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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.

#### THE STRUGGLE FOR EXISTENCE.

The L. A. W. *Bulletin* of Philadelphia is an able paper and as a rule serves up the news of the League in a truthful and attractive manner, and although it is apparently published at a cost to the League beyond what a reputable publishing house offered to furnish a paper for, the members are apparently satisfied to pay for their music, and we are glad that they can so well afford it.

We are not inclined to enter into a controversy with its editor as he is a good fellow, and often compliments THE WHEEL by using its reading matter—the advertisements he would perhaps borrow if he could get them, but that is a side issue and does not enter into the merits of the case we propose to discuss.

In the issue of November 6th, among other bright pleasantries, the able editor discusses the prospects of cycling journalism, and in an article with the above caption evolves the following statement:

“Such journals as the *Springfield Wheelmen's Gazette* and the *Bi. World* are likely to continue on their way unruffled, and we think that we have good reason to say that the *Bulletin* also will be able to battle successfully against the reverses that must needs be overcome before it can be considered an assured success. With these three exceptions we doubt whether there is now being published in this country a

journal that is paying expenses, and that is likely to continue long in the field.”

This is indeed a piece of news, and we congratulate the editor upon his enterprise. It is news to the cycling public, who have been accustomed to THE WHEEL for the past five years. It is news to the thousands of readers who have followed the very accurate accounts of all the great tournaments, record breaking attempts and other matters that have first appeared in THE WHEEL to be copied a week later in the *Bulletin* and other papers. It is news to the many who have noticed the marked improvement in the typographical appearance of this journal, its increased size and general excellence, and it is certainly news to the publishers and stockholders that THE WHEEL does not “pay its expenses, and is not likely to continue long in the field.” Of course it would be nonsense for us to assure all interested that THE WHEEL will continue to revolve as long as its spokes glisten with the subscriptions that come to us from all parts of the world.

We are at a loss to understand why the *Bulletin* should try to insinuate that we are not founded on the rock of prosperity. We are not ready to fail yet, and our best wish for the *Bulletin* is that it will some day be as firmly established as THE WHEEL, which from all standpoints carries out the theory and practice of perpetual motion.

#### WHEEL GOSSIP.

It is stated that Cola E. Stone, prior to his death, had not worn a pair of long trousers for four years.

Lewis T. Frye, of Marlboro', Mass., has been reinstated as an amateur, by the L. A. W. Racing Board.

The Maryland B. C. successfully warmed their new club rooms, situated on Mt. Royal avenue, on October 29.

At the last meeting of the Springfield B. C. Secretary Fisk reported the profits of the tournament to be over \$3,000.

Mr. J. B. Marsh has continued his tour through Italy, and arrived at Vicenza on October 9th, via Verona and Venice.

England as well as America has a Rowe. He is a member of the Peterboro' B. C. and reported to be a good all-round-man.

S. G. Whittaker, St. Louis' champion rider

was born in Boston in 1862, stands five feet five inches high, and in form, is fair, fat and chunky.

The recent performance of Messrs. Klipstein and Hildebrand, of St. Louis, in riding 120 miles in 21 hours, becomes a 24-hour record for the state.

Messrs. McCoy and Williams of Newark, N. J., have invented and patented a bicycle saddle. In form it is similar to the Victor, but with only one coil behind.

A meeting of the Chicago Bicycle Track Association was called for Tuesday, October 27th. But few of the members responded, and a quorum not being present, no business was transacted.

The advice of Editor Aaron, to those intending joining the L. A. W. to wait until January before sending in their names, has apparently been taken, judging from the meagre lists published in the *Bulletin*.

Tandems are having quite a boom just now; from many parts of the country intelligence is received, that numbers who now bestride the bi. or take it easy on the tri., will parade themselves on a tandem in the spring.

Perhaps the best road for tourists in all Pennsylvania is that which runs by the side of the railroad from Greensburg to Johnstown. It is composed of cinders, very smooth, and is the almost sole delight of the resident wheelmen.

Application has been made to the Court of Common Pleas, Philadelphia, for the approval of a charter for “The Pennsylvania Bicycle Club of Philadelphia.” The Corporators are Frederick McOwen, Eugene M. Aaron, Chas. Harvey, Edgar C. Howell and Isaac Elwell.

Mr. E. W. Lightner, whose correspondence from England, has appeared in the *Pittsburg Dispatch*, traveled through the isle on a safety bicycle. In one of his letters he says that he is delighted with the sport, and considers the bicycle a great aid to newspaper correspondents.

W. F. Knapp, the Cleveland novice, has removed to Denver, Col., where he will doubtless earn the title of “Champion of the West.” At the Chicago races Knapp won two gold watches, a diamond ring, a pair of racing tights, and a Star bicycle. The latter he traded for a Columbia roadster.

On October 25th eight members of the Lancaster, Pa., Wheelmen rode from Lancaster to Lebanon over the splendid roads of Lebanon and Lancaster counties. This road is the favorite one of the wheelmen in the vicinity, and the wayside houses are ever alert to secure the patronage of the Knickerbockered riders.



After the finish of the record breaking Kangaroo race, reported in our last issue, the contestants repaired to the "Ongley Arms" at Biggleswade, and partook of a bounteous feast at the expense of Messrs. Hillman, Herbert and Cooper. Toasts were proposed, drank, and responded to, and a merry time generally indulged in.

The St. Louis Ramblers B. C. have presented medals to those riders surmounting that renowned abruption, the son-of-a-gun, this season. Six have thus far accomplished the feat; G. M. Hendee, Felix Young, J. S. Rogers, Lindell Gordon, R. Lee and Hal Greenwood. The latter has the best record as a hill-climber, having surmounted the son-of-a-gun twice in half an hour.

The  $6\frac{1}{4}$  mile bicycle race, for the championship of France, was run in Paris on October 19. There were nine starters, F. De Civry and Medinger, being the favorites. The former won by ten yards. Time, 19m. 42 1-5s. De Civry has been very successful in France this year, winning 60 first, sixteen second and two third prizes, and holds both the bicycle and tricycle championships of the country.

Brantford, Ontario, has presented its claims for the '86 meet of the C. W. A. The Recreation Park Company, of that city, will build a quarter-mile track, C shape, during the Winter and Spring; and it is on this proposed excellent track, so scarce in Canada, that Brantford wheelmen base their claims and expectations. It is expected that Belleville and Montreal will also ask for the meet, and a lively time is expected to ensue, on the selection of the favored place.

Messrs. Worthington, Jacobi, Diggs, Baetjer and Bailey, members of the "Baltimore Cyclists," have arrived home from their memorable trip to New York. They came to this city by rail, and after a few days spent in sight-seeing, started on their return trip, Monday, the 28th, passing through New Jersey, Philadelphia, Lancaster, Wrightsville, York, Hanover, and Reisterstown. At Columbia, Pa., they were joined by a number of club mates, and rode in company the rest of the journey.

An exchange reports a case, in which a bicycle was made to serve an odd cause. James Waddock and a mate, of St. Louis, after a day pleasantly spent in billiards, cigars and other necessities across the river, discovered that they were minus the necessary nickel on taking passage on the boat that plies between the two sides. One who has attained considerable local notoriety in the "magic art," organized a fancy riding exhibition, for the edification of the passengers, and realized ninety cents, with which the demands of the ferry company were satisfied.

On October 20th, Mr. Percy A. Nix, of the Brixton Ramblers B. C., made an unsuccessful attempt to break the English twenty four hour record of 264 miles held by J. H. Adams. Nix started from Barnet at midnight, on the 20th, and arrived at Normans Cross, 65 miles at 5:40 A. M. Wisbech, 92 miles was reached at 8 A. M., and Spalding, 115 miles at 10:05. Boston, 130 miles was reached at 11:29 A. M., and at the expiration of 24 hours, 254 miles were found to have been covered. Much time was lost at the different places in procuring pace-makers, whose unfamiliarity with the route was doubtless the cause of his failing to get the record. Nix rode a 46 inch light "Facile."

W. M. Woodside was in New York Novem-

ber 1st, for a few hours, when he was off for Minneapolis, to fill a rink engagement in that city. He will return to New York during the latter part of this month, in order to prepare for the six-days-race at Madison Square Garden, during Christmas week, when he and Neilson will ride against Anderson, the noted long-distance horseman. Woodside, like all his brother professionals, attributes his defeats at Springfield to sickness. He considers his twenty miles in the hour a superior performance to its precedents, inasmuch as it was made without the aid of pace-makers. Woody looks in the best of condition and avers that he will partake of the Springfield pie next year.

## THE BUFFALO HOME TRAINER.

A REDUCTION IN PRICE—JUST THE THING FOR THE CLUB ROOM THIS WINTER.

Many readers are doubtless familiar with the cut of the Buffalo Home Trainer, but we doubt if many have taken the pains to closely examine the same, and find how many good points it possesses. As its name implies it is intended for use in the off season, when snow or bad weather keeps the cyclist in doors, and by its frequent use, riders may keep in good condition at all times.

The Buffalo Home Trainer possesses many advantages not usually found in like articles. By means of a scale attached in front to the brake the amount of resistance can be adjusted to a nicety, and a cyclometer is attached that rings a bell at every quarter of a mile. The Trainer is fitted with the American Adjustable Saddle, attached to the backbone with the Buffalo Saddle Clip, which admits of a fore and aft adjustment. Parallel pedals also adjustable are employed and the whole machine is both neat and compact.

The price has been reduced to \$30.00 and already several clubs have placed orders for them. Mr. Genuine Rudge Bidwell of this city has secured the agency and the Ixion Club have put in an application for one on which they propose to have a series of races this winter. Trainer Races are "quite English you know" but as yet little has been done in that direction over here.

## HUB HAPPENINGS.

I have no broken records to tell of this week; the weather has been too unfavorable for anything of that kind. It has rained for a part of the time, and the season is now so far advanced that the roads do not quickly resume a rideable condition after a storm. Munger and Rhodes both made an attempt on the road records, but both failed. Rhodes tried for the 100-mile record, but after riding a few miles gave up the trial. Why he did this I am sure I do not know. For some reason there seems to be an effort made to keep Rhodes' plans for record-breaking secret. This should not be done, for a record made on the road cannot be too well substantiated, and everything should be avoided that may in any way tend to cast a reflection upon it.

Munger made another try for the 24-hours' record, and was riding in splendid trim, and far ahead of the record when a heavy rain storm put an end to his ride. He started at 1 P. M. Friday and rode over the course laid out for Boston Clubs' 100-mile race. Munger was feeling in fine trim, and such a lively pace did he set that none of those who started as his pacers, were able to keep him for any great time in sight. As nine miles were covered in the first half hour, it is no great reflection on the speeding abilities of the pace makers to say that they were unable to keep up. Newton Center was reached at 3:21 o'clock with Swan

his pace maker, many miles in the rear. At that point, Drummond, the colored rider, who has won considerable notoriety of late, as a pace maker, met him and ran him in to the hotel. Drummond is said to be one of the best pace makers in the city. He is not a particularly fast rider, but he knows just how to do it, and has a peculiar way of coaxing his men along when they are all tired out. Munger finished the first circuit at 5:01 o'clock, with the cyclometer registering 49 3-4 miles. After a rest of 24 minutes he started off again, and reached Newton Center at 8:08 o'clock, and completed the circuit at 10:15 o'clock, the cyclometer recording 101 11-16 miles. The extra distance is accounted for by the fact that he twice traversed the course from the Great Sign Boards to Newton Center. Messrs. Clark and Frost acted as pacers. The rain began to descend soon after they reached the hotel; but after 20 minutes rest Munger determined to start out again, this time having for pace makers Messrs. Vivian and Huntly.

The rain soaked through their clothes, and the mud so clogged the wheels of their machines that it was with difficulty that they were pushed around. At Newton Centre, they decided to give up, and return to the hotel. Reaching there at 2:04 A. M., the cyclometers showed that 130 miles had been covered. Munger is not at all discouraged at his hard luck, and to-morrow will make another attempt over the same course. His ankle is now in better condition than it was last week, and he has every confidence of his ability to put the record up above 265 miles. During his night riding he carries three lanterns, one attached to the hub of the bicycle and the two others suspended by an ingenious arrangement out over the front wheel. By the aid of these he has sufficient light to ride at a good speed with comparative safety.

McCurdy was last Saturday to have tried his luck with the 50 and 100 mile records, but the rain also caused a postponement of his plans. If the weather is favorable he will try again next Saturday. It is rumored that McCurdy intends going to Springfield for a few long distance track records, especially those now held by Ives. It is not likely that Rowe will do any long-distance racing. He is such a good man at anything under 20 miles, that it would be a shame to run the risk of spoiling him, by allowing him to over exert himself. He will probably return to Lynn Wednesday, and if he does he will the next night be tendered a reception at the Boscobel by his club mates.

All the makers are straining every nerve to gain records, and will go to almost any extent to accomplish their desire. It must be a great satisfaction to a dealer to be able to advertise that all the records were made on his machines, and that his machines are the only ones that can be ridden 24-hours without breaking down. It makes a pretty advertisement to say that the record was broken without change of machine, but at the same time it is well to keep within the bounds of truth. Of course I don't mean to say that anybody ever does advertise anything but the truth, yet I occasionally hear things that in spite of my guileless nature, will sometimes awaken strange feelings of doubt and distrust. For instance, one hears A say to B: "See here Mr. B, what makes you advertise that — broke that record without a change of machine!"

"Because he did," mildly responds Mr. B. "Nonsense, he told me himself that he knocked about all the spokes out of his little wheel on the first round, and on the second did the same with his big wheel. Isn't that true?"

"I don't deny it."

"Then how in the name of all the unholy



fiends did he ride without a change of machine?

"Well, I think you are a friend of mine so I don't mind telling you, provided of course that you don't let it go any farther. I must see—and shut him up. He always did talk too much. We advertise that he rode without changing his machine and it is true, that is if you look at it in one way, and that is the way we of course look at it. If our customers don't do the same that is of course not our fault.

"But you don't tell me how it was done," interrupted the impatient Mr. A.

"Why, don't you see, we put a new rear wheel in on the first round, and on the next round put a new front wheel in the same machine, the same machine, mind you."

"How about the back-bone, did that—?"

"Never you mind about our back-bone; we don't advertise anything about them; it is our wheels, that we claim to beat the world on." The waiter was whistled for, and the conversation quickly drifted into other channels.

The Massachusetts club has inaugurated a billiard tournament among its members. The first games were played last Saturday night. The rules provide that each contestant shall play three games with every other competitor. The list of contestants are as follows: D. J. Smith, C. D. V. Graves, J. C. Clarke, S. R. Eaton, F. A. Pratt, C. B. Goldthwaite, A. D. Salkeld, E. F. Meyers and J. S. Pratt. Mr. Smith is generally looked upon as the probable winner. Later in the season a pool and bowling tournament will be inaugurated. The club is showing a deal of enterprise of late. At the last meeting appointing Messrs. Pattison, Peck and Pratt a committee to arrange for a carnival and ball at one of the skating rinks, probably the Olympian. It is proposed to have fancy riding and cycling contests of all kinds, as well as club drills, for all of which prizes will be given. It is to be a fancy dress affair. There will be two bands, one stationed in each hall of the Mechanics' building. The main hall will be reserved for dancing, to which none but wheelmen and their friends will be admitted. The other hall will be for skating, and open to the public. On the second Saturday night in December, the club will give its first dramatic entertainment. Extensive preparations are being made for the affair, which promises to be a big success, for the club has considerable talent among its members. Messrs. F. Alcott Pratt, E. W. Pope and E. E. Regestein form the committee in charge. A stage will be erected in the gymnasium, and the plays given will probably be "Box and Cox" and "Loan of a Lover." It is likely that a minstrel entertainment will be given later in the season.

The *Cyclist and Athlete* has for the second time ceased to exist. May it save itself the pain of a third death, by a positive refusal to be again temporarily resurrected from its grave.

There will be a series of three mile amateur bicycle races at the Highland skating rink next week. The prizes offered, it is said, are valued at \$50.

Mr. A. D. Peck, has withdrawn from membership in the Boston Club, and will hereafter devote his attention wholly to the Massachusetts club, of which he has ably filled the position of lieutenant during the past year.

Boston, Nov. 10, 1885.

C. S. H.

## THE IXION ROAD RACE:

*Editor of the Wheel.*—Allow me to correct a few statements made in last week's copy of THE WHEEL, as I like to see honor go to him whom honor is due, and I am not a member of the Kickerville Bicycle Club. The

paper states that Harris claims that he is entitled to the race and prize as (he says) Robinson had not entered for the contest of the Ixions, properly. It is further stated that Harris spurred when about 100 yards from the finish, but Robinson held his own and won by half a wheel.

The above statements are not so. I made no claim for the race and prize on the ground that Robinson had not entered the evening before, and I was beaten by just one minute fair and square; and I lay my defeat to the coldness of the day and not being a good hill climber. Fraternally yours,

P. M. HARRIS.

## THE CITIZENS GO TO BROOKLYN.

About 8:45 Election Day the residents of 58th street, west, as the gallant secretary would say, were surprised to see twenty-two manly forms issue from the snug club house, and forty-four stalwart calves make a bee line for the ninth avenue L. road. In five minutes the variegated calves were dangling in a picturesque alignment in the last car, and after our artist was nearly smothered in an attempt to picture the lean and hungry kine, together with rotund extremities of such men as Treas. Frazee, he had an opportunity to jot down a few of the names of the jolly crowd. There was architect Huss, Medical Demon Spencer, Lieutenant Chawles Smith, the witty Ford, next president Nelson, gilt-edge Clapp, modest Francis, the well-fed Frazee, anti-Blake, banker Krug, the facetious Spear, the modest and retiring Jenkins, cyclometer Terhune, counsellor Gulick and a few others whose names we failed to catch as we were tossed up to the roof of the car. South Ferry was reached in short order and we were soon in full possession of a Flatbush Avenue car *en route* for the Long Island Wheelmen's headquarters whose guests for the day we were to be, the occasion being a return visit to Brooklyn's representative club.

On the way out the car was passed by the Hudson County Wheelmen, who were to spend the day with the Kings County Wheelmen. A short stop was made at the elegant rooms of the L. I. W. where the Citizens found their wheels in good order awaiting their arrival. Here a pleasant addition to the party was felt in the presence of Mr. P. Harvard Reilly of Big Four fame, the many-clubbed Perego and scorchers Fontaine and McCormack. The Long Island men turned out in force and under the guidance of Capt. A. W. Guy and Lieutenant Donaldson, the party now fifty strong were soon speeding towards the Coney Island boulevard to witness the team road race of the

## KINGS COUNTY WHEELMEN.

It was a brilliant scene at the entrance of the Park, fully two hundred wheelmen representing every club in the immediate vicinity of Brooklyn having gathered to encourage and cheer their favorites. Entries had been received from four clubs and the following sixteen collected at the scratch mark and at eight minutes past eleven were started on their journey. The Harlem Wheelmen were represented by Irving Halstead, C. M. Phelps, I. Powers and W. D. Edwards. The Hudson County Wheelmen delegated E. P. Bagot, C. E. Kluge, C. A. Stenken and L. F. Lyne. L. W. Slocum, E. Skinner, F. B. Hawkins and W. H. Meeteer rode for the Brooklyn Bi. Club, and the Kings County Wheelmen upheld their reputation with A. C. D. Loucks, H. Stults, H. J. Hall, Jr. and M. L. Bridgeman. With a hearty cheer the men bent down to work with a will and were soon lost to sight around the turn. The course was over the Coney Island Boule-

vard to and around the fountain in the Coney Island concourse and return, a distance of eleven miles. The Boulevard was not in the best of condition and a chilling wind impeded the weary travellers, but in spite of all, the time 44m. 37s., made by Kluge was excellent.

As soon as the wheelmen were well under way, the L. I. W. and Citizens returned to the park to be grouped and photographed. This operation over, tracks were made with all possible haste, and the party soon reached the finish just as Kluge drove his Star across it, with Edwards only a short distance behind. As each man came in, willing hands seized his machine and he was run into an adjoining road house and provided with a change of clothing.

It was anybody's race to the end and at one time the Brooklyn Club men cheered themselves hoarse, thinking they had won the cup. The officials retired to a quiet parlor and the result was figured up, showing a victory for the Harlem Wheelmen by a score of 41 points, the Brooklyn Club second with a total of 36, Kings County Wheelmen third, total 33, and Hudson County Wheelmen last with 26 points. The following table gives the position of each man at the turn and finish together with the elapsed time.

No.	Contestants.	Position at Fountain.	Position at Finish.	No. Points.	Time.
1	Irving Halstead	9	9	8	49.49
2	C. M. Phelps	4	13	4	51.48
3	I. Powers	3	3	14	46.47
4	W. D. Edwards	2	2	15	45.35

## Harlem Wheelmen, Total

41

5	E. P. Bagot	16	16	1	55.14
6	C. E. Kluge	1	1	16	44.37
7	C. A. Stenken	14	10	7	49.58
8	L. F. Lyne	15	15	2	53.37

## Hudson Co. Wheelmen, Total

26

9	L. W. Slocum	6	4	13	47.45
10	E. Skinner	13	12	5	51.02
11	F. B. Hawkins	12	11	6	50.10
12	W. H. Meeteer	7	5	12	47.43

## Brooklyn Bi. Club, Total

36

13	A. C. D. Loucks	10	8	9	48.19
14	H. Stults	14	14	3	51.59
15	H. J. Hall, Jr.	8	7	10	48.12
16	M. L. Bridgeman	5	6	11	47.55

## Kings County Wheelmen, Total

33

Kluge turned the fountain in 17m. 45s., remarkable time for 5½ miles of ordinary dirt road, but occupied 26m. 54s. for the return journey, the head wind having a telling effect. This time is we believe, the best over that road, and likely to stand for some time to come. The men were well bunched together, the difference at the turn between the leader and last man being only 3m. as reported by the official timekeeper, but this was increased 10m. 37s. on the homeward journey. The affair was a great success, and the Kings County wheelmen have reason to be proud of their efforts. The field officers were as follows:

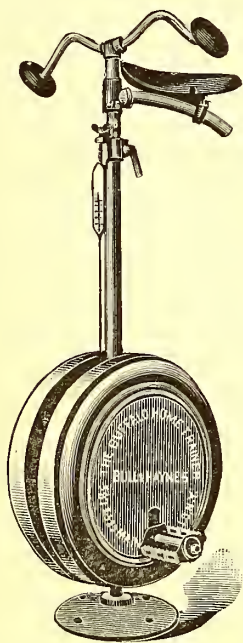
Referee, Geo. R. Bidwell, Citiz. B. C.; Judges, Elliott W. Johnson, H. C. W.; W. H. De Graff, Harlem W.; H. R. Elliott, B. B. C.; Starter, John D. Miller, K. C. W.; Scorers, Eph. Johnson, K. C. W.; Ed. K. Austin, K. C. W.; Clerk of course, F. H. Douglas, K. C. W.; Timers, Fred Jenkins, Citiz. B. C., W. C. Phelps, Harlem W., R. B. Baird.

## THE RUN TO CONEY ISLAND.

Little time was lost by the wheelmen and hardly had the last man in the race crossed the line, before the bugle call was sounded and the line slowly filed down to the Island, arriving without special incident at 12:45. The wheels were deposited in the now deserted horse sheds at Dixon's Hotel, and a trip made along the



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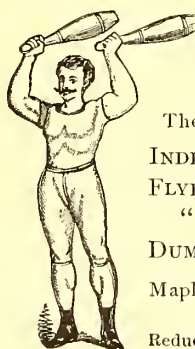
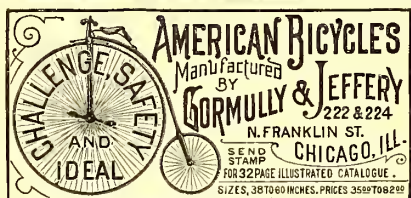


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PRICE, TEN CENTS.

Remit in two-cent stamps to THE WHEEL, BOX 444, New York.

## MISCELLANEOUS.

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

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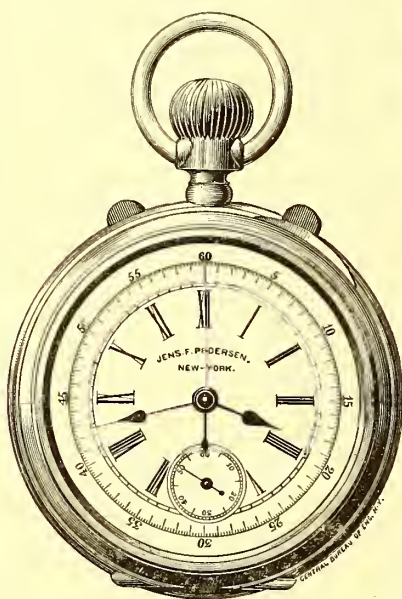
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These goods are very comfortable for riding, and are made in four colors: Navy Blue, Seal Brown, Black, and Steel Mixed.

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

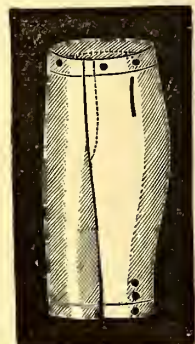
\$5.00 will purchase an all leather hand-sewed shoe, with plain sole of red para rubber to prevent slipping the pedal.

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

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

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beach to investigate the ruin wrought by the recent heavy storms. One could hardly realize the amount of damage done, and many familiar landmarks have been swept away entirely. However, little time was spent in vain regrets as the cry of dinner was raised and a break made for the dining room. Here a bounteous feast had been provided by the Long Island Wheelmen, and it was after two when the chairs were finally pushed back and with a sigh the company scattered for an after dinner smoke, each conscious of having done his duty.

In the meantime, the wind increased to a gale, accompanied with a light shower of rain, so without much ceremony the return trip was begun in the very teeth of the wind. It was a hard ride and but little was said, until Prospect Park was reached. A brisk spin over the smooth paths brought the clubs to the L. I. W. headquarters, where another bounteous feed was in readiness. The evening was pleasantly spent in recalling reminiscences, Capt. Ford proving himself to be a most able Historian. Capt. Guy made appropriate remarks and Baritone Huss supplied some vocal music. It was not until nine that the visitors were able to tear themselves away after shouting themselves hoarse enough to draw a car. They had uninterrupted possession to the ferry and were soon rolling up to the club house, conscious of having had a very elegant time and inwardly determining to get even with their neighbors in the near future.

Among the Long Island Wheelmen the following were registered on the books of the club: F. L. Donaldson, H. H. Bell, Jr., H. F. Donaldson, Geo. G. Teller, G. B. Winslow, C. A. Luscomb, W. H. H. Warner, A. W. Guy, I. M. Clapp, Geo. L. Abbott, Edw. A. Caner, Wm. N. Share, D. C. McEwen, Wm. N. Stebbins, W. S. Elliott, D. A. Sayer, E. W. Merriam, S. H. Monell, Aug. Robb, Wm. L. Pettit, W. H. Vivian, W. P. Hulse, and Messrs. Warburton and Daniels.

#### DINNER TO THE VICTORIOUS WHEELMEN.

The long-looked for and oft postponed supper to the victorious English Wheelmen was held on Saturday evening, October 17th, at the Holborn Restaurant. Major Knox-Holmes, assisted by Geo. Lacy Hillier and Dr. Furnivall, father of Percy, was the originator of the affair, and to him its successful consummation is mostly due. Much to the surprise of all present, only Percy Furnivall and A. P. Engleheart represented the cyclists in whose honor it was given. Dan Canary was there, being introduced by Harry Etherington, and during the evening, gave one of his marvellous exhibitions. Among the prominent wheelmen present were Messrs. Henry Sturmey, C. W. Nairn, *Cyclist*, W. McCandlish, *Wheel-Life*, Sidney Lee, C. J. Fox, *Cycling Times*, W. McWilliam, C. D. Vesey, M. D. Rucker, Joseph Pennell, Philadelphia, Pa., L. H. Johnson, Orange, N. J., and many others; about 200 in all. The toast of "The Queen and the Royal Family," having been given and duly honored, the chairman, Major Knox Holmes proposed "The President of the United States," and the American wheelmen present. (Applause.) "In most every case the Presidents of the United States had been men of talent. He would instance General Grant, who had passed away a short time since, and would also refer to the feelings of respect which had always been entertained for him in England. He had great executive ability, and, although somewhat a severe and harsh man, his actions were tempered by judgment, kindness of heart and justice." (Applause.) The toast was drank with enthusiasm.

Mr. G. L. Hillier, in proposing "Our Guests, the winning wheelmen," called the attention of the company to the omission of M. V. J. Weber's name from the list of "Winning Wheelmen" on the toast list. Mr. Hillier read telegrams from some of the lights, regretting absence, among them Kennedy Childs "Hearty congratulations to the gentlemen who so ably represented England at the American tournaments." Mr. Wolfgang Beissbarth, Champion German tricyclist, conveyed his congratulations to Furnivall, on his late successes. Mr. Hillier continued: "As to the English wheelmen's successes, those who had gone over to America had but one object, viz.: to beat the Americans on every occasion. He would not say they had carried that out entirely, but they had won a great many races. Some had suffered from the climate, Mr. Gaskell had suffered not only from climate, but also from the absence of beer, (laughter) and of course all those deprivations acted prejudicially upon people in light training. He ventured to think that the Americans would learn a great deal from the English visit, and gain a little more judgment in the matter of "finishing up." The toast was drank with considerable applause.

Mr. A. P. Engleheart responded and said, "that if he attempted to express his feelings on that auspicious occasion, he would lose his balance and come to grief. Like the timid rider, he saw dangers ahead, and had better put on his brake and stop. (No, No,). He thanked the company for the hearty manner in which Mr. Hillier's toast had been drank, and the honor they had given to himself and companions, all true brothers of the wheel.

Mr. Percy Furnivall, who met with a hearty reception, said: I can assure you that it gives me heartfelt thanks—(loud laughter, encore, and "Try back")—I mean pleasure, to thank you the kind manner in which you have received the toast of my fellow wheelmen and myself. It was very nice to receive the plaudits of a crowd of some 25,000 people as we did in America; but here we are amongst our friends, and it is far pleasanter to receive their applause. We had a very good time out in America—(laughter)—but I think that any of our men who may go out next year will have some warm work to get in ahead of them. I have nothing more to say, except again to thank you.

Harry Etherington, in rising to propose "American Wheelmen," said: I feel I must disagree with Mr. Hillier about the toast of the evening, for I think this is really the toast. When Furnivall and the others who went out in the first steamer arrived in America, they were treated with the utmost courtesy. (Hear.) I can safely say, when my party landed we had a "real good time"—(laughter)—we hadn't got on the quay before we commenced—(laughter)—and from that point we were just nicely "handled" by Duckert and his representatives to Springfield and along the route by the Hartford men. Right through, the English team experienced (to use an American expression) "a real good time." What I am driving at is just to show you that American wheelmen are "real" wheelmen—there's no side issue about them—no cliqueism or any thing of that sort. (Hear, hear.) They work for the benefit of the pastime. (Applause.) The English victories were received with the utmost enthusiasm. (Hear, hear.) The American riding, too, was downright square. As to clubmen, why I may tell you that at Springfield there were 7,000 wheelmen in uniform, not sneaking around in trousers—(laughter)—but in uniform the whole time, and they're proud of it. I had rather a heavy time at Springfield amongst the "boys" with riding and scribbling.

After speaking on uninteresting topics for a few minutes, he at last struck the subject of American riders, and mentioned Hendee, Rowe, Rich, Kluge and Weber as having plenty of speed, but not knowing how to use it. He was afraid that next year the Eagle would scream, and the Lion would get his tail down. Etherington continued: To just show you what the Americans are, I will just tell you what Dan Canary turned round to me and said. I use his own words as near as possible. He said "See here Etherington, if I can in any way show my appreciation of the English boys, I am right glad to do it." I now ask you, gentlemen, to drink with all possible fervour to the "American Wheelmen;" they are real grit. The toast was drank with musical honors, the band playing "Yankee Doodle" and other American airs.

Mr. Dan. Canary was then introduced by Mr. Etherington, and with the Chairman's permission exhibited a few of his wonderful tricks, electrifying the audience. It was announced that he would give his first exhibition at the Westminster Aquarium, on the succeeding Wednesday. Etherington's toast was then replied to by Mr. Joseph Pennell, who said that he would have been much surprised if H. E. and his party had not received a suitable reception. Mr. Pennell's reply was by far the most lengthy of the evening. He spoke of his experiences while touring in France, and had this to say of the Big Four tour: "I do not think it has ever entered into the minds of Englishmen generally, or of those present this evening to conceive the fiendish delight—of going on a "Big Four Tour." I am sorry the English contingent could not stay long enough to do it, for then they could have given their personal experiences.

He said that things had gone on gradually in America, but he might say that over there they knew nothing whatever about racing. They were entirely too fond of having an "awfully good time." (Laughter.) But he could quite agree with Mr. Hillier that the English team had set a very good example in racing matters, and which his fellow countrymen would not be slow to follow. Over in America they had a lot of enterprising men who had done a lot for racing—he did not know how much they had done for their clubs and how much for themselves. He didn't think anybody knew that. (Laughter and applause.) He would like to state, and those who had been to America could confirm him, that over there they had the best tracks in the world, and upon which the best times had been made. Some of the times had been doubted, but they were not questioned by the Americans, and he was sorry any doubt had been cast upon them here—by Englishmen. Mr. Pennell predicted that in the near future the Crystal Palace track will swarm with American riders, who will be timed by American watches, and who will win all the races run in England.

L. H. Johnson, of Orange, N. J., made a few short remarks on our timing and tracks, and concluded by thanking those present for the kind manner in which he and Mr. Pennell had been received.

"The Cycling Press" was the concluding toast of the evening, and was proposed by Dr. Furnivall, whose remarks were of a political nature and uninteresting. The toast was replied to by Messrs. Hillier, *Bi. News*; C. W. Nairn, *Cyclist*; and H. Etherington, *Wheeling*. During the evening songs were rendered by Herbert Standing, the popular English actor, and Mr. De Bruno Holmes. The entertainment was spoken of by the London press as an unqualified success.

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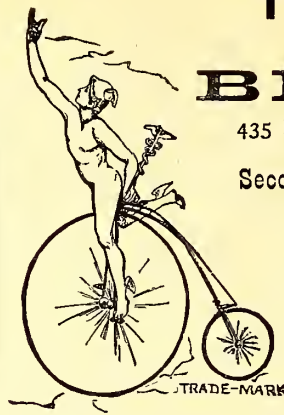
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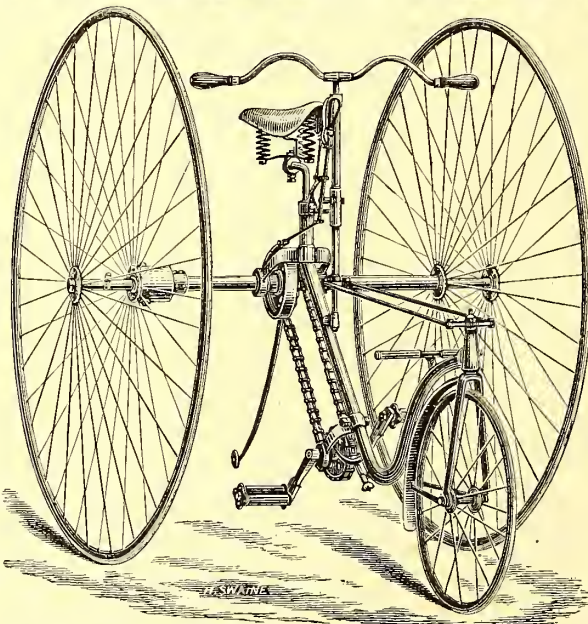
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SOME OF ITS ADVANTAGES ARE:

THE COMFORTABLE AND NATURAL POSITION OF THE ARMS.  
OF BOTH ARMS AND LEGS.

THE RIDER IS IN THE BEST POSITION FOR EXERTING THE FULL POWER  
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## A NEW JERSEY ROAD RACE.

The opportunity afforded by the holiday of November 4th, was improved by the Elizabeth Wheelmen most commendably, in holding a ten-mile road race over the course recently used by the Orange Wanderers, which was selected in preference to the Milburn-Irvington route, over which the last contest was run. It was expected that all the contestants would be placed at scratch, as is usual in such events, but after mature consideration of the respective abilities of the men, from two to eight minutes start was allowed. Chief Consul Brown, who was the general manager of the race, had made careful arrangements for the timing and checking at the various turns, and nothing happened to mar its success. The course was from Park avenue and High street, down Park avenue to Grove street, to Central avenue to Harrison street, to Centre street, to Central avenue, to Valley Road, to Washington street, to Park avenue, finishing at Grove street. The interest of the race was centered in the scratch men, between whom a spirited contest was expected to ensue. A. Roorbach made the pace at the start, closely followed by Finck and Bonnett. Energetic, but unsuccessful efforts were made to catch up with the limit men, and H. Caldwell, Columbia, 5m. 30s. start, won easily in 43m. 10s.; G. S. Roorbach, Otto tricycle, second by four minutes; A. S. Brown, Star, 3<sup>rd</sup> start, third; A. S. Roorbach, Pony Star, scratch, 0; L. B. Bonnett, Victor, scratch, 0; A. Clare, Expert Columbia, 4m. start, 0; J. C. Currie, Jr., 4m. start, Star, 0; D. B. Bonnett, and J. C. Wetmore, Tandem, 2m. start, 0. A. Clare lost a quarter of a mile by losing his way. G. C. Pennell stopped at five miles.

## THE IXION BICYCLE CLUB'S NEW HOUSE.

The Ixion Bi. Club's new house is an object of interest to all the wheelmen of the city. Although all the interior arrangements are not quite completed, a large number of people have manifested their interest in the club and its new departure by calling on them for an inspection of the premises.

The house itself, a neat three-story and basement brick building situated on West 59th street, presents a very pleasing outward appearance, while it is very conveniently located, being within half a block of the different horse-car lines, the elevated road station and with two lines of horse cars passing the front door. The basement floor is given up entirely to the storage of wheels. The work of adapting this floor for its intended purpose was one that would have appalled a less energetic club than this; but they have not hesitated to change the entire architecture of the floor to accomplish their desired end. A doorway has also been cut through the solid brick wall, and an inclined run-way for machines has been built from the sidewalk to the level of the floor. Two massive doors with fine plate and stained glass windows close this entrance, while within it has been found necessary to remove three brick partition walls, in order to make one large wheel-room with accommodations for one hundred machines.

A stairway near the west wall runs to the regions above, and an outside flight of brown-stone steps leads to the front door, or main entrance.

The first impression upon entering the house is that of elegance and luxury without ostentation or gaudiness. The parlor, or reception room is on the right of the hall, through a doorway partially concealed by a double *portiere* of Turcoman curtains. The parlor is

itself a gem. Heavy velvet carpets cover the floor, and the walls have a handsome paper to harmonize with the carpet. The pictures in this room are few in number, but very choice in subject and execution. It is lighted by a brass chandelier with twelve burners made expressly for the club.

Another curtained doorway divides the parlor from the general smoking and reading room. This room is supplied with a square centre-table on which copies of THE WHEEL and other cycling periodicals, together with the daily papers, may be found. The walls are almost completely covered with photographs and pictures of the principal bicycling events, meets, parades, etc. In addition to the pictures, the walls are decorated with athletic trophies, such as snow shoes, tennis and lacrosse rackets, oars, etc.

A winding stair case runs to the locker and dressing rooms on the floor above. There are two of these rooms besides the requisite toilet and bath rooms, and a number of spacious closets. The lockers are as nearly perfect as it is possible to make anything of the kind. They are large and roomy, all of them being six feet high and thoroughly ventilated, having a latticed door and the backs being open. Stained floors, and Turkish rugs complete these elegant apartments.

The floor above this contains four comfortably furnished rooms which are rented by several members who intend making the club house their permanent abode. Want of space prevents our giving a more detailed description of the house, but the club is always glad to see any wheelmen who may call with a view to joining, or simply to inspect the finest bicycle club house in the city. All those desirous of joining are advised to make an early application as the limit of membership will soon be reached, and after the first of January next the initiation fee will be doubled, although no change will be made in the yearly dues.

O. L. M.

## HILLIER'S PERVERSITY.

G. Lacy Hillier, in a long letter to the *Bi. World*, states that the names of the timekeepers at Springfield, have never been published. From *Wheeling* of September 30, we clip this bit:

"The timekeepers or 'timers,' as they are called at Springfield, were Messrs. Whipple, Ethan Robinson (an old experienced trotting timer), Fisk, Hendee, Lawton, and Etherington. In addition to these, Mr. Bassett, editor of the *Bicycling World*, had a couple of independent or extra timers in the referee's box, in which capacity Mr. Bassett acted."

Perhaps "England's representative wheelman" does not even read, much less believe in *Wheeling*.

## INTO PERSIA ON A BICYCLE.

Thomas Stevens, the American, who started from San Francisco to go around the world on a bicycle, has reached Tabreez, Persia. The following interesting letter, which we are allowed to use in advance of its publication in *Outing*, details some of the rider's experience in passing through the almost trackless wastes of Asia.

I reached Tabreez yesterday, September 18, after a journey of 389 miles, as registered by cyclometer, from Erzeroum, the point from which I last wrote. Thus far my experience in Persia has proved even more novel and interesting than in Asiatic Turkey; and leaving out, of course, the question of literary merit, I have no hesitation in saying that the series of papers, descriptive of this part of the journey, will prove a real treat to the readers of the

magazine, and more novel and entertaining than either the American portion published last spring, or those on the European part of the tour now appearing. On the route from Erzeroum here, I passed close to the foot of Mt. Ararat. I have been honored and entertained by Khans, and have slept in, and partaken of hospitality in the famous "black tents" of wild Kurds, against whom these same Khans had warned me to beware. Nobody thinks of traveling without guards in this country, but I have ventured alone anywhere and everywhere, and have so far escaped serious molestation, though I have several times had to display my revolver. I find the Persians excessively inquisitive—worse than anything alleged against the Americans,—and it is an every-day occurrence for me to race away from howling mobs of villagers, who insist on detaining me until the Khan of the village and every individual of them has seen me ride, and inspected the bicycle. It is a great wonder the bicycle hasn't become disabled long since, for I am literally compelled to mount and, at least, attempt to ride in all sorts of impossible places before the people will consent to my departure. and often the only way I can convince them of the impossibility of complying with their demands, is to convince them with the revolver; however, I haven't had occasion, so far, to so much as tighten a spoke in the wheel, everything about it being in perfect order, except that the rubber tire of the small wheel is getting worn down. Everybody goes armed here; but I have so far managed to avoid serious trouble,—the mere sight of the six-shooter being sufficient to scatter them like so many sheep. These people do not mean harm, simply wishing to satisfy their curiosity; but frequently it is impossible to ride at the place, and they will not take "no" for an answer. On the other hand they are very kind and hospitable, sometimes refusing to accept any payment whatever for such accommodation as they can afford. I have found the country less mountainous in Persia than in Asia Minor, but there is a total absence of wheeled vehicles, and consequently of wagon roads. The great camel-caravan routes afford a greater proportion of rideable pathway, however, than I anticipated, enabling me to do fifty miles a day between Hoi and Tabreez, besides going at least ten miles out of my direct course to reach a village for the night. The distance traversed from Ismidt to Tabreez is 1,202 miles—300 of which is Turkish measurement by post hours, between Bei Bazaar, where my cyclometer pin was broken, and Sivas, where I had it repaired again; and the remainder actual measurement by cyclometer. It is somewhere near 400 miles from here to Teheran, where I will have to remain for the winter; and as there is no particular hurry I shall probably accept the invitation of Mr. Abbott, the English Consul here, and Messrs. Oldfather and Whipple, the American missionaries, to remain for a couple of days. The journey to Teheran will probably occupy about ten days, more or less, according as I find the roads. On the way I pass through Miana, the place celebrated for the poisonous bug, whose bite brings on violent fever. I understand that these insects are only in the houses, consequently shall either contrive to pass through the district during the daytime, or sleep out in the open.

Through Asia Minor, from Sivas to Erzeroum, there are well-defined caravan routes from one important town to another, but the mountain trails are the most abrupt I ever traversed; in this respect they are much more difficult to overcome with the bicycle than anything I experienced in the Rockies, where the ascents are comparatively gradual. Often



# THE WHEEL.

these mountain trails are churned up by the feet of the pack animals that have traversed them all through the rainless summer months until several inches of loose material covers the surface, and this, in addition to the steepness, makes it impossible to ascend, save by pushing the bicycle ahead with rear wheel aloft like ascending a pair of stairs; sometimes I have this highly interesting task to accomplish for miles at a stretch; but in the valleys there is invariably found a good average proportion of ridable road, and the last forty miles of my road to Erzeroum, traversed in half a day, was a macadam road, part of the great Trebizond and Persian caravan route. From Sivas to Erzeroum the cyclometer registered 308 miles, and in spite of mountains and bridgeless streams I averaged over forty miles a day. Perhaps I should not average quite so much, but it is only at these distant points where one can experience the luxury of listening to and conversing in his own mother tongue, and what is perhaps quite as important, where anything like what Americans call a "square meal" is obtainable, hence the inducement to worry along as rapidly as possible. The ordinary mode of traveling in this country, by people in anything like comfortable circumstances, is to go on horseback with a guard of *zaptiehs*, and extra horses and attendants carrying bedding, tent, cases of provisions, etc.; for the villagers are the most poverty stricken people imaginable, and the accommodation obtainable from them is something to shrink from, so that it is not easy for an inexperienced person to imagine what a fellow carrying none of these things, but trusting entirely to what may turn up from one hour to another has to endure.

Sincerely yours,

THOMAS STEVENS.

## WHAT THE WHEEL WOULD LIKE TO KNOW?

Whether the Racing Board of the League has not made a great mistake in reinstating Mr. Lewis T. Frye, who deliberately and with full knowledge of the consequences raced John S. Prince for a money prize?

Whether the *Bulletin* thinks that THE WHEEL is losing money?

Whether the losses on the *Bulletin* do not average \$75.00 per week.

If the members would not have found it to their advantage to have accepted the offer of W. N. Oliver & Co.?

Whether the question of an official organ will be rushed through another convention?

Whether President Beckwith will appoint three Philadelphians on the committee?

Whether Aaron will run again for secretary-editor?

Whether he wants the office, and if not, why not?

If Mr. E. C. Hodges does not stand a good chance as next president of the League?

And if he would not make a good one?

What New York will get next year?

If the presidential bee troubles vice-president Terry?

If we have not said enough this issue.

## ENGLISH TRICYCLE RACING THE PAST SEASON.

During the early part of the racing season of 1885 the paucity of tricycle handicaps was most noticeable; but the excellent sport provided in those which did take place led to meeting after meeting having a triple-wheel event included in its programme, so that the latter part of the season has witnessed a large number of open handicap tricycle races in the Metropolis, as well as at the provincial gatherings, and a

number of previously unknown riders have rapidly developed into crack sprinters.

Earliest of the season's developments was that of H. G. Priest, of Birmingham, who won his first handicap with a long start, and then showed such excellent form in the five miles championship race as to be brought back to a very short mark at once. Being a youthful rider, and poorly trained, he rapidly fell off, and has not realized the expectations that were formed of him; but he has still plenty of life to spare, and by judicious training will doubtless make a yet more decided mark.

R. Cripps has only shown prominently in the first of the championships—the five miles—being defeated rather easily in the mile, and utterly thrown out of the twenty-five miles championship. His return to the two-wheeler shows that bicycling is, after all, his *forte*.

P. T. Letchford trained up well early in the season, and broke the first record of the year at the Alexandra Park, following on by running a dead heat for the final of the one mile championship; but since then he has been most unlucky, repeatedly failing to score from scratch, and although he has kept up his training, his season's average of wins is very poor, and his times at the end have not been anything like what he expected. Undoubtedly, his sudden fancy for racing on the safety bicycle must have interfered with his pace on the tricycle.

A. J. Wilson is one of the riders who came prominently forward early in the year, winning two consecutive handicaps at Alexandra Park, and making the then handicap record of 2m. 59s. with 50 yards start. He ran well in the mile championship, getting under 3m. for the full distance; but having got back to scratch, he at once relinquished racing very early in the season. Wilson is the father of the tricycle-racing men, having been on the path for eight years; but until this year he never showed first class ability. His *forte* is in getting up top speed at the start.

P. Furnivall is the most phenomenal of riders. He has never raced on a single tricycle except in the mile championship, which he won cleverly after a dead-heat with Letchford. He holds the one mile record, and also several records for tandem tricycling in conjunction with G. Gatehouse.

G. Gatehouse was not regarded as at all clever on the tricycle, the Cambridge path with its absence of corners being inimical to his progress on strange tracks. At Aston he showed very poorly, owing to the damage done by some careless hotel servant to his machine, which spoilt the steering; but upon taking up a new automatic-steerer tricycle his pace improved, and in the 25 miles championship he rode the most wonderful race ever seen on three wheels, English being the only opponent who could keep near him. Like Furnivall, he has abstained from pot-hunting since winning the 25 miles title.

Sidney Lee is the disappointment of the year. So much was expected of him that his utter collapse has been the more remarkable. Beyond running third in the mile championship, he has done nothing at all noteworthy. He won the Camp challenge cup outright, but under favorable circumstances; and since then his form in handicaps has repeatedly failed to maintain its former class.

Of H. C. Sharp's form but little can be said with certainty. This rider commenced the season on the 40 yards mark, and very gradually worked back so as to occupy scratch at the end of the year; but his frequent tricks on the path preclude any true estimate being formed of his real abilities. He could have won the Camp challenge cup had he chosen to wrest it from his fellow-clubman; but in this race—as in others—he was evidently a non-trier.

H. Williams, Jr., commenced on a very long mark; but soon showed such good form on a roadster as to justify his speculating in a racing tricycle, upon which he has hunted pots very successfully, the handicappers treating him with surprising leniency until late in the year, when he suddenly figured on scratch; this was only when the best men of the year were absent or off color, however, and Williams has not made any startling time for the full distance.

A. L. Bower is quite a new man, who exhibited spurring powers of no mean order in his club's races, which eventuated in his coming back to the scratch mark with a celerity probably unequalled in the history of cycle racing. Like Williams, however, he has not tried his mettle against the cracks when they have been in their best form, and his times are not remarkable.

C. Cousens did well early in the year, but fell all to pieces in July, and has won but little since.

R. H. English, like Gatehouse, has confined his tricycling almost solely to the 25 miles championship, and has done nothing noteworthy at short-distance racing.

Of paths for tricycling, the Crystal Palace maintains its supremacy by virtue of the time test, although there has not been a single open handicap held there this year. At Alexandra Park, the record made by Letchford in the early part of the season proved that the gravel track was very fast; but after the three early meetings there has been a total cessation of open tricycling on this track. Lillie Bridge has been considerably patronised, towards the latter part of the season, more tricycle handicaps taking place here than in the whole Metropolis otherwise combined; but it is not at all a fast path for tricycle racing, the absence of banking at the ends being all against speed on the part of the back-markers. The Oval was patronised, once. In the provinces, the Taunton, Cambridge, Cardiff, and Weston-super-Mare tracks are the best, Cardiff and Weston being perhaps the two fastest paths of the kingdom; but opportunity has been wanting for tricyclists to prove their speed here. Tandem records were slaughtered at Cambridge, but single tricycling has not been much practised.

In racing tricycles, the "Humber" and "Cripper" types, continue to hold their own, the "Quadrant" racer being the only innovation of the season which has undergone the ordeal of beating N. C. U. standard time. The "Invincible" tandem has been the most successful prize winning double, although the "Humber" tandem holds the records.

Tandem-racing has been too much neglected to make it worth the while of crack riders to train for this class of contest at all systematically. Sociable-racing has totally disappeared, and will most probably be unheard of again, the tandem so thoroughly supplanting the sociable for speed.—*Bicycling News*.

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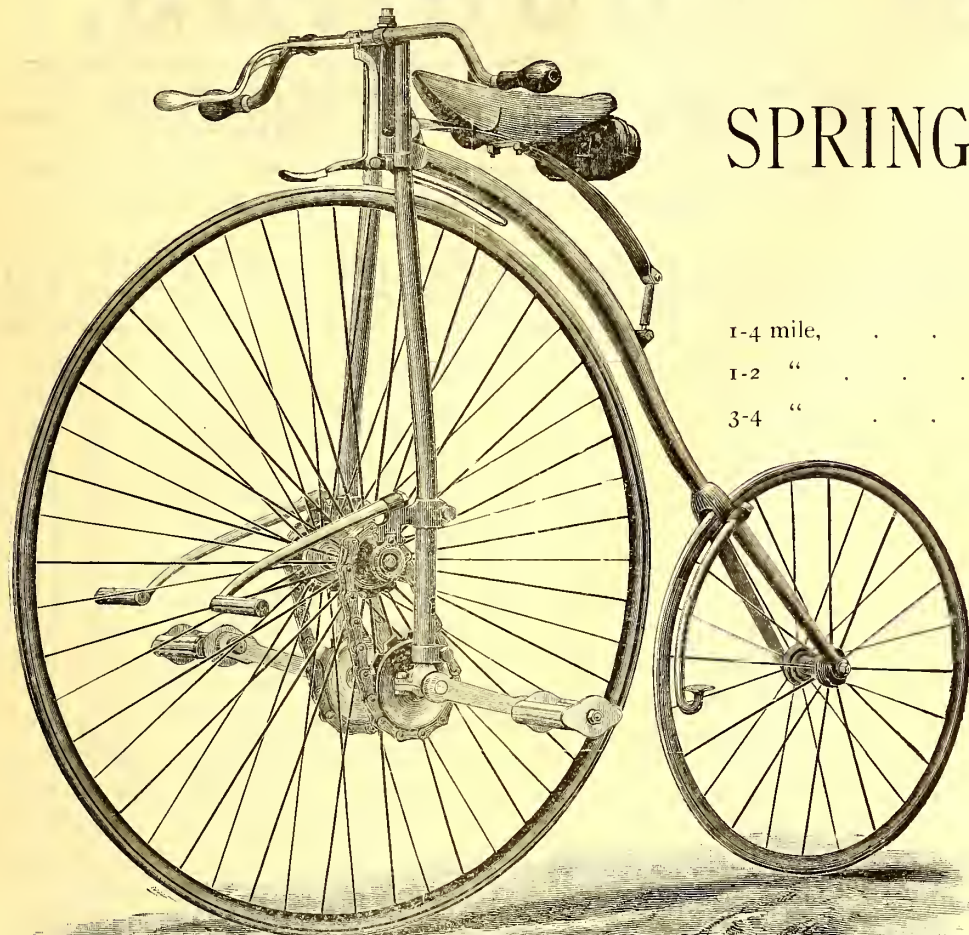
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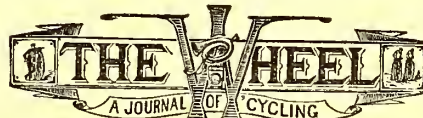
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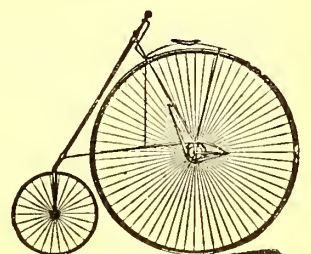
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WORLD'S RECORD,	-	-	-	-	5 Miles,	-	-	-	WM. A. ROWE,	14.07	2-5
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WORLD'S RECORD,	-	-	-	-	10 Miles,	-	-	-	WM. A. ROWE,	28.37	4-5
WORLD'S RECORD,	-	-	-	-	11 Miles,	-	-	-	WM. A. ROWE,	31.37	4-5
WORLD'S 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
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