

VOL. IX.—No. 23]

NEW YORK, MARCH 5, 1886.

[WHOLE NUMBER, 231.

## PLEASE NOTE.

We do NOT control the wheel business.

We do NOT dictate the prices at which other wheels shall be sold.

We do NOT claim any hold upon riders other than the merit of our goods.

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

We do NOT fear competition.

We are the OVERMAN WHEEL CO., of Boston, Mass., and we will place upon the market this spring a higher grade Bicycle than has ever been offered in this country.

All wheelmen are invited to examine this wheel critically, and determine for themselves whether or not the statement is justified. We work for wheelmen and depend upon the merit of our wheels to insure their patronage.



THE WHEEL.

# ROYAL MAIL



OFFERED AS THE

## Highest Grade Bicycle in the Market

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

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

Thoroughly Established in American Favor. —

— Adopted by Many of the Principal Clubs.

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

## A SERIES OF SUCCESSES IN RACING AND RECORDS.

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

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

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

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

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

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

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

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

### THE ROYAL MAIL HAS NO EQUAL!

THE BEST OF ALL RECORDS.

#### The LAKIN PRIZE Just Awarded the ROYAL MAIL!

5056 MILES IN 1885 ON ONE WHEEL.

WESTFIELD, MASS., February 1, 1886

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

J. A. LAKIN & CO.

GOOD AGENTS WANTED EVERYWHERE. SEND STAMP FOR ILLUSTRATED CIRCULAR.

## WM. READ & SONS,

107 WASHINGTON ST.,

SOLE AMERICAN AGENTS.

BOSTON,

Messrs. WILLIAM READ & SONS.

WESTFIELD, MASS., February 4. 1886.

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

Yours truly;

C. M. GOODNOW,  
Captain Westfield Wheelmen.

CHAS. RENTON & CO., 229 Broadway,

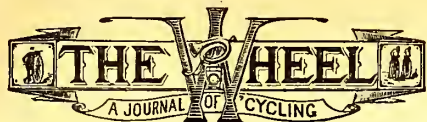
AGENTS,

NEW YORK.

CHAS. SCHWALBACH, 132 Penn Street,

BROOKLYN AGENT.





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

#### COMBINATION OFFERS.

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

Published every Friday morning by  
CENTRAL PRESS & PUBLISHING CO.,  
Box 444, 12 Vesey Street, N.Y.

and entered at the Post Office at second class rates.

#### 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 CENTRAL PRESS & PUBLISHING Co. We cannot use stamps other than the two of one cent issue.

#### THE WHEEL AS A SANITARY AGENT.

Instances are not wanting where daily exercise on the bicycle has been conducive to the re-establishment of health. It calls into play the entire muscular system, and, by that means, promotes digestion and aids in building up the whole constitution.

In America there is too much confinement at the desk, and too little out-of-door exercise. Horse-back riding is almost wholly unknown, or practiced in such isolated cases that it is of very little benefit.

It is not difficult to point out the advantages of bicycle riding over horse-back exercise. In the first place, as a matter of economy, the former is preferable to the latter. The bicycle eats nothing. It needs no stable nor groom. It is ready for use at a moment's notice and it is not liable to any disease that may render it useless, or necessitate the expensive attendance of a veterinary surgeon.

Then again, horse-back riding calls into play only part of the muscles. The legs hang limp and useless, while exercise on the wheel necessitates the vigorous action of nearly all the muscles in the body, and especially of those in the limbs, where the great muscles lie.

We would like to say to every man of sedentary habits and especially to those who find dyspepsia creeping on them—Throw physic to the dogs and buy a bicycle. It is better than medicine. It is better than any other form of exercise. It combines the *utile cum dulce*, in that, while furnishing beneficial exercise, it also affords exhilarating pleasure to the rider.

It is becoming the fashion too. A dozen or more large manufactories are constantly turning out bicycles and tricycles, and the supply is not greatly, if at all, in excess of the demand.

New clubs are being organized everywhere, and the probability is that the coming season will see an enormous increase in the number of gentlemen, and ladies too, who employ this healthful form of exercise and pleasure.

It is an old adage that an ounce of prevention is better than a pound of cure; and if this is true, as, doubtless it is, how much better it would be to learn to ride the wheel while in good health, than wait till the system is in a condition of impairment, and then seek to rehabilitate it with renewed vigor at that late date.

There are those who may think that we say this in the interest of the dealers. Well, no, not altogether—at least that is a secondary consideration, and health the primary one. Of course if the health of the community shall result in benefit to the dealers in bicycles, we cannot help that. That is, assuredly no reason why the bicycle or tricycle should not be employed as a sanitary agent, if it prove serviceable in that direction.

#### THE TRICYCLE FOR LADIES.

The rapid strides which bicycling has made in favor of men in this country, bids fair to soon gain for the tricycle equal countenance with the fairer sex and at no distant day become the fashion among the belles of the upper circle. Already there are many lady patrons of the wheel. Though they cannot be embraced in the quota of many, yet in proportion to the pioneers they are now numerous, and the tendency is an increase of participants in that pleasant exercise. That they can be ignorant of the qualities of the wheel as a health medium we do not for one moment suppose and we are inclined to believe that its general substitution for horse-back exercise is hindered only by the absence, in the first place, of the fashionable dogma, and of a suitable riding school. That the fashion would soon exist if a lady were able to go somewhere, away from the madding crowd of men's eyes until she became familiar with the management of the tricycle, to blossom out into a finished rider and astonish her masculine friends with her graceful ease on the wheel, is of so much certainty that speculation is unnecessary. This however, she cannot attain herself unless she has a brother, who is himself a wheelman, and a spacious back-yard. We should think some enterprising person would start a ladies' riding school, or better still the manufacturers, within whose province it more particularly lies, should have either a ladies' apartment attached to their establishment or reserve their present track during certain hours of the day for the tuition of ladies exclusively. Such a school once established and the impediment removed the fashion will soon set itself and we dare to say it will be more lasting than the mere ephemeral existence of a serious caprice. The pleasures of wheeling swiftly along with brother, lover, or husband, once enjoyed will never be relinquished and we feel certain that after the great League meet in Boston this season, a recital of the pleasures of "the ladies tour," will excite feelings of envy and regret in the breasts of many ladies who could not join in it. Objection may be made by some ignorant of the present construction of the tricycle, to its inadaptability to the ladies' dress; to those we would say that the dress is no more disarranged than in walking, and does not in any way interfere with the working of the machine.

[Written for the Wheel.]

#### THE WHEELMAN'S BRIDE.

BY HARRY MYRTLE.

#### CHAPTER 4.

"I assure you," said Ethel, "It was really his name."

"And he rode a race with you on the bicycle?"

"Indeed, he did; and he is a splendid rider too."

"Well, really," said Gertie, laughing heartily. "I never knew the old fellow could ride a bicycle, much less run a race on one."

"I don't know why you call him an old fellow, for I'm sure he can't be over twenty-four—"

"Twenty-four! Ha, ha! the old chap must be renewing his age—or, perhaps it is his second childhood—sans teeth, sans hair—sans everything—"

And then Gertie laughed merrily again.

"Perhaps he is not *your* Percy Harrington—There may be two of the same name"—Ethel suggested.

"Two of the same name—why, yes, of course. How stupid we have been all this time. It must have been his nephew—and, by the by, I remember now that he does ride the bicycle, and travels about the country giving exhibitions of his skill."

"But he told me he did not know of any other person whose name was the same as his."

"Perhaps he has forgotten his poor old uncle! Well I don't blame him much if he has, for he is not a sort of man to be thought of all the time."

"Yes—I am aware he is your pet aversion."

"And so it is the young gentleman that rode with you. Did you really think he was my old ogre?"

"I hardly knew what to think. As first I supposed as a matter of course it must be he; but when I saw that he was so much younger than I supposed your Percy—that is—Mr. Harrington senior to be, I began to have some doubts. Then I asked him if he knew of any other of the same name—and he said he did not. Then I thought I would make sure about the matter and so I bluntly asked him if he was married."

"You did! Ha, ha!" laughed Gertie. "What did he say?"

"He said he was not, and to convince me, he said he would bring me a letter he had received from home in which his mother incidentally alluded to his condition of single blessedness; and it was while he was on his way here with the letter that he was struck down by that jealous simpleton—"

"What jealous simpleton—Struck down did you say?"

"Yes—Haven't you heard of it?"

"Not a word—Tell me all about it."

"It was that silly fellow—Charlie Hodges, on whose bicycle I learned to ride, and who imagined that gave him the right to consider himself my most devoted, I suppose."

"And where is he now?"

"Which *he* do you mean?"

"Well—both, for instance."

"Percy is at his hotel, convalescing, and Charlie is in jail, where I hope he will stay till he recovers his senses."

"Well, really—you have had quite an adventure—that is, you and the others, together—What was your impression of Mr. Harrington?"



"My first impression was biased by the supposition that he must be your husband, of whom you had told me so much that was to his discredit; but when I saw that he was a gentleman, in every sense of the word, I thought either he must be some other, or that he was quite a different sort of a man toward you from what he appeared to me. Tell me, do you know him intimately?"

"O, dear, no. I met him once or twice; but he had some trouble with his uncle, and I suppose he thought that man and wife must be one, and so I dare say he did not care to have much to say to me. From all I have heard however regarding him I think he must be a very estimable young man."

Thus the two chatted on, telling over all the events and incidents that had occurred, and then Ethel's visitor took her leave.

In a few days Percy was sufficiently recovered to go to Baltimore and fill his engagement there. Ethel had numerous other engagements in various parts of the country during the season, and so it happened that neither met the other again for nearly a year after the occurrences just narrated.

In the meantime as Ethel and Percy were filling engagements in various parts of the country, they occasionally heard of one another; and it was not till some time in the following spring that they met again in the city of Buffalo.

Ethel had an engagement to ride at the Circle rink, and Percy was filling an engagement at the rink on Niagara Street; and, so, although they were appearing at different places, and were not staying at the same hotel, they learned of each other's presence in the city, and Ethel was by no means surprised when Percy paid her visit; while he, on his part, remembering the rather cool reception accorded him at his last interview with the young lady, was agreeably surprised to find that she received him on this occasion in a far more friendly manner, so that while he felt some hesitation at first about calling on her, fearing to be regarded as an unwelcome intruder, he found that he was cordially welcomed, and was so much pleased by her gracious and charming manner that he prolonged his stay far beyond the time he had intended to remain.

"Have you ridden any races since our last encounter?" asked Percy,

"O, yes," replied Ethel, "several. I rode a race with Alberti, and beat him too."

"You and I ought to finish our race, sometime or other."

"I don't know about that, I am afraid that if I should exert myself as much as I did before, I might encounter a similar mishap again."

"Perhaps you might find it easier to beat me now."

"I am not so sure of that."

"At least we might give an exhibition of fancy riding."

"Yes, we might do that perhaps."

"And, when shall we begin to practice?"

"O," said Ethel, "almost any time, perhaps to-morrow. By the way your aunt Gertie is a particular friend of mine—"

Aunt Gertie?"

"Yes; and she doesn't give a very pleasant account of your uncle Percy—"

"Well, I should presume not."

"And, do you know, I mistook you for your uncle"

"Really—well, I'm sure I never knew there was any resemblance—"

"O, I presume not—but, you must remember that I had never seen either of you, and

only knew the name from hearing your aunt speak of your uncle."

"Then, I presume you did not have the most exalted opinion of me, eh?"

"O. I—Well, of course, after all I had heard about your uncle, and supposing that you were he, I—well I suppose you must have thought I treated you rather coldly—"

"Yes, I did observe a slight frigidity in your manner."

*To be Continued.*

## WHEEL GOSSIP.

Cycling is on the boom in Kansas.

The Speedwell Show has been postponed to 13—20 March.

*Vanity Fair* has been incorporated with the *East End Signal* of Cleveland, O.

Will. A. App, captain of the Star Wheel Club, died of malarial fever last Saturday, at Memphis, Tenn.

Rumor says a team road-race between the Ramblers and Missouri clubs will come off soon.

Harry Griffin, editor of *Bicycling News* was elected official handicapper of the N. C. U., for the London district.

A good timer's split second watch cannot be bought for less than \$4.00, and the price runs as high as \$8.00 or \$9.00.

Who will be the first to baptise a cycle track here as "*Velodrome*." P. D. says at our elbow; "We'll (WHEEL) do it" !!!

R. E. Belcour and H. H. Morris, St. Louis pedallers will race for the five-mile Star Championship of Missouri shortly.

M. Jacquot, consul general of 'L' Union Velocepedique," France, is preparing a road book. The "big four" may possibly like to hear of this.

Last Friday, Secretary E. W. Pope, of the Pope M'fg Co., of Boston was in Cleveland, O. He says the Columbia light roadster will make its appearance in greatly improved form.

Two combination garments have been recently brought out by an English outfitter who caters to wheelmen,—they are the combined vest and jacket, and trousers and knee-breeches.

A. J. Wilson of the North London Bicycle Club, has a road record for 1885 of 7021 miles, invariably riding every day. He rode a Quadrant tricycle, 4,510 miles; tandem tricycles, 1,030; Rover safety bicycle, 1,079, and other machines, 402.

The Illinois road book is well under way, and by the same token we would remark that bicycling in that State is developing into beautiful proportions, and exceeding expectations. Good for Illinois, we hope she will continue in the same track.

Brooklyn affords four ministers of the Gospel who trust their holiness to the wheel. Rev. Henry Ward Beecher has a penchant for the trike as has also Rev. George R. Vandewater, while Revs. W. W. Davis and George R. Pentecost take it straight on the bicycle.

The Elizabeth wheelmen gave their entertainment at the Temple rink on the 26th ultimo in presence of a large and appreciative audience. A. S. Roorbach won the slow race and a silk umbrella. The polo match between A. S. Roorbach and A. S. Brown was gained by the latter, and in the double game played subsequently between Brown and Berry and Roorbach and Currie, the first team carried off the banner.

The four Cyclists who took the greatest number of prizes in France are: M. de Civry, who heads the list with 50 first and 20 second; M. Midinger, the champion of '83 and '84, comes next with 34 first, 19 second and 12 third; M. Duncan, secured 32 first, 13 second and 6 third; and Charles Terront closes with 26 first and 22 second. These prizes were for bicycle and tricycle riding, M. de Civry gaining the championship of both.

"The *Star* will be heard from the coming season"—How is that? Is there going to be a new hall erected in Springfield called the "Season" or will the season be placed on a pole or in a balloon so as to be nearer the "star" to hear it. Will the "star" be connected with the "season" by wire and the people on the "season" hear from the "star" through a microphone? The editor must have been in one of his "seasons" and heard from his star—or was he so extravagant as to have *three* stars,—rather often.

**TO FANCY AND TRICK RIDERS:** The advertiser desires to correspond with one of the best fancy and trick riders in America in reference to a Pacific Coast tour of several months. To the gentleman willing to travel an additional engagement of six months can be arranged. Send on your paper circulars, lithographs, etc., and write the fullest particulars in answer, as there is no time to be lost in useless correspondence. State your best terms, either salary or sharing. Address all communications to Ben. Benjamin, 1208 Golden Gate Avenue, San Francisco, California.

We have received a book from Messrs. Stoddard, Lovering & Co. of Boston, Mass. entitled, "*The Agent's Guide, or how to sell Rudge bicycles and tricycles.*"

The book is compiled by their manager, H. D. Corey, from material collected abroad and in this country, and from practical experience for the last four years in the bicycle business, and treats very fully on how to sell bicycles and tricycles in general, giving many useful hints and valuable information in regard to working up the business.

No book of its kind has been issued, and to parties desiring to develop the wheel business we should recommend them to send stamp to the the above firm for a copy.

E. A. Savage, champion of Minneapolis, and S. G. Whittaker, champion 50-mile amateur rider of the country, rode a 10-mile bicycle race at the Washington rink, Minneapolis, on the 24th ultimo, which resulted in a victory for the former. There was open talk of collusion between Savage and Whittaker, and letters putting forth the accusation in plain terms and foreshadowing Whittaker's expulsion from the amateur ranks, and warning amateurs against racing with either, are published in the *Minneapolis Tribune*. Whittaker replied with spirit giving the lie direct to his accusers, and admits having been beaten square by Savage. The time of the race was 31m. 51 3-4s. This falls behind the time made by W. A. Rowe, champion amateur, which was 28m. 37 1-4s.



We want an Agent in every Bicycle Club

FOR

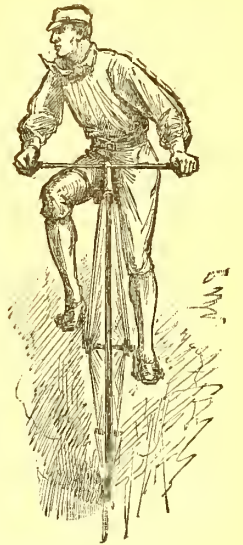
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The Gentleman's Magazine of Sport.

You can Make Money.

A member of a large city club secured twenty-five subscribers in a short time by merely posting a subscription-sheet in the club-room. Write for our LIBERAL terms to agents, and help our circulation while helping yourself and friends. Everybody knows OUTING, nearly everybody wants to take OUTING, but everybody has not been asked.

Write for Terms to Agents.



It is the best printed and most superbly illustrated magazine of out-door sports in the world, while in the literary excellence of its reading matter it is second to none. It is already recognized as in the front rank of American periodicals, and although a brilliant success in 1885 it will be brighter and better in every way in 1886.

Annual Subscription, \$3.00.

Single Copies, 25 cents.

SPECIMEN FREE.

OUTING Offices,

140 Nassau Street,  
New York.

Graceful.

Stanch.

Reliable.

## THE POPULAR AMERICAN CHALLENGE BICYCLE

*For 1886.*

THE PEER of any HIGH-CLASS MACHINE, and positively the BEST and most DURABLE ROADSTER for the MONEY EVER PLACED upon THE MARKET.

**PRICE, 52-INCH, Standard Finish, Parallel Bearings, \$74.00**

MESS. GORMULLY & JEFFERY, CHICAGO, ILLS.:

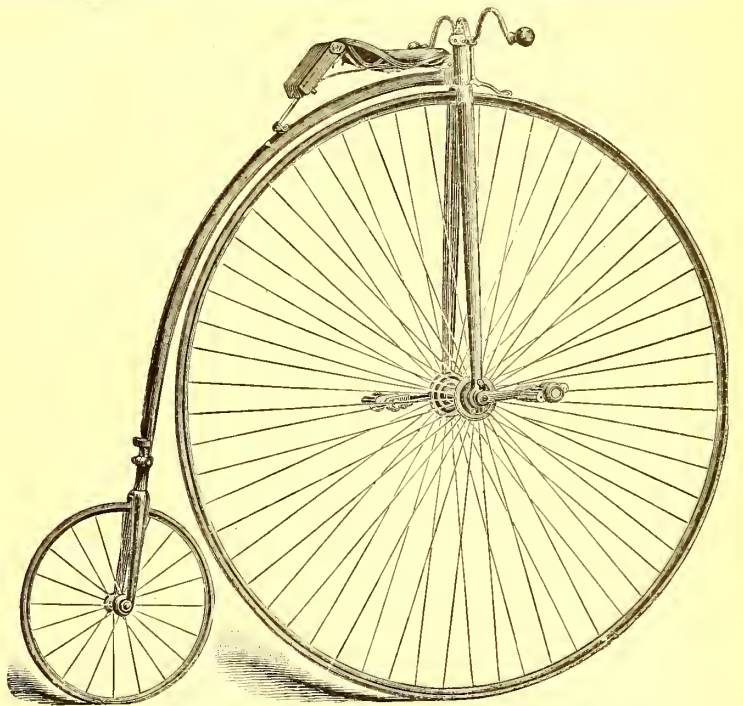
NEW ORLEANS, Feb. 10th, 1886.

GENTLEMEN: The AMERICAN CHALLENGE received through Col. Fenner is indeed a beauty, and creditable to the makers. I have refrained from writing until having tried it somewhat, and now having registered my first 100 miles can express my entire satisfaction in it as a mount.

In appearance it is elegance itself, its running is extremely easy, and the ball bearings are perfection.

WM. W. CRANE.

Capt. New Orleans Bk. Club and Editor Bicycle South.



### IT HAS

The G. & J. STRAIGHT, DROPPED, and COW-HORN HANDLE-BAR. in one piece, with PATENT CLAMP-FASTENING, EBONITE HANDLES.  
The G. & J. PATENT CLOSED HEAD, conceded to be the best and MOST DURABLE HEAD yet invented.  
The G. & J. PATENT PARALLEL BEARINGS, which are held in SPHERICAL CASES, and adjust THEMSELVES AUTOMATICALLY to any bend in the forks.  
The G. & J. PATENT BALL BEARINGS, if preferred, at an additional cost of \$15.00. These Bearings are unexcelled in their simplicity, and are DIRECT ACTING in their ADJUSTMENT.  
The G. & J. BALL BEARING PEDALS, at an additional cost of \$5.00.  
The G. & J. PATENT ADJUSTABLE and RUBBER CAPPED STEP, which prevents slipping and injury to clothing.  
The G. & J. PATENT RUBBER CUSHIONS on the Pedals, saving the machine from breaks and jars.  
The G. & J. LONG DISTANCE SADDLE, with attachment to tighten or loosen the leather at will.  
FORKS, HEAD, NECK, BEARINGS, SPOKES, RIMS, and PEDALS MADE OF FORGED AND WELDED STEEL, and Spokes are BUTT ENDED.  
For further information concerning this excellent Bicycle, send for new 48 page Catalogue FREE.

## GORMULLY & JEFFERY,

MANUFACTURERS OF BICYCLES  
AND SUNDRIES,

222 & 224 NORTH FRANKLIN ST., CHICAGO, ILL.

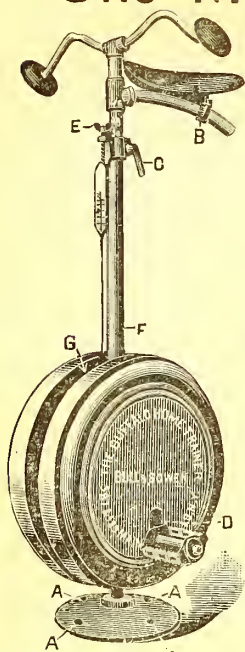
N. B. - GORMULLY & JEFFERY MAKE AN EXTENSIVE LINE OF BICYCLE BELLS.



# THE WHEEL.

## One Mile Open

## TIME RECORD RACE.



TWO MEDALS will be given for the best records made on the BUFFALO HOME-TRAINER between Jan. 1st and April 1st, 1886.

Further particulars may be had on application to Mr. FRED. JENKINS, Editor of THE WHEEL, who has kindly consented to act as Referee.

Score Sheets, and Rules, governing the Race, can be procured from the principal dealers throughout the country.

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



## NERVOUS DEBILITATED MEN.

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



## "Home Exerciser"

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



## THE "PARADOX" OILER

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

Nickel, 25 c. Gilt, 30 c.  
**H. B. HART,**  
No 811 ARCH STREET, PHILADELPHIA.  
LIBERAL DISCOUNT TO DEALERS.



## BORNSTEIN, King of Clubs!

The Only Man in the City who sells  
INDIAN CLUBS, any size, \$1 pr pair.  
FLYING TRAPEZE, " \$1 each.  
" RINGS, " \$1 pr pair.  
DUMB BELLS, any weight, 5c. pr lb.  
Maple Wood Dumb Bells, Wands, &c.,  
for Calisthenic Exercises.  
Reduction made to Schools & Gymnasiums.  
Salesroom, 17 Ann Street, New York.

## MISCELLANEOUS.

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

RACING MEN, if you want to buy a good racing machine, write to us. All sizes in stock. Prices low.  
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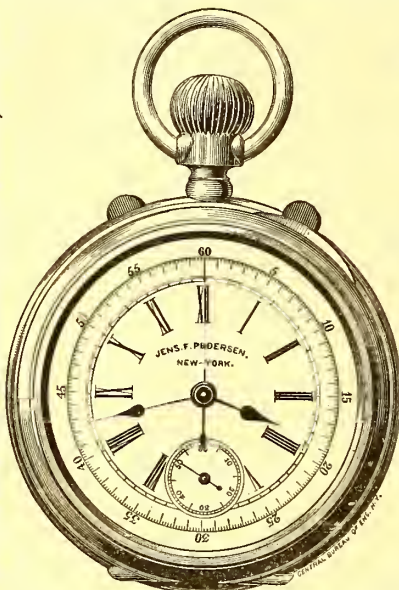
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## HUB HAPPENINGS.

INCREASING POPULARITY OF TRICYCLES—PREPARING FOR THE LEAGUE MEET—PROPOSED ROUTE FOR THE PARADE—POINTS.

The heavy fall of snow last Thursday put an end to all hopes of any more cycling on the road for a week or so, and spoiled many plans which had been laid for club runs yesterday. The roads were in fine condition on Washington's birthday, and all the clubs were out in force. As was expected, the Massachusetts club had the largest representation on the road. Thirty-five men under command of Captain Peck, sped away to the Newtons, and invaded the club house of the Nonantum Cycle Club; where they were very hospitably entertained and regaled with a spread. It was the first time that Peck had been out with the club since he has assumed the duties of captain, and he apparently fully appreciated the honors of his office.

The Bostons had a quiet spin to Chestnut Hill reservoir; and, later brought up at the Hawthorn, where a few hours were passed very pleasantly. Most of the Boston club men were mounted on tricycles. Indeed I think that a majority of the club's active members now ride tricycles. A general stampede was last season made from the bicycle to the tricycle, and from present prospects the tricycle will this season lose none of its popularity. The Bostons cannot exactly be accused of laziness but they are just the sort of fellows who would prefer the comforts of a tricycle to the speed of a bicycle. The Massachusetts Club has also a great many tricycles among its members: far more than the Bostons, but in proportion to their two clubs' membership, I think the Bostons take the lead.

The Massachusetts Tricycle Brigade has grown so large that it has been decided to create the offices of captain and lieutenant of the tricyclists. The new officers will be elected at the meeting of the club to be held Tuesday evening.

The chairman of the various committees which are to have charge of the coming League meet held a meeting at the new Marlboro hotel Saturday evening last. Chief Consul Ducker presided, and many plans for carrying out the details of the meet were discussed. Mr. Ducker told of what he had already done in relation to working up an interest in the meet, and said that the wheelmen in the western part of the State were enthusiastic over the matter, and would attend in large numbers. During the past week he had sent out over a thousand circulars to wheelmen in Massachusetts, requesting those who did not belong to the league to join at once, and bracing up the old members who had not renewed. At the present time Massachusetts leads all the other States in the number of new members, and has about two hundred more members than it had at the close of 1885. Nothing definite could be decided upon, but the general plan of the meet was outlined a little more definitely than it had yet been. The committees approved of the proposals to allow the Massachusetts State Division to take charge of the races, giving the League one-third of the net profits, and retaining the balance. This was the arrangement at the Buffalo meet and will probably receive the approval of the League racing board, to which it will at once be submitted by chairman Bassett. It is not unlikely that the races will be run at the track of the Union Athletic Grounds. The track of the Union Ground is not a good

one, being six laps to the mile, but Beacon Park, the only other possible place for holding the races, is so far away and it would cost so very much to put the track in suitable condition, that it is thought unwise to go out there. A clay surface can be put on the Union track at an expense of a few hundred dollars, and it will then be in a very good condition, and some creditable, if not record-breaking time, could be made upon it.

For the parade, the route which seemed to meet with the most approval was as follows: Forming on both sides of the east side of Commonwealth Avenue, between Dartmouth Street and West Chester Park, starting at Hotel Vendome, down Commonwealth Avenue to Arlington Street, to west side of Commonwealth Avenue, to West Chester Park, to Harrison Avenue to Concord Street, to Columbus Avenue, to Dartmouth Street, to Beacon Street, to Longwood and return by Huntington Avenue to the Mechanics Building, which will be used for the storage of the wheels. This will be a short route, only six or seven miles, and will be over delightful roads, so no one will be tired out. On some grassy hill-side in Longwood a photograph of the wheelmen will be taken. It is probable that the banquet will be held at the Hotel Vendome. This house can accommodate 500 diners which will be more than will care to attend the dinner.

The Massachusetts Club held a fine athletic exhibition last Thursday evening. There was some skillful club swinging by Professor Thos. Sweeney, and an interesting bout at fencing between Richardson and Stoddard. The most interesting feature was of course sparring and of this there were three bouts, two between amateurs and one between Lannon and Kirvin, the heavy weight professionals. The latter was intensely interested and the howls of delight which greeted every well delivered blow were deafening, and showed the appreciation the club members have for the manly art. During the evening there was a one mile exhibition race on home trainers between C. F. Martin and Gideon Haynes. Haynes won, doing his mile in 1.41 which is the best record ever publicly made in America.

### POINTS.

Many of the local unattached wheelmen who are joining the league do so chiefly for the privilege of participating in the coming parade.

The East Cambridge Cycle Club members are considering designs for a new club badge.

E. E. Merrill is at work on several cycle medals; among others is a gold emblem for the winner of the bowling tournament at the Massachusetts Club House, and a very handsome medal for Woodside for breaking records at Springfield, and also one for Wilmot the fancy rider.

Wilmot and Sewall have joined forces again.

The Massachusetts Club Billiard Tournament has been discontinued.

Ten new members will be admitted at the Boston Club Wednesday evening.

The Monantum Club, of Newton, has joined the League.

W. S. Bull, of Buffalo, was in town on Thursday last.

The Cambridge Club members are thinking of building a club house. Plans for the proposed house have already been drawn, and the members are now hard at work trying to raise funds sufficient to begin work.

The annual dues of the Massachusetts Club are to be raised to \$16.

The Monantum Cycle Club has 46 members. The Suffolk Club, of South Boston, will give a ball Wednesday evening.

W. H. Huntley last year rode 3830 miles on the bicycle, and, 1225 miles on a tricycle—a total of 5055 for the season. Certainly a creditable record.

Boston, March 1, 1886.

C. S. H.

## ROAD RIDING.

WHAT MCCURDY OF LYNN THINKS OF 24-HOUR PERFORMANCES PAST AND FUTURE.

Mr. A. A. McCurdy, the well known road rider of Lynn, called at the *Herald* office yesterday, and denied most emphatically the charge of Mr. Joseph Butcher that, in changing machines in the 24-hour ride last November, his pacemaker, Mr. Woodman, increased the cyclometer record by riding ahead. He says that Mr. Woodman substantiates this statement. Mr. McCurdy says, furthermore, that he never claimed a cyclometer record, as his performance was made over roads previously and accurately measured. Mr. McCurdy and Mr. Woodman were together during the time they were on the road. The reason that Mr. McCurdy changed machines was not because he was tired, or because he wanted a rest, but because there was trouble with the machine upon which he rode. Mr. McCurdy will go into training about April 1, and will make another attempt at the 24-hour record when the roads permit. He says that the 24-hour record will be very near 300 miles by the close of the season of 1886, and that, if he could cover 255 miles without training, he can easily add enough miles to break the present figures.

He has twice held the 24-hour record, having taken it once by 22 miles, when he covered 233 miles, and the second time by 14 miles, when he covered 255 miles, after having taken two headers. He was prepared to try again to break Munger's record, but the weather and state of the roads prevented. Each time that he made his record it was accomplished over the same roads as those traversed by his predecessor. When he tries in May, it will be over the same roads that Munger took. McCurdy claims that this course will be worth full 20 miles more to him on the next trial.—*Boston Herald*.

THE BRIGANDS DIDN'T GET HIM! Thomas Stevens, going around the World on a Bicycle as Special Correspondent for *Outing*, left Teheran Thursday morning on his way to Calcutta. He is in good health and confident of penetrating China.—*Cable to Outing*.

Mr. and Mrs. Joseph Pennell will publish a paper "Italy from the Tricycle," in two numbers of the *Century*, commencing in the next issue. Their "Canterbury Pilgrimage" is sufficient surety for an interesting paper on their Italian tour.

American wheelmen will be sorry to learn of the death of Dr. H. L. Cortis, on the 28 December last at Carcoar, Australia. He is supposed to have died from ulceration of the stomach, which disease he contracted, or aggravated, by falls over the handlebars of the bicycle. It will be remembered that he was the first to bring down the one mile record in 1882 to 2m. 41 3-5s. He was 28 years of age and took up his residence in Australia in 1882. He leaves a widow and one child, who are sympathized with.





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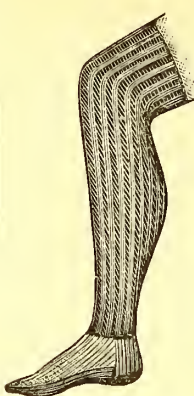
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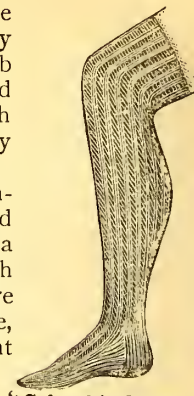
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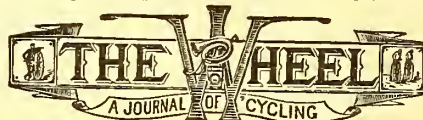
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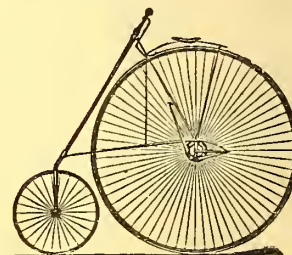
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

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

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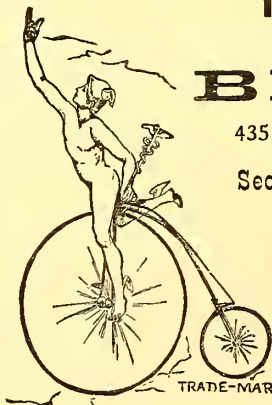
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## THE WHEEL IN CALIFORNIA.

The weather of late has been simply delightful, and consequently a great number of our wheelmen have taken advantage of the circumstance by airing their "silent steeds." Several of our most enthusiastic wheelmen invariably take a spin out to the Park early in the morning, while quite a delegation can be seen every evening indulging in a moonlight spin.

The all absorbing topic of conversation among the boys at the present time is the fifty mile road race, which takes place on Washington's birthday. The course selected is from Gilroy to Menlo Park, a straight-away course of fifty miles. Teams of five from the Bay Cities, Oakland Wheelmen, Oakland Ramblers and Highland Park Wheelmen will compete, and a close and interesting race is anticipated. The race will, no doubt serve to introduce several riders of exceptional promise, who have not yet had the opportunity to display their stamina in public. A large crowd of riders are going down to Menlo Park (which is distant some 20 miles) to see the finish of the race.

A meeting of all league members in California has been called for this evening at the rooms of the Bay City Wheelmen. There are at present 75 L. A. W. members, but as soon as the division is properly formed and in good working order, the membership, it is expected, will exceed 200.

Several Bicycle events are down on the programme for the Olympic meeting next Monday, but they will not amount to very much as our best racers take part in the road race.

25 members of the B. C. W. engaged in the run to Haywards last Sunday. The day being bright and the roads in good condition, the outing was thoroughly enjoyed by all participants.

The consolidation of the San Francisco Bicycle Club with the California Cycling Club will prove beneficial to the wheeling interests of the Pacific coast. The S. F. B. C., which is one of the oldest bicycle clubs in the United States has been in a moribund condition for a couple of years. The C. C. C. was quite a new organization of about a dozen members, nearly all of whom were new riders, consequently enthusiastic. It is safe to say that the San Francisco Bicycle Club with the infusion of the new blood will occupy a position in the cycling history of the coast commensurate with its position as the second oldest club in the United States.

The Golden Gate Riding Hall and Sales-room has just been established in Oakland. It is conducted by two well known riders, E. T. Ezekiel and H. S. Lord, and will possibly be a successful venture.

Oakland, the Athens of the Pacific coast, is a prosperous and growing city of some 50,000 inhabitants. Boats run every half hour throughout the day from both sides, it is matter of 20 minutes crossing over. Oakland has many miles of fine streets in almost any direction and is a veritable wheelman's paradise. There are three clubs over there, the Oakland Wheelmen being the oldest with 40 members. The Ramblers have been in existence a little over six months and have a membership of a dozen active riders. The Highland Park Wheelmen, the third club has only just been formed by half a dozen new riders.

The Bay City Wheelmen is the live club of the great West, as nearly every one of their sixty members are active riders. They will

arrange and carry out many meetings the coming season.

Wm. Read & Son, Stoddard Lovering & Co. Overman Wheel Co., Pope Manufacturing Co., Smith Machine Co., W. B. Everett & Co., and Gormully and Jeffery have agencies here. There is also another firm here selling different brands of machines imported direct from England. So you see we are well provided and have a large field to select from.

The papers here give very little space to bicycling news, therefore a bicycle paper is sadly needed out here. A live paper would increase the sale of machines 20 per cent. There are perhaps too many cycling publications already in America but it must be admitted that they are badly scattered. The South is well represented, and a consolidation down there would prove beneficial. There is no reason because other parts of America are so well favored that we should be left out in the cold. The Pacific Coast offers a wide field for a cycling journal.

Yours cyclingly  
PATSY BOLIVAR.

## A LETTER FROM MR. CANARY.

BRISTOL, England  
Feb. 18th, 1886.

*To the Editor of the Wheel.*

Dear Sir,—Will you kindly allow me space in your valuable paper to say a few words in regard to an article that appeared in "Wheeling" of last week stating that N. E. Kaufmann had arrived in England, and although it was saying a good deal, Kaufmann does everything that Canary showed the British public and also tricks which Canary did not show. At the time the above article appeared Kaufman had not made his first public appearance but of course it was policy for the "Propr." of "Wheeling" (Mr. Harry Etherington) to puff Kaufmann all he can as he (Etherington) is managing Kaufman and undoubtedly receiving a very good commission on all engagements he makes for Kaufmann, as he did from me when I first came to England. Mr. Etherington in puffing Kaufmann fails to say that Kaufmann is doing his performance in the Annex to the Royal Aquarium where he has a space about as large as a skating rink, while I only had about 20 feet circle on the Aquarium stage to do my show and it stands to reason that I could not do myself justice on any stage, when a comparison is drawn with another rider who has plenty of room for his performance. All the English cycling press except "Wheeling" criticised Kaufmann very fairly and mentions the fact that Kaufmann has the advantage in the space to do his show.

Trusting you will print the enclosed facts, I am yours,

Very Respectfully  
D. J. CANARY

[In giving place to the above letter from Mr. Canary, we would say that we do so in the interest of fair play. Our columns are always open to all who have anything to say to the bicycling public, especially when couched in unobjectionable language and a spirit of fairness, as the above letter is. There is no doubt that Mr. Kaufman is an excellent trick and fancy rider: but Mr. Canary has won his laurels fairly and honestly and will, doubtless, retain them, even against so keen a competitor as Mr. Kaufman.—Ed. WHEEL.]

Last week's fine weather induced many New Jersey cyclists to take the road and among them many ladies.

## WHEELING EXPERIENCES.

*To the Editor of The Wheel,*

DEAR SIR; In several issues of your paper during the winter months of '84 and '85, I noticed accounts of some wonderful adventures on the wheel, experienced by 'Tertius' and his companion. But what are his experiences against the curious one my friend and I had!

It was during last winter that we two started for a ride around the neighboring country, for we then were spending our holidays at a friend's home in the country. The weather was very cold, colder than it had been since several winters; the roads were in a fair condition. We commenced to spurt in order to get warm and in consequence reached a rattling speed. Still it grew colder and therefore we put on more speed. Soon, as we imagined, we were riding up a hill. After we had ridden about half an hour it struck me as curious that the hill didn't end. Nevertheless we rode on and after another half hour's ride the hill hadn't ended yet. I called my friend to my side and asked him what he thought about the hill. He said that he had never heard of or seen this hill before. As we were commencing to feel fatigued from our quick gait, we gradually slackened up and dismounted. Great Gilhooly! now I knew why we had imagined that we were riding up-hill. The cold had contracted the perches so that our bicycles rake was equal to the angle of recline which is made when riding up-hill. "Curious that our wheels and forks did not contract" said my friend. "Not at all," I answered. "By rotation the wheels were prevented from being influenced by the cold and our forks were hindered from being contracted on account of the warmth produced by the friction of our pants against them." What could we do? We went to the nearest farm-house and put our bicycles in a warm room, and waited till the heat had expanded the perches. Meanwhile it had grown warmer outside, and bidding adieu to the farmer we reached home in time for dinner, relating our curious but natural experience to each other and to our friends at the country-home.

"INDEPENDENT"

## A GOOD SUGGESTION.

AN ANNUAL PARADE IN NEW YORK.

ELIZABETH, N. J., March 3rd 1886.

*Editor Wheel;*—It may be disputed whether parading is to be considered a legitimate part of the sport of cycling; but experience has shown that the glitter and pomp of the thing appear strongly to the outside public and invariably result in increased respect for the magnitude of the fraternity and an interest productive of numerous accessions to our ranks. The great parade of eight hundred through Central Park in 1883 did the cause in this vicinity an incalculable benefit and since then our numbers have certainly more than doubled. Would it not, therefore, be a good idea to have an annual meet and parade in New York of the clubs of the Metropolis and vicinity? It would be an easy matter to muster from five hundred to a thousand wheelmen in uniform from the score or more clubs in and about the city. Over two hundred, and very probably three hundred could be gathered from the Jersey clubs within twenty miles of N. Y. City, and New York, Staten Island, Westchester and Connecticut certainly ought to furnish double this number. Let the New Yorks, Ixions, and Citizens take the matter in hand. All that will be necessary to do will be



# THE WHEEL.

to get the permission of the Park Commissioners, send out the invitations, and appoint the officers. The clubs will, no doubt, gladly respond and attend to their own transportation. Such gatherings increase the good fellowship of the fraternity, inspiring the general public with its importance, and bring in many recruits. What think you wheelmen of New York? Will not some club take the initiative? The rest will quickly fall into line and lend a helping hand. Pray let the suggestion receive your consideration even though it does come from such a humble state as Jersey and from such a humble wheelman as

JONAH

## DOTLETS.

Tom Moore has assumed the editorship of *Tricycling Journal*.

C. E. Crawford, the fast rider from New Castle, Pa., was in Cleveland, Ohio, on the 27th.

League Consul Blake Hendricksen of Medina, Ohio, is a member of the Bermuda tour, which started Wednesday.

The first of its kind, a 26-hour amateur race for the long distance amateur championship of America, is being talked of as likely to occur at no distant date.

The Springfield Wheelmen's ball given last week was a great success. The exhibition which preceded the dance was highly praised. President Ducker led the march with his daughter.

George C. Dresser, of 4½ Chestnut st., Hartford, Conn., rode 1 mile on the Buffalo Home Trainer in 1 m. 36 3-5 s. on the 23rd February, in presence of J. B. Spencer and M. Cameron, timers, and H. H. Chapman, judge.

Phil Hammel of Chicago, who was defeated by Grant Bell at Minneapolis, challenges his old adversary to a 10-mile bicycle race at the Washington rink, for \$50. a side and gate money. Hammel renounces his amateur standing.

Mr. E. H. Corson, of Rochester, N. Y. has our thanks for the photo of his little daughter cyclist. We wish there had been more little Miss. Corson's and we would have more lady members of our cycle clubs now, instead of which they are pretty nearly all of them stag.

*Wheeling* in its description of Kaufman and McAnney's exhibition at the Royal Aquarium, London, prefaces its account of the Polo act as "something that has never been seen before." Polo on wheels is rather a chestnut at our races and yet *Wheeling* claims that the English lead in cycling!

"The *Wheel* graciously commends the E. W. for giving the proceeds of its entertainment for the purchase of an ambulance, and then by stopping just at that point, without stating what the ambulance is for leaves the horrible impression upon the cycling world that it is needed to follow after the wheelmen on the club-runs and pick up the dead and wounded. —Elizabeth *Journal*. [Does our cotem, intend this to be facetious or does he want the application of *qui s'excuse, s'accuse* to him? His inference is purely an emanation of effervescing imaginary wit. Can anything follow before?]

## FROM THE CLUBS.

[Club secretaries and others are invited to contribute to this Column and keep us well posted as to runs, races, elections and other events of interest. Items, reports, and contributions from all reliable sources in regard to bicycle matters will be welcomed to our columns, the only restriction put upon them being that they shall not contain anything of an objectionably personal nature.]

NEW YORK.—The Ixion Club gave a ball last Wednesday week, which was largely attended and thoroughly enjoyed by all who were present. A full account of it is crowded out of this no. but will appear in our next.

BROOKLYN.—The Ilderan Club gave a very enjoyable entertainment at the Fifth Ave. R. S. Academy in Brooklyn on the evening of Wednesday Mar. 3rd, a full account of which will appear in our next issue.

NEWARK, N. J.—At a recent business meeting of the New Jersey Wheelmen, of Newark, N. J., the following officers were elected for the ensuing year; President, H. E. Littell; vice-president, C. W. Northrup; secretary, J. C. Willever; treasurer, H. F. Thurber; captain, Geo. P. Williams; first lieutenant, A. O. Lemeris; second lieutenant, F. Kerr; board of Trustees, the president, vice-president, secretary, treasurer, and Messrs. A. G. Winter, F. Kerr and C. K. Hoag. The Association now numbers 71 members, 58 active and 13 honorary.

## THE LONG ISLAND ROAD BOOK.

This State is to be congratulated on the publication in a few days of one of the most perfect road books of the L. A. W. The territory embraced extends north to Albany, south to Philadelphia, east to Boston, and west to the Delaware Water Gap, and it is a most valuable companion to cyclers in New York, Brooklyn, Long Island, New Haven, Hartford, Springfield, Boston, Albany, New Jersey, Philadelphia, and intermediate localities, whether extensive tourists or moderate riders.

It will contain detachable cycling maps, which are in themselves a most valuable feature, correctly drawn and of large scale; they show at a glance the best ridings. No such maps have before been published, and they alone are worth the price asked for the book.

The binding will be of flexible cloth, very strong, and expressly designed for pocket use.

To Mr. A. B. Barkman, Consul for Brooklyn, and his co-laborers of the B. Bi Club the honor of the work belongs. The price is fixed at \$1, and it will be \$1 well spent to the possessor of the book.

For tours in parties of half a dozen or more we have just been shown the model of a tricycle referred to last week in which seven persons can ride together, each aiding in propelling the machine. It is a most ingenious contrivance and would be just the thing for moonlight rides on the boulevards or in fact anywhere else where any other vehicle can run; and as each rider contributes towards propelling the carriage the result is a rapid and easy motion that is not otherwise attainable.

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## TO CORRESPONDENTS.

E. H., Brooklyn.—Your several communications recd. and will have our careful attention. One in this No.

A. T. M., Fostoria, O.—Yours recd. The Sketch accepted with thanks and will appear soon.

H. C. M., Brooklyn.—Communications rec'd. Thanks. Our Rep. was unable to go; please send us an account of the affair and we will give it insertion.

E. W. S., Ind.—A road book is now being arranged for in your State and the touring board is now engaged in a survey of the State for booking. Your State has some very fine roads which are superior to those of Illinois.

Karl Kron's "X M miles on a Bicycle" is progressing favorably. Chapter XXXI, advance sheets of which we have received contains very interesting matter of some of our veterans, extracts from which we are unable to make in this issue, but may do so later on.



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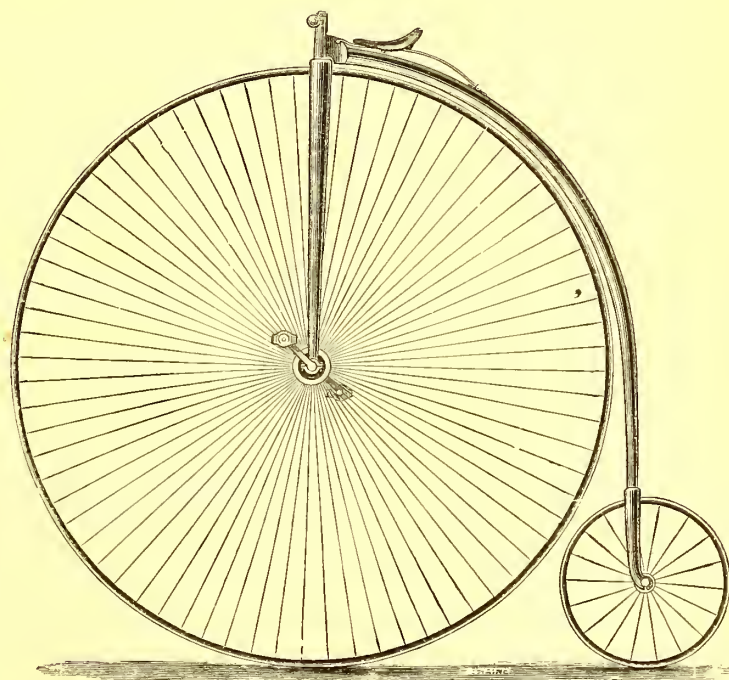
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