. In the latter were given the cycling features of the programme, and in the Olympian Hall the attractions.

The formation of the line of parade was in the smaller hall, and there for an hour previous to its start, Lieutenant Peck and his aids dash-

ed about in feverish excitement to get everybody in their proper positions. It was about 8 o'clock when the parade started and headed by the Dahlgren corps of vigorous drum beaters, moved toward the large hall. Lieutenant Peck rode at the head of the procession, arrayed in a marvellous costume, composed chiefly of championship medals of more or less value. Upon his head he wore a helmet of a metal like that of his medals, and a huge sash across his breast, upon which was inscribed the word "Champion." Behind him came Captain Shillaber, in a Santa Claus costume, and driving before him with red ribbon reins the Wilmot fancy cyclist. Then came President Williams, in the costume of a prince of the Middle Ages, and by his side rode President Ducker of the Springfield Club. He represented Prince Carnival, and most gorgeously was he arrayed. Following them rode a devil in red and black, whose companion was a convict just escaped from Maine. The captain of the Somerville club was next in a grotesque costume and bearing in front of his bicycle a collection of revolving flags. Then followed the usual array of fierce warriors from the burning plains of Africa, from the prairies of America and the icebergs of Greenland. Devils and innocent peasants, ministerial-looking gentlemen of Puritan days, treacherous-looking Italians, princes, kings, dukes and chevaliers, passed in rapid order. The sight was a pretty one as they sped about the hall, the brilliant hues of the gorgeous costumes contrasted with the dazzling, glittering reflections from the highly burnished wheels in their rapid evolutions.

A board of seven judges occupied front seats upon the stage, and passed judgment upon the merits of the costumes displayed. It was a difficult duty to perform, and it is not likely that everybody was satisfied. Their decision gave the first prize in the class of most elegant costumes to Bert Thayer, as a golden prince, and the second to H. E. Ducker of Springfield as prince carnival. For the most original and effective, John T. Williams as Mercury, took the gold medal, and C. H. Davis as Poor Joe, the silver medal. For the most comical, Lawrence Land, a blushing ballet damsel, took first prize, and G. F. Walters second, for his make-up as a dilapidated reminiscence of the famous Japanese lantern parade a few months since.

The Country Club on a fox hunt was the best feature, and was presented by the Newton Club, Messrs. Aubin, Saben, Elleson, Huntley, French, F. and H. Wilson, J. M. Aurburn, Barker, Robbins, and Bartlett. The riders were made up in Irish style, wearing striped overalls, while the master of the hounds wore the red coat and carried a whip.

After the parade the Brockton Club gave an excellent club drill. There was fancy riding by Messrs. and the Wilmot Brothers, all of who were tamed of the wheel.

The inventor of the velocipede, a Frenchman that was a very enthusiastic cheering. He was the fastest amateur cyclist and sped a few times around the room as a bicycle racer. Dances were given in the main hall, the Salem Cadet Band. There was skating and a race of the Roxbury high school for the championship of the high and Dudley grammar school. Drury of the Prince of Wales won a championship medal; one mile, 3m. 58s. Prize medal.

The committees on the carnival were: Treasurer, George Pope; special committee, Arthur E. Pattison, Alonzo D. Peck, Jr., F. Alcott Pratt; attractions, Edward W. Pope, A. D. Peck, Jr.; press and advertising, Henry W. Williams, A. E. Pattison, A. D. Peck, Jr.; programme, A. E. Pattison, Lewis Barta; costumes, J. T. Williams, D. W. Northrop, S. A. Merrill, C. H. Davis, A. D. Salkeld; dancing, F. Alcott Pratt, H. M. Saben, A. D. Peck, Jr.; floor manager, F. Alcott Pratt; aids, H. M. Saben, H. C. Robbins, N. Ethier, F. W. Hill, C. F. Kimball, J. S. Pratt, Eben Fish, A. B. Stoddard.

## BUTCHER AND THE RECORD BREAKERS.

Mr. Joseph Butcher has not yet condescended to explain his charges of fraud on the part of McCurdy during his recent 24-hour road ride, and the public interest in the the same continues at a fever heat. Your correspondent has several times asked him to explain, but he each time refused, saying that he will not explain until those against whom he has charged fraud shall come out in print and deny the allegations. He refuses to tell where his information comes from, but says that his informant was present when the alleged crooked transaction occurred. From McCurdy I learn that the only riders with him when he changed machines, were his pace-makers, Woodman and H. E. Lombard of Cambridge. The natural inference therefor, is that Lombard is responsible for the origination of the stories. Perhaps this gentleman will not object to giving a detailed account of the charges made against McCurdy. Mr. Butcher said to your correspondent when asked for a statement of the facts, that he intended to reply only through the *Bicycling World*. If the other parties would come out and deny the charges he would then give his proofs. Because no denial appeared last week he considered that they were afraid to reply. He said that he was a peaceably inclined man, but if they pressed him too hard, he had some very damaging facts to disclose. Out of regard for the feelings of certain persons he had thus far refrained from telling all he knew. He finally admitted that he had been told that Woodman, McCurdy's pace-maker, twice rode ahead of him and then returned again. He thought that this would make the distance of about an extra mile.

When Mr. Pattison, of the Pope Manufacturing Company, and one of the gentlemen in charge of McCurdy's ride, was asked why he had not replied to the charges, he said that it was because he had not had time, and intended to do so this week. Said he: "We did everything in our power to guard against the possibility of fraud, and if there was any, I should like to know about it. I think it would be but justice for Mr. Butcher to explain his charges and thus remove the reflections which have been cast upon the honesty of the gentlemen under whose direction McCurdy made his record."

McCurdy called upon the writer a few days since, and while he admitted that he changed machines with his pace-maker, he stated positively that the pace-maker rode only a short distance ahead of him, as pace-makers usually do, and that he never once rode back to him. Said he: "If Mr. Butcher can prove these charges I wish he would do so. I say there is no truth in them." Regarding the records of Munger and Huntley McCurdy said: "They have no other proof than a cyclometer register of what they did. I have that also, and what is far better, the fact that I rode over a previously measured course and did not once leave it. Now with all their repeatedly riding over good roads, they could only add to my record two or three miles."



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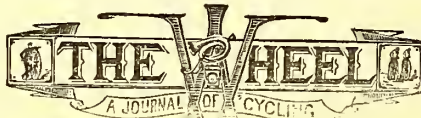
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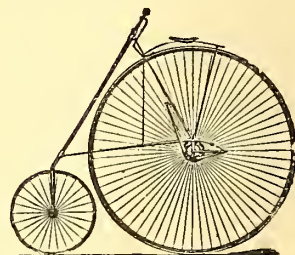
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## POINTS.

Lon Peck, of the Massachusetts club, has cycled about 2700 miles on his bicycle this season.

The annual dinner of the Massachusetts Club will be held at the Vendome, during the latter part of next month.

Dr. W. G. Kendall evidently holds the best road riding record for the season of 1885, of any rider hereabouts. His total record was 4840 miles of which distance 4163 miles were made on a bicycle and 677 on a tricycle.

C. K. Alley, ex-secretary of the L. A. W. was in town last week.

A stage has been erected in the gymnasium of the Massachusetts club house, and the members are arranging to give an entertainment in the near future.

The Notman Photographic Company of Park street is anxious to have all participants of the bicycle parade at the Mechanics' building Wednesday night call and be photographed for a large group picture which is to be made. There will be no charge for sitting.

The prize offered by the Massachusetts Bicycle Club to the schoolboy selling the most tickets to the carnival of Wednesday, has been awarded to Harry F. Williams, son of President George F. Williams of the Nonantum 'Cycling Club of Newton. He will receive a full nickel-plated Expert Columbia machine. The young man did not sell a ticket among members of the club.

The Nonantum 'Cycling Club of Newton held its regular monthly meeting Thursday evening Dec. 17, and elected officers for the coming year, as follows: President, W. E. Wentworth; vice-president, J. M. Fisher; secretary, J. H. Lewis; treasurer, A. A. Glines; captain, George F. Williams; 1st. lieutenant, W. H. Allen; 2nd. lieutenant, W. H. Huntley; bugler, J. J. Needham; color bearer, Franklin Bauchor; club committee, W. E. Wentworth, J. H. Lewis, G. F. Williams, F. L. Tainter, C. P. Burnham. The growth of the club during the past year has been very gratifying, the membership having increased from 12, at the time of organization in September, 1884, to 40 at the present time. The rooms in Cycle Hall, Newtonville, are about to be furnished with a shooting gallery, fencing foils, boxing gloves, Indian clubs, dumb bells and other useful articles for the amusement of members of the club.

W. W. Stall is away on a several weeks visit to Smithville, N. J. C. S. H.  
BOSTON Dec. 22, 1885.

## CHESTNUTS II.

I believe I left you last week preparing for the great run of the New York Bicycle Club on Washington's Birthday, 1880. It was the first public run, and the nerves of the great "unwashed" were strung to the highest pitch in anticipation of the event. By constant practice in the rink I had acquired confidence in my wheel, and was eager for the morning when I should indulge in my first long road ride. I had chartered a tailor the week previous, to alter an old pair of pants, and when they finally came home, I must confess I was too timid to put them on. But we were martyrs in those days and objects of scorn to every one, where now we sometimes create admiration, so pulling on a long ulster that reached to my heels, and donning a diminutive polo cap, I set bravely out for the American Institute, keeping a sharp lookout for boys and stray dogs.

Upon reaching the American Institute, I found some thirty fellow wheelmen busy tightening pedals and oiling up preparatory to the run. We were a motley crew, I will admit—no two were dressed alike. A uniform was unknown in those days, and the majority were like mine extemporized for the occasion. I might add that it had rained hard during the night, leaving the Boulevard and the Kingsbridge road in a state of pasty mud, and as we filed out of the building followed by the ever admiring crowd of small boys, our position was not to be envied. We struggled through to Fifth avenue over the slippery cobble stones and walked across the sidewalk of the park to the Boulevard. Here we found quite a crowd had collected who were not backward in making comments upon our appearance, much to the discomfort of the novices.

\* \* \*

For some reason or other we did not follow the exact programme laid out, and the start was not the success that it was intended to be. Through some misunderstanding the party became divided, some going through the transverse road to 72d street. We waited patiently until Mr. Kingman N. Putnam, then Secretary of the New York Club was seen bowling along attired in the new club uniform which the New York Times describes as consisting of a "single-breasted sacque coat, cut square, of cadet gray cloth, trimmed with scarlet cord down the front and around the stand-up collar and cuffs; knee-breeches of the same material, ornamented with three buttons at the knee, and a scarlet cord extending down the welt. Dark gray stockings, and a skull cap with a visor to match the suit," completing the outfit. No change has been made since then, except the scarlet cord has been discarded.

\* \* \*

The signal was given to mount and we were soon wobbling through the sticky mud. At 104th street a drizzling rain commenced to fall, which afterwards changed to a driving snow storm, and we were compelled to take refuge in a neighboring road house for half an hour. The sun finally beamed upon us, although the head wind made progress slow and difficult. The party now numbered thirty-five, and while Yonkers seemed a great way off, we determined to reach it if possible before dinner time. A number of humorous accidents occurred, but we finally reached Kingsbridge, (9 miles), two hours and a half after the start.

\* \* \*

As I was toiling up the hill, I noticed immediately in front of me a powerfully built man riding a 54 inch Standard with short cranks. It proved to be Fred. G. Bourne, now Vice-President of the Citizens Club, and an acquaintance was immediately scraped through the medium of a wrench, which lengthened the cranks out full and loosened the cones of his rear wheel, which were bound fast. I might also add that as a matter of history it was the only time I ever passed him on the road, although we have cycled many hundreds of miles together since that memorable day. But all roads have an ending and the Getty House soon hove in sight after a tough ride of four hours duration. The distance—some fifteen miles—has recently been covered in 57 minutes, which proves that this is a progressive age, both for men and machines.

\* \* \*

We stored our wheels at the Yonkers Bicycle School, which was then managed by Elliott Mason, who is now the representative of the Pope Manufacturing Company in New York.

After a late dinner, some of the more venturesome started to return by road, but the majority of us took the train back to 125th street and then wheeled to the Institute, arriving about 5 o'clock. This ended our first road ride of any importance, although we took advantage of the moonlight nights for spins, usually ending up with a dash through Central Park, the forbidden ground, even in those days.

\* \* \*

In the meantime cycling continued to grow steadily in Gotham. The lease of the American Institute having terminated, Mr. Wm. M. Wright, who succeeded Wentworth Rollins, fitted up the old building at 791 Fifth avenue, and did much to advance the interests of the sport by providing comfortable quarters for the clubs in that well known rookery, now entirely eliminated, the only visible remains being the brass key and door-knob, which occupies an honorable position in the Ixion Club House, mounted on a plush plaque.

CHESTNUT.

## THE CYCLIST SURRENDERS.

By the latest of our American contemporaries to hand, we learn that the League of American Wheelmen, which corresponds in its functions to the N. C. U. in this country, has considered the times made at the Springfield tournament and accepted them. This, as far as we are concerned, must be conclusive, though, with the *Bicycling World*, we may say, "Subsequent developments may lead us to reject any or all." That in so far as it was able the times have been fully considered by the L. A. W. and officially accepted is a fact, although—as they have all been since beaten—it matters not much whether the L. A. W. or ourselves elect to accept or reject them. As we recognize the L. A. W. as the ruling body in American cycling, we accept its ruling as that of an authoritative and reliable body.—*Cyclist*.

## HILLIER'S PERVERSITY.

*Editor of the Wheel:* I am a humble person and after a course of the latest American journals I was reduced to a very mild state and had decided to accept anything I was told as gospel, so long as it came from an American source or was endorsed by an American paper, so of course I accepted with submission the statement of "Wheeling" that Messrs. Whipple, Ethan Robinson, Fisk (without an 'e') Hendee, Lawton, and Etherington were the timers at Springfield. You must admit therefore that it is rather trying to a neophyte's faith to come across a statement like this in another truthful American paper. 'The Bicycling World' of Nov. 6th says that the timers were Messrs. Whipple, Robinson and Fiske—(with an 'e')—and adds "*in re Mr. Etherington*—he had nothing to do with the timing"; then "Wheeling" for Sept. 16th said "THREE experts holding chronometers of known and tried excellence and correctness officiated"—(N. B. No names are given eh! !)—and the same paper on Sept. 30th says "the timers were Messrs. Whipple, Ethan Robinson, Fisk, Hendee, Lawton and Etherington." I've been trying to grasp the fact that six good, bad, and indifferent timers, properly boiled down and the scum taken off *a la* "Patience" heavy dragoon, may come out stronger like soup as "three experts" but I have not yet quite understood it. More especially as Mr. Etherington's organ and presumably Mr. E. himself says on Oct. 14th, "the other timers, leaving out all mention of ourselves, were also gentlemen who had made watch holding a science"



—(the “also” is sublime). I really won't be perverse any more if you'll only explain these little points to me. But still if “Wheeling” was wrong in this matter is it not within the bounds of extreme possibility that it might have been wrong over other matters? Cnaff aside; I really do not see why we may not ask questions and I fancy that we shall continue to ask them until we either get an answer or demonstrate that no answer can be given.

I note a long letter in the “L. A. W. Bulletin” from M. Ducker in which occurs a report of an interview with Fred. Wood and a conversation which the English professional categorically denies in a letter to the English cycling press. I wonder whether *temporary insanity* is catching? and if so if the ‘bacillus’ is transmittable by letter or telegraph wire! There is just one point about the alleged interview and that is that Mr. Wood is in the employ of one of the firms which advertise most extensively in the cycling papers and that even were the statement or rather the innuendo true it would cut just the other way.

Still as humble seeker after “terewth” I will ask you to forgive this lengthy intrusion on your space and will try and be a good boy and to understand all the interesting but sometimes rather conflicting “facts” you may supply me with.

Dec. 5th.

G. LACY HILLIER.

7 Anerley Park, Anerley S. E. London, England.

## FROM THE CLUBS.

STAR: The Star B. C. of Harrisburg, Va. is officered as follows; President, F. L. Harris; Vice-P., S. G. Dunell; Captain, G. W. Ribble; Secretary, Jno. L. Logan; Treasurer, W. N. Sprinkel; First Lieutenant, F. R. Bear; Second Lieutenant, Joseph Loewner. The club has about thirty-five members.

## COREY AT HOME AGAIN.

Harry Corey, of Stoddard, Lovering & Co. arrived in New York Sunday by the Oregon and this morning reached Boston. Mr. Corey's return from England has been watched for with not a little interest by wheelmen generally, as it was expected that he would have much that is new and interesting to tell regarding cycling affairs across the water, and of the many new machines that are to be brought out next season.

He was called upon yesterday afternoon by a WHEEL representative, and from a conversation with him were gleaned some interesting facts regarding his trip abroad. “I landed in England,” said he, “October 19, with Howell and Chambers, having left on the Gallia from New York, Oct. 10. From Liverpool we left for Leicester, where the citizens gave Howell a splendid reception. They met us at the train with a band of music and a barouche, in which we were driven around the town in grand style.

From Leicester I went to Bradford, thence to Coventry, the centre of the bicycle and tricycle industry of England. Last year I thought I had things straightened out, but goodness knows everything is topsy-turvy again. The machines change every year, and one has to keep sharp watch or somebody gets ahead of you.

“I find there is very little change in bicycles, except in a few minor details, and strange to say, the largest sale is among the highest-priced machines. The competition is very keen, but the experienced rider knows that

A CHEAP MACHINE IS DEAR AT ANY PRICE, and where there is a reduction in price a decrease in quality and workmanship always fol-

lows. A great stir is being made in the Safety type, as the sale of this style has been tremendous, hurting the tricycle trade very much. This has only been their first year, and in spite of the croakers they have stood the test successfully. A great many styles are being made, but the two types that will lead all others are the Rudge Safety and the Rover. The Rudge is simply a small geared-up bicycle with a lower fork extension for the chain and wheels, which arrangement insures perfect safety, with no loss of speed or power. The Rover is fitted with two large wheels of about equal size, the pedals and saddles being almost in the centre, and driven by a chain extending from the centre to the rear wheel. Howell's mile in 2.43 on the Rudge Safety, Golder's fifty miles in 3 hours 5 minutes on a Rover, and Hale's 100 miles in 6 hours 39 minutes on a Kangaroo, leaves no doubt but that for speed and power they are equal, and may in time surpass the ordinary bicycle.

“The changes in tricycles are also very apparent, but in general the trade appears much more settled. The two-track has gone by, and I think two of the most popular machines of the day are the Crippler and the Quadrant. Bicycle steering is all the rage, and a Quadrant of this description, with its large front wheel, is a machine that won't take much start off from an ordinary bicycle, if any. At the mechanical exhibition held in Coventry, about all the makers sent their latest goods, which gave me a very good opportunity to examine what is to come, and one of the most popular machines of the day was a tandem. It is a

## TRICYCLE FOR TWO RIDERS,

one in front and one behind, and is probably the fastest and lightest machine of its kind on the market to-day.

“After finishing my business I left Coventry with Mr. Kennedy-Childe on a Humber tandem, as we proposed touring in the south of England. We spent some days riding about, and I liked it fully as well as on the ordinary bicycle, and would strongly recommend it to the notice of parties who contemplate touring next year. Some days were spent in London, after which I left to catch the Umbria, but arrived in Liverpool two hours late, so went shooting with friends. Chambers, who made so many friends while in America, has entered the employ of Rudge & Co., while Howell was married just before I came away. Canary is creating a great sensation in London, and the Englishmen hardly understand how he can manage to ride simply a single wheel; but still he does, and gets no end of applause. The Springfield and Hartford race meetings are looked upon as the mecca to which the greater part of English racing men will turn their faces next year, and I have no doubt we shall see in the future more of the lively times which we had last September. The prizes which the English contingent took home with them created considerable stir, as they evidently were not used to receiving such value for their pains.”

C. S. H.

Boston, Dec. 22d, 1885.

## THE COLUMBIA BICYCLE CALENDAR FOR 1886.

A truly artistic, elegant and convenient work in chromo-lithography and the letter press, is the Columbia Bicycle Calendar for 1886, just issued by the Pope Manufacturing Company, of Boston. Each day of the year appears upon a separate slip, with a quotation pertaining to cycling from leading publications and prominent writers on both sides of the ocean. The notable cycling events are mentioned; and concise opinions of the highest medical authorities; words from practical wheelmen, including those of clergymen and other professional gentlemen;

the rights of cyclers upon the roads; general wheeling statistics; the benefits of tricycling for ladies; extracts from cycling poems; and much other matter interesting to the public in general, and the cyclist in particular, appear from day to day. In fact, into a little measure is crowded in a highly attractive way the past, present and future of cycling;—a virtual encyclopædia upon this universally utilized “steed of steel.” The calendar proper is mounted upon a back of heavy board, upon which is exquisitely executed, in water-color effect, a charming combination of cycling scenes by G. H. Buek, of New York. A mounted bicyclist in uniform is sounding the bugle-call while speeding past an echoing lake. In another view a party of bicyclers are enjoying a spin by the light of the moon. In another a sprightly and pretty, and daintily attired lady tricyclist, bears evidence of the delightfulness of this health-giving exercise. As a work of convenient art it is worthy of a place in office, library or parlor.

## PROFESSIONALS AT MINNEAPOLIS.

*Editor of the Wheel:*—Last Tuesday night, the 17th inst. T. W. Eck and Wm. M. Woodside had a five mile race at the Washington Rink, Minneapolis. Eck was given a start of half a lap. Woodside at the completion of the second mile had made up his handicap, but was unable to pass his opponent. According to a previous agreement the men were to pass on the outside, but the wily Eck finding that he would be beaten, kept on the extreme outside of the course and consequently won by a few feet. Time, 15m. 44s.

Eck and Woodside were to ride a fifty mile race at the rink on the evening of the 22nd, Woodside allowing a start of three laps. Woodside if possible, expects to break the world's record for that distance.

Clark, the manager of the skating rink, is of the opinion that bicycle racing is one of the best attractions a rink can secure and is arranging for a six days race. All the old timers, Prince, Woodside, Eck and Armaindo will probably compete. A three mile amateur race will probably be run in January, Star machines being barred.

The Minneapolis Bicycle Club are quietly arranging for a race meeting to take place after the six days affair, and it will undoubtedly be a success as the popular interest in 'cycling is now aroused and with a little enterprise and good management a fair profit can be realized.

Grant Bell who was injured by a fall from a second story window while asleep, is on the fair road to recovery, and hopes to be able to again use his wheel during the next season.

SCUBE.

## LET 'EM ALL RACE TOGETHER.

*Editor of the Wheel:*—In your edition of the 11th inst. you name six Amateurs who in your opinion can ride 20 miles within the hour.

Taking it for granted that they can, I think you have not placed them in order of their superiority as you claim—and I think that you will change your view of the matter when you hear what I have to say.—Place, Rowe 1st, Weber 2nd, Burnham 3rd, Van Sicklen 4th, Whittaker 5th, Ives 6th. Because—Van Sicklen has come nearer to it than either of the last two, and has met and defeated Whittaker in more races than one and has not been defeated in any race by Whittaker except the safety race Oct. 16th in which it was a contest between an expert safety rider and one who was a mere novice on the machine he bestrode.

Hoping you will do this in justice to Chicago and “Our Van” I am yours,

L. A. W. 6854 F.



# HOLIDAY PRESENTS.

NOTHING so good for a Holiday Present as a BICYCLE. Get the best because they are the cheapest in the end. These are as follows:

THE "SPALDING."	Light, Strong, Handsome.	-	-	-	Price, 50-inch, \$132.50
THE PREMIER.	First class. Ball bearings. Medium price and medium weight wheel.	-	-	-	Price, 50 in., \$92.50
THE KANGAROO.	Faster than a bicycle, safer than a tricycle.	-	-	-	Price, all sizes, \$130.00
HECLA SPECIAL.	-	-	-	-	-
		44-inch,	46-inch,	48-inch,	50-inch,
		\$45.00	\$50.00	\$55.00	\$60.00
HECLA YOUTHS.'	-	-	-	-	28 to 42-inch, \$12.50 to \$35.00
SPALDING IDEAL.	-	-	-	-	38 to 50-inch, \$35.00 to \$66.00

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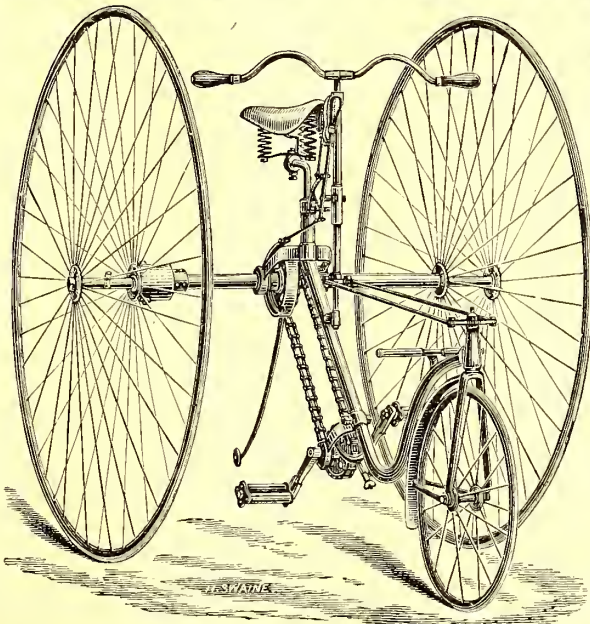
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Unquestionable and Accepted Records Made on COLUMBIAS.

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

20 $\frac{1}{2}$  Miles Inside the Hour, Without Pacemakers, by W. M. WOODSIDE at Springfield, October '26.

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

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

4 to 50 Miles (inclusive), - - - AMERICAN PROFESSIONAL BICYCLE RECORDS.  
4 to 10, and 21 to 43 Miles (inclusive), WORLD'S PROFESSIONAL BICYCLE RECORDS.  
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