

# THE WHEEL

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MAKER'S AMATEURISM.

Since several riders were protested at Chicago and Scranton a few weeks since, as being Makers' Amateurs, many papers have published editorials and letters on this interesting subject. For a long time we have watched the growth of Maker's-Amateurism, and have often wondered when the crisis would come and what position the L. A. W. Racing Board would take on the question. The protests mentioned above have hastened the climax and the Nestors of the racing path will be compelled to declare themselves.

We know that every wheelman who reads the cycling papers, must be heartily sick of anything and everything touching on amateurism, for even we, whose duty it is to thoroughly read our contemporaries' have often turned away from many-columned dissertations on this much discussed question, wearied and disgusted, but as we hitherto have refrained from inflicting our readers, we ask them to "lend us their ears" for this occasion.

For the benefit of those innocents who may not be versed in technical cycling terms we would explain that the Maker's-Amateur, like a good many other cycling wrinkles, originated in England. The *modus operandi* by which they are produced, is substantially as follows, the only difference between individual cases being in unimportant details. Flurry, an enthusiastic racing-

man, is a clerk in the ware-rooms of Messrs. Catchem and Squeezem. He labors from "early morn till dewy eve," and then takes his training spin in the twilight, perhaps in the dark. He starts in a race on a light roadster or perhaps a semi-racer, riding from a medium handicap mark, and runs away from his field. A week or two later Flurry starts in another handicap, but this time nearer scratch, and going great guns from start to finish, he again captures a silver-plate book-jack or a filigreed jelly-jar. And yet another week, and under the caption of "Currants and Camelo," we read: "That remarkably improved man, Mr. R. H. Flurry has entered the services of those eminent manufacturers, Messrs. Crank and Company." Our friend Flurry no longer labors from "early morn," etc., in fact he doesn't labor at all. He rides a new nineteen pound racer of most magnificent build; one week at the north, the next in the south. He makes and breaks records, the public is informed of the fact by liberal advertising and the maker for whom our crack rides reaps his reward. Flurry appears at the office now and then, but his work is merely nominal and for these services he receives a salary he does not even earn, a crack Maker's-Amateur being worth about twenty-five dollars per week, with probably an additional retainer for every record broken, or important victory over a rival maker's machine. So numerous has this class become in England, that for the past year the english cycling press has been literally deluged with correspondence on the subject, and the cycling legislators have been puzzled as to the method by which the evils of this system could be limited; but without avail and the Maker's-Amateurs increased at an alarming rate. The difficulty lies in proving that the men receive money, their employers, when approached, invariably believing that "Silence is golden." In the absence of this proof they could not relegate them to the professional ranks and they were never accused of unfair practices; in fact when two makers' cracks came together a rare struggle for supremacy was sure to result, for it was not the pickle dish they were running for then, but a reward in the shape of gleaming coin of the realm spurred them to their best efforts. The trouble was that bonafide amateurs rarely got to the front in the "big" events, and they naturally complained to the executive cycling body. But these latter are only mortals after all, and

like every one else interested, they failed to see their way. Last spring the Surrey B. C., a prominent English club, announced that the entries of men supposed to be Maker's Amateurs would be refused, unless they rode other machines than the ones manufactured by their employers. The objection to this was that the M. A.'s might ride their rival's machines under a "pull" and thus give them a blacker eye than if they had beaten them in a fair contest. It would be about the same as hiring "stuff riders" to use your rivals' machines. Since that unfortunate experiment nothing has been done toward their suppression and only the other day a reliable and fearless english cycle paper announced, that of all the crack riders in the London district, but three riders, Furnival, Gatehouse and Mayes—were real amateurs, paying for their own machines and their expenses to the race meets they attended. As the case now stands the makers' amateurs have it all their own way, and the high-class cycling journals content themselves with gloating over the victory of a bonafide amateur and openly stating the cause of their excessive joy.

And now for the American phase of the case. The first man that was ever privately accused of being in the employ of a maker was Charles Frazier, the famous "Star" rider of a year ago. Although Frazier was accused of having any amount of time he wished in which to train, and of having his expenses paid to the numerous meets he attended in different parts of the country, it was never supposed that he received any more money than he earned as a first class machinist. This year at least a score of men have appeared on the path who in our opinion could be truly called makers' amateurs. The rapid increase of the class in this country and the still further increase which we confidently predict, has been and will be caused as follows: An English manufacturer casts his speculative orb on America (we might have said our great and glorious land, but we refrained) and wisely, we think, decides to establish an agency in this country. A capitalist is selected as that agent, and he being entirely ignorant of the construction of machines, the adaptability of different machines to different sections of the country and many other cycling facts, a thorough knowledge of which is essential to success, he selects some energetic young man—generally some crack rider, for this is the person whose worth and performances are drummed into his

ears, and his natural and generally true supposition is that such a successful rider must know volumes about machines, and aside from this, your racing crack—don't be vain, now—generally has considerable vim and address. It will thus be seen that in the natural course of events, the payment of good salaries and the opportunity of frequent indulgence in their hobby, racing—is bound to induce many racing men to enter the employ of agents and manufacturers, both Foreign and American.

And now as to their status. In this country we have not as yet any Makers' Amateurs who are supposed, nor do we believe there are any who make more than a good salary from their racing abilities. Up to the present time the Makers'-Amateurs of America might be classified as, those in the employ of makers who receive a fair salary and their expenses to race meetings, and those who are agents or manufacturers on their own account, and who, though their profits must be larger than the highest salary paid to any makers' amateur, have never been privately or publicly relegated to the maker's amateur division, though in our opinion they justly belong there. Now, although no one accuses them of riding for a living, for they all do more or less work for their employers, our amateurs claim that they are professionals inasmuch that they have all the time for training they wish, while the genuine article has to train after a days labor, clerical or otherwise.

At the last League meet we expected that something would be done in this matter, and when it was brought up by the medical gentleman from Dunkirk we thought and felt that here was a golden opportunity to ventilate the subject. Not that they should relegate them to the professional ranks, but they should have explained to the many racing men present why the maker's amateur was not a professional, and thus forestalled the protests referred to at the beginning of this article. It is not surprising that said protests were made, for nobody knew how the Racing Board regarded the maker's amateur, so silent were they on the subject at the League meet. The protestors probably believed they were but doing their duty as amateurs, and for this they are deserving of much credit.

As the present rule stands, the charges cannot be sustained, and to those that would suggest that the rule be modified so as to professionalize these men, we



would say that they are not professionals; yet they are a step removed from amateurs, and it is unfair to allow them in unlimited competition against bonafide amateurs. The only way to do justice to both classes is to limit their expeditions by refusing their entries under certain conditions. A man who is known as a maker's amateur, and who journeys all over America on pot-hunting expeditions, should not be allowed to compete in small and unimportant race meets against men who would enter the races for the traditional laurel wreath, who never undergo a skillful preparation, and who do not know the meaning of the magic M. A. We say, in cases like these, race-meet committees should refuse the entry of any racer engaged in the selling of machines or sundries, who resides in a different section of the country from which the meet is held, and whom, it is reasonable to suppose, would not pay his expenses to compete for comparatively valueless prizes.

But there are other cases when we think it would be the height of injustice to refuse the entry of a maker's amateur, and this is, when the meet is an important one, and amateurs come from all over the country to battle for supremacy. A glance at the men who enter a race meet of the Hartford or Springfield calibre will fortify the position we take. Let us look at the names and occupations of some of them. A is a well-known maker's amateur. B is a student at Know-All University, has as much time as he pleases all the year, and in the racing season generally has four months in which to train. C is an amateur whose expenses are paid by an admirer. D works for his father, and can and does get away from business as often as he desires to indulge his racing proclivities. E. is a "pa's rich young man," owns several different machines, and spends all his time indulging his hobby. F is a wealthy English amateur, to whom confinement in an office is an unknown experience. G is an English maker's amateur. H is an American agent for an English manufacturer, clears his \$5,000 per year, yet finds plenty of time to train. K has made a big reputation, and his townsmen start a subscription and send him to have a shy at the best of them. And so it goes on through a long category of men who for the time being have as much time, and are as fit, as the fastest professional in the land. This is no imaginative case, for we can supply a dozen names to each of the classes we have mentioned. As the only well-grounded objection to the M. A. is that he has more time to train than the bonafide amateur, it is not unfair to allow him to compete with any of the class we have named, for the conditions of each are radically the same, and we think the M. A. should have unreserved rights at all meets which are national in their entry list, or at which amateurs from different States are allowed to compete, the question of right being always decided by judgment and common sense.

We sincerely hope, then, that race-meet committees will help the Racing Board to limit this evil by refusing the entry of these cycling comets, who drink California wine one week, untaxed apple-jack another, and break New England prohibition laws the next.

The day may come when professionals will be more numerous and more

gentlemanly than they ordinarily are at present, and then the makers' amateurs may be declared professionals by some future Racing Board; but the only thing that ever will cut at the root of the question and kill the position of maker's amateur as a lucrative employment, is when the public will learn that "It is not the machine, but the man."

There are six racing machines in the market, which if ridden by one man under the same conditions, could gain exactly the same record. When the public learn this fact, the trouble will be adjusted, and they will learn it—"some day."

We have endeavored to give a fair and impartial opinion on the maker's amateur controversy, without any desire to be personal to either maker's-amateur employers or employees. We have a high regard for many who belong to this class, whom we love to see ride, and who are not professionals, yet are one step removed from average amateurs, for the reason that they have unlimited time to train. We hold that neither they, nor in fact any racer who claims to be a gentleman, should travel to one-horse towns and shut out the local Browns and Robinsons.

## A Sample of English Prejudice and Jealousy.

A lady writer in the *Tricyclist* says:

"It is rather surprising that the American woman has not taken to the tricycle with more avidity than appears to be the case. In our own climes the dread of being conspicuous is what deters a great many women from tricycling; but in the land of wooden nutmegs and woven sponges the fashion is rather to court public attention than to shun it. The custom of surf-bathing, for instance, is being carried to such an absurd extreme of fashionableness, that I read of special designs being devised to indicate that a bather is a newly-made bride; and the latest monstrosity is a bathing suit that is so cunningly lined with waterproof material as to enable its wearer to bathe without getting wet! If such ridiculous extremes are gone to by devotees of fashion, what fearful developments might we expect if the American woman once fairly "caught on to the tricycling snap" as a means of attracting attention?"

We beg to inform this Englishwoman that she is intensely ignorant of the customs of the country. In the United States the true lady shuns rather than courts notoriety, and if there is such doings at our fashionable watering-places as she claims there is, but of which we have never heard, read, nor seen, they can be attributed to our mushroom aristocracy, such as will be found in every country, and which is represented in England by its wealthy butchers, bakers, and candlestick makers. The high opinion in which the American woman is held by even-minded English visitors, and the encomiums they have drawn from the latter, makes a defense of them entirely unnecessary on our part. We hope the *Tricyclist* will call Mrs. C.'s attention to these remarks.

The Chicago Bicycle Track Association holds a race meet to-morrow at its new track. Among the events is the attempt of Messrs. Conkling and Van Sicklen to break the twenty-five mile bicycle record.

## WHEEL GOSSIP.

The Racine, Wisconsin, Fair Association will hold bicycle races in connection with their fair on September 2, 3 and 4.

Chicago has a new B. C. called the Owls. If its members are as facetious as our old friend of the *Wheel*, it must be pleasant to belong to the club.

An English Bicycle Club offers ten prizes for the one mile handicap, and seven prizes for a two mile scratch race. What a feast for the pot-hunters.

"Her bright smile haunts me still," he wailed, and sure enough it did haunt him, for when he kissed her, he bore away with him a good impression of it, in powder.

This man evidently lives in a bicycle ridden neighborhood.

Wanted—Fierce dog for yard. One with an excessive yearning for gray trousers seats preferred. Address with price etc., M—.

Messrs. Starley Brothers, manufacturers of the "Rover Safety" machine, have announced a 100-mile road race to take place in September, the riders to use "Rover" machines. Valuable prizes will be given, and a new record may be established.

Mr. H. J. Webb has a two-months vacation, and intends showing the cycling world what he can do on his tricycle. He intends going into strict training, and will attempt to ride 300 miles in twenty-four hours on the Crystal Palace track, London.

The fifty miles road championship of Ireland was decided at Phoenix Park, Dublin, on July 25th. The course was two miles in circuit, rough and dusty, and the weather was extremely hot. A. McCormick won in 3h. 41m. 40s., very respectable time, our own record being but 3.44.10.

A recent issue of an esteemed New England contemporary contained a two-column poem. It began, "Now listen, good friends, while I tell you a story, That will brighten your eyes and turn your cheeks pale." We thanked the writer kindly for his timely warning and we read no further. We are quite pale enough.

We think all clubs containing bicyclers and tricyclers among their members should call themselves cycle clubs, and not bicycle clubs. We should then have bicycle clubs, tricycle clubs, and cycle clubs. It is really a misnomer to call a "mixed" club a bicycle club. It seems odd to read, "The annual tricycle race of the Boston Bicycle Club," etc.

Wheeling at Long Branch—As usual during the summer months, a large number of wheelmen are to be found at the sea side resorts, and Long Branch is no exception. A large number of New York and Brooklyn riders may be seen on the roads leading to Elberon, Ocean Grove, Seabright and Red Bank, all of which are excellent riding.

Dr. L. H. Johnson and wife have been stopping at the Ocean House. They attracted much attention riding on their "Humber" tandem.

The Monmouth Wheelmen, of Long Branch have been doing considerable this season. This is as yet a young club, but its membership is rapidly increasing.

Mr. W. L. Surprise—Dear Sir:—Please do not be so personal in your remarks. This paper is edited by Mr. F. P. Prial, and they fall short of the mark. Mr. Jenkins is the treasurer of the Cycling Publishing Co., and if you wish his signature, please remit that little bill for advertising which he trusted you for last April, and which you have never paid.

The Birchfield Harriers held an invitation meeting at Aston Lower Grounds on July 27th. The first heat of the one mile bicycle race was won by W. A. Illston in 2.48 3-5. This young rider also won the final heat in 2.45; W. Terry (35 yards), by three yards.

A professional race for the "Three Miles Championship of the World" resulted in a victory for R. Howell. Time, 9.32.

The third annual meet of the Minnesota L. A. W. division will be held September 22d, at Minneapolis, Minn. In connection with the business meeting, a parade and race meet will be held, the programme for the latter being as follows: One mile open; one-half mile, State championship; five miles, Northwestern championship; three miles, Tug-of-War; two miles, State championship; one mile, 3.30 class; twenty miles, Pope cup; one-half mile, novices; one-quarter mile, consolation. Entries close with S. F. Heath, secretary.

We think it would be a good idea if the Springfield and Hartford bicycle clubs held several informal meetings while their tracks are in perfect condition, and put some decent long-distance bicycle and tricycle records to the credit of American cycling. The bicycle record from 10 to 100 miles and all the tricycle records are unworthy of us. Many of them have stood some time, and the breaking of them would be child's play to some of the riders who have come out in 1884-5.

The latest venture in cycling journalism, the *American Wheelman*, made its first appearance last week. It is a large four-page monthly, published at St. Louis. First numbers are always more or less unfinished in get-up, and it would be unfair to criticise it. The publishers promise great things for the next issue—illustrations of our prominent racing men (what new paper does not promise that?) and other novel features. We welcome it as a contemporary, and wish it as much success as it may deserve.

In warm summer weather many persons feel an irresistible craving for something sour, and often gratify this desire by a free indulgence in pickles, or vegetables made acid with vinegar. This demand for acids indicates a deficiency in the acid secretions of the stomach, and the demand for an artificial supply is a natural one, but vinegar is not the best substitute.

Lactic acid is one of the chief agents that give acidity to the gastric juice of the stomach in health. This is the acid of sour milk, and therefore one of the best summer diet drinks that we can use is buttermilk. It satisfies the craving for acids by giving to the stomach a natural supply, and at the same time furnishing, in its cheesy matter, a good supply of wholesome nutrition. A man will endure fatigue in hot weather better on buttermilk than on any diet drink he can use.—*Youth's Companion*.



In regard to John Brook's records, the genuineness of which we had good reason to doubt, we have heard from some of the officers and may shortly be able to publish a complete story.

The newest thing in bicycles, it is announced, is a bottle attachment to the handle-bar of the machine, and having a rubber tube and mouth-piece, so that the cyclist can refresh himself with lemon-juice, etc., without stopping. We believe this brilliant idea has been credited to the fertile brain of Henry E. Ducker, and it has been snatched up and heralded by our contemporaries as a blessing to tourists. A moment's sober reflection will convince one that the idea is highly impracticable. We are not particularly fastidious, but we would not care to have a grown person, much less an acute suburban child, such as are found at cottage gates, and who are quick to notice the ridiculous, see us riding along drawing inspiration from Ducker's sucker. We prefer to allow the world to believe that we were and are nourished in the orthodox way, and not by the bottle. Imagine a club riding along with this bottle attachment to each machine. If this is to go into vogue, we suggest that a volume of Mother Goose melodies be fastened to one side of the handle-bar and a teething-ring to the other. The only advantage a heavy bottle with a rubber attachment possesses is that you could take the rubber nozzle in your hand, and using the bottle as a slung-shot, could repel the attacks of dogs, tramps, etc.

The New York State Division has by a vote of its members appropriated one-half its income for the purpose of supplying its members with the *Cyclist and Athlete* as an official organ. It is not our province to criticise a contemporary, but it is a matter of regret to see the money literally thrown away that should be spent in placarding the roads with guide-boards, with publishing a road-book, and with protecting the local wheelman's rights when occasion required. There is absolutely nothing to be gained, as the *Bulletin* will contain all the news. It seems that the League is being used only as a "cheap subscription bureau," and to the old-time members who organized it at Newport, and have done hard work in its interests since, the sight is a painful one.

Occasionally a wheelman in criticising THE WHEEL in a friendly way, would inquire why we did not write more editorials. Our reply has usually been that we believed in producing an interesting paper, and did not care to strain at a gnat and swallow a camel for the sake of an editorial each week. When an important subject presents itself, we usually treat it at length, and the matter is disposed of; but to keep up a petty cross-fire for the sake of a little leaded matter that does not rise above the dignity of a paragraph, is, to our minds, ridiculous. We have dealt with the amateur subject at length, as regards the maker's employees, this week, and acting on this policy, will occasionally be heard from on the more important subjects affecting bicycling interests.

Lewis B. Hamilton, of Waterbury, Conn., met with a serious accident at Hampden Park, Springfield, last Friday night. He was riding at a 2.50 pace with Wm. Rowe, the Lynn road rider, and while attempting to pass him, the handle bars of the two machines came together, throwing Hamilton to the ground. His left arm was fractured below the elbow and his left wrist was dislocated. Hamilton was attended by Dr. Rice. Rowe, strangely enough, was not thrown. We sympathize with Hamilton in his unfortunate mishap. He is a student at Yale College, has been riding and improving for three or four years, and at Hartford and Springfield this year we confidently expected him to prove himself the best man in the country from ten to twenty miles. He was to have made an attempt last Monday afternoon to ride twenty miles in the hour, a performance of which we think him capable, and his unfortunate accident has caused endless disappointment to himself, the Springfield wheelmen, and the public.

A few weeks ago, representatives of the prominent Brooklyn Bicycle Clubs met the Park Commissioners at the City Hall, and after some discussion a new set of rules governing riding in Prospect Park was agreed upon. The new rules will limit Saturday, Sunday and Holiday riding between 10 A. M. and six P. M., from May to October to the West Side Drive and the paths extending from the lower entrance to the Irving monument. All bicyclers are now required to wear badges.

The arrival of the English party will be looked forward to with a spirit of curiosity, heightened of course by the individuality of the members composing it. We will all gaze on English as the exponent of long distance wheeling with the hope that he will at least repeat a twenty mile spin within the hour on our fast tracks. Webber will be viewed with interest as the most worthy competitor for Hendee, while Cripps will no doubt astonish Burnham and other fast tricyclers. Last, but not least, we will have 'Arry—the great and only 'Arry Etherington—known all the world over as the greatest borrower of cycling literature, usually without credit. We want to be present at the meeting of the Barnum of England and the Barnum of America, and then our cup of joy will be filled to overflowing.

By the way, the phrase, the "Barnum of Bicycling," originated in our massive brain, although it did first appear in a Buffalo paper. Now that we are comfortably encased behind the classic walls of No. 12 Rue de Vesey, we do not mind telling the boys that we gave them away to the inquisitive reporter, barring our own description, which Aaron supplied when our back was turned.

CANADIAN WHEELMAN.—You are welcome to all you can use of THE WHEEL, but when you copy a lengthy article, such as our account of the "Big Four" road race, please credit us even if you only say in another column, THE WHEEL is our brightest exchange. Look to it friend Evans.

## NOTE THE PRICES

At which we offer the following SECOND HAND and SHOP WORN BICYCLES AND TRICYCLES.

### BICYCLES.

One 56-inch Full Nickeled Expert Columbia. Swing Spring, Cow-horn Bars, Ball Pedals. Excellent condition,	\$110.00
One 54-inch Full Nickeled Expert Columbia. Swing Spring, Cow-horn Bars, Ball Pedals. Excellent condition.	\$110.00
One 54-inch Full Nickeled (except felloes) Expert Columbia. Straight or Dropped Bars, Plain Pedals. Excellent condition,	\$95.00
One 54-inch American Rudge. Enameled; good as new,	\$75.00
One 52-inch Rudge Light Roadster. 1884 pattern; Backbone and Fork Nickeled. Ball Pedals. Good as New,	\$110.00
One 54-inch Rudge Light Roadster, 1884 pattern. Enameled. Excellent condition,	\$90.00
One 48-inch Expert Columbia, Nickeled except wheels, Good condition,	\$70.00
One 54-inch American Club, Nickeled, Fair condition,	\$50.00
One 56-inch Sanspariel, Nickeled, Good condition,	\$50.00
One 50-inch British Challenge, Nickeled except felloes, Good as new,	\$110.00

### BICYCLES.—Continued.

One 48-inch Standard Columbia. Full nickeled except felloes. Good as new,	\$90.00
One 50-inch English. Painted. Excellent condition,	\$50.00
One 54-inch American Challenge. New. Never been used,	\$65.00
One 36-54 Kangaroo. Enameled. Good condition,	\$70.00
One 36-54 Kangaroo. Enameled. Ball pedals. Good as new,	\$100.00
One 36-54 Kangaroo. Enameled. Ball pedals. New, never been used,	\$110.00

### TRICYCLES.

One Two-track Columbia Tricycle. Good as new,	\$150.00
One Three-track Columbia Tricycle. Power Gear. Good condition,	\$70.00
One Three-track Columbia Tricycle. Power Gear. Excellent condition,	\$75.00
One Three-track Columbia Tricycle. Power Gear. Excellent condition,	\$75.00
One Three-track Columbia Tricycle. Power Gear. New, never used,	\$125.00

### READ THIS AND NOTE WHAT WE SAY:

We offer the above wheels at these low prices to close them out. They are not old worn out bicycles, but are in better condition than our description would indicate.

A full written description will be forwarded if desired, but we prefer that customers will make a personal examination. We guarantee every wheel we sell.

It will pay to examine our line of new BRITISH CHALLENGE BICYCLES, which we are selling at greatly reduced prices.

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HUB HAPPENINGS.

As I believe I have before stated, the wheelmen about the Hub have a penchant for road races, and there seems no limit to their fondness. Every week, for I don't know how long back, I have had to chronicle some note-worthy performance on the road. This week I have Corey and Huntley to tell about. Saturday morning at one o'clock these two started out with the determination of making twenty-four hour records. Corey was mounted on a 36 inch Rudge Safety bicycle, geared to 56 inches, while Huntley was mounted upon a Crippler tricycle. The start was made from Newton, and the pace set towards Boston. Setting a 12 mile gait they rode to Charles Street and then returned to Newton, arriving there at 2.12, the cyclometer registering 13 miles. They then rode through Waltham to West Newton, to Newton Lower Falls, and from there to Needham, arriving at 3.55, distance 29 miles. They continued on to South Natick, and then retracing their course they reached the sign boards at six o'clock. Going down the hill the spring of their cyclometer broke. When they dismounted they found the cyclometer to have registered 54½ miles. They then headed towards the city to get a new cyclometer. No cyclometer could, however, be obtained, and in company with A. D. Peck, Jr., of the Mass. Club, they rode towards Salem. The distance covered from where the cyclometer broke to Boston was guessed at, and the figure placed at 65½ miles. From there on to Salem they went by Peck's cyclometer, and after that used the cyclometer of the several pace-makers. According to Mr. Corey's report they had covered 90 miles when they reached Salem. From there they rode through Beverly, Hamilton to Rowley, and back again to Salem, arriving there at 3.15; distance, according to unknown measurement, 127 miles. Corey and Huntley separated here, the latter riding to Brighton, and Corey going to Nahant and then to Lynn. After a rub down Corey continued on to Brighton where he was joined by Huntley, and together they rode to Waltham. From there they rode to Newton Centre and then to Needham, arriving there at 10.15. Distance for Corey, 180 miles; for Huntley, 173 miles. The two record beaters again separated, and continued over different roads with different pace-makers. Corey went to Wellsley and Huntley to the reservoir. At the reservoir they again joined forces and started off at 12 o'clock to do the best they could in the remaining hour. Huntley arrived first at the reservoir, and improved the opportunity by speeding round it a few times. At one o'clock Corey was stopped at Brighton with a record, according to the cyclometer of his pace-maker, of 203 1-8 miles, while Huntley was given a record of 191 miles. The records may be all right and proper, but the information at hand at present is not of such a nature as to warrant their acceptance. It is decidedly a mixed-up affair to calculate the distance from a half dozen different cyclometers. But before making any comments on the race I wish to know a little more about it. As yet I have been unable to see Corey personally; when I do he may be able to

straighten out what now appears to me a muddle.

For the last two years the Mass. Club has paid not the slightest attention to racing matters, beyond claiming to have among their members about all the first class racers hereabout. Many a critical remark has been often passed regarding their failure to do anything towards promoting racing interests, and everybody will no doubt be glad to learn that at last the members have decided to do something in that line. The deed was done at the meeting of the club held last Tuesday evening, when a committee consisting of A. L. Atkins, A. D. Peck, Jr., and Ralph Ahl, were appointed to get up some races and "and see that the Mass. Club was well represented." The club would undoubtedly have done something of the kind before, but ever since the project of building a house was started the members have had neither the time or inclination to think of anything else. Now, however, that the house is all up and everything running along smoothly, they can look around and attend to things that they have been neglecting. The committee met last Thursday evening and made a few preliminary arrangements and outlined a programme. Nothing definite has, however, as yet been decided upon. The races are to be run on the road, and consequently the first step for the committee to take is to secure from the city government the freedom of the highways. The proposed programme is to include a fifty mile bicycle race, open; a sixteen mile tricycle race open; a fifteen mile bicycle race for club members only, and a twelve mile bicycle race, also open to club members only. The course will be from the Club House to points about Chestnut Hill reservoir and return.

One of the most unkind and uncalled-for slurs that has appeared in the columns of the *Bicycling World* for a long while, was that recently written by London W. regarding Thomas Stevens, the cyclist now wheeling round the world, in which he states that: "In England, Stevens is looked upon as a mere advertising scheme, and receives about as much attention as the hand bill one throws in the gutter." I cannot imagine what could have induced Mr. Dean to write such a thing. It must have been to gratify some petty personal spite, for there is not the semblance of truth in the statement. I read most of the English cycling papers every week, and I have yet failed to see anything stated regarding him, other than in the kindest terms. Columns have been devoted to interviews with him, and frequent reports have appeared of how he has been received and entertained by English wheelmen.

The only advertising scheme which can be credited to Mr. Stevens is that he is performing his journey under the auspices of Outing. Certainly this is no disgrace. Perhaps it is though, when viewed from the high social circles in which Mr. Dean probably disports himself while abroad; but if so, they must be so very high, that we ordinary mortals this side the pond have never even heard of their existence. Mr. Stevens is now attempting a feat, which, if successfully accomplished, will do more to advance the interests of cycling, by placing the bicycle in its true nature, that of a practical means of transportation over all kinds of roads

before the public, than anything which has before been done, and Mr. Stevens should therefore receive the encouragement and best wishes of every wheelman. That he does receive this from every right minded cyclist, there can be no question.

Eight members of the Florence Bicycle Club are spending a week at the Hub. That is, they have secured a cottage at Nantasket Beach, and come up to Boston about every day for a wheel over our suburban roads. To-day they rode to South Natick under the escort of members of the Mass. Club. The party consists of W. H. Wyman, Wm. Haden, C. E. Davis, A. Hill, H. Haven, W. Trigg, A. E. Fredericks and W. Smith. Three of them rode Columbia two-track tricycles, and the others used Experts or Columbia Light Roadster bicycles. They started from Florence last Wednesday, and taking things easy reached Boston at 7 o'clock Saturday morning. The total distance covered was 102 3-4 miles, and the actual riding time 17 hours. They report that the roads were fairly good except from Enfield to Spencer, where they were of the worst description, more like a ploughed field than a roadway. They were so bad in some places that the riders were actually forced to several times pick up their machines and carry them. They return home Thursday by wheel, but they will endeavor to take some other road than that they came over between Spencer and Enfield.

Bob Neilson, Boston's only prize professional bicyclist, has returned from the West, not particularly encumbered with glory, yet feeling well satisfied with life in general. He will at once begin training for the Springfield tournament, and says he hopes then to give somewhat of a variety to the heretofore monotonous performances of Boston professionals, who persist with unceasing regularity in their habit of coming in last.

All the Boston cycle dealers testified their respect to the memory of the nation's greatest General, by closing their stores on Saturday. A number went to New York to attend the funeral services, prominent among whom was Col. A. A. Pope.

The Overman Wheel Company is turning their attention to the construction of racing tricycles, and are now building one for Burnham, which will not weigh above 40 pounds. With such a machine Burnham should be able to make things hot for most everybody during the fall races.

While Burnham, as yet, must be regarded as our leading tricycle racer, he is by no means the only man we have who is able to push a three wheeler creditably. We have Huntley and Rhodes, and the colored rider who won the tricycle race at the Dorchester Club's meet, in very good time. Personally, I know very little about Huntley's riding, except what he has done in the recent races of the Dorchester and Boston clubs, but I am told that in practice he is making some remarkably fast time on his Crippler. This is his first season at tricycling, and his performances thus far have certainly been very creditable. Rhodes has been in constant training on a quadrant until yesterday, when he started off on his bicycle for a two week's vacation trip through Maine. A few evenings since he broke the record for a tricyclist round Chestnut Hill reservoir, by cover-

ing the distance, a mile and a sixth, in 3 minutes 43 seconds. As the course takes in a steep hill, the time is not bad.

The tournament at Pittsfield next week promises to be a big one, with five prizes and—in consequence—lots of flyers. Boston will send a goodly delegation, including such men as Rowe, Gaskell, Burnham and Hunter. Such an array of talent as this will certainly not return empty handed. We are also to be well represented among the officials of the races, for Corey is to be the referee and Gid Haynes one of the judges.

Gaskell has been doing some splendid work of late. He hasn't much of a place to train, the reservoir being six miles distant from the city, but he makes the best of that, and if what a man does in practice is anything to go by, I can give you a pointer that he is equal to bringing down several of our present records. You who saw him ride last year know what a long head he has for racing, and how he sometimes won his prizes as much by the use of his wits as he did by the use of his legs. Well, he has now got just as long a head, and his speed is greater. His strong point is on a long spurt. The way he can get over the last third or half of a mile, is something to make your eyes open. Burnham has been training with him, and he says that Gaskell can run right away from him on a spurt. Burnham, you know, is not at all bad on a spurt, and a man that can leave him must indeed be a good one. Burnham still trains in his old way, working at his trade all day, and riding evenings and Sundays. He seems to be devoting most of his attention to tricycling, but he still keeps up his work on the bicycle.

Hunter has been unfortunate in meeting with numerous accidents, but he is also fortunate in quickly recovering from them all. His latest accident was the straining of his wrist, from a fall received while coaching Whittaker in the 50 mile road race of the Dorchester Club.

Rowe is now training on the Hampden Park track at Springfield, and from all accounts is doing some excellent work. Judging from what he has already done and his style of riding and build, I should think that his stronghold was in long distance races, but it is hard to form a correct opinion about such matters until the rider has been tested in contests with good men. The Springfield papers consider him Hamilton's superior for anything under 5 miles, and for over that his equal. It was too bad about Hamilton's accident, for what he has done in practice made one feel almost certain that he would be able to cover 20 miles within the hour.

Another good man likely to be at the Pittsfield tournament is Fred Russ Cook of San Francisco. He left that place last week, and is expected to arrive in Boston either to-day or tomorrow. He will go to Springfield and at once begin to get in trim on the Hampden Park track.

Mr. A. L. Atkins, Chairman of the Massachusetts Bicycle Club's Racing Committee, will attend the Pittsfield tournament for the purpose of picking up points about conducting a race meeting.

Captain Winans, of the Springfield Bicycle Club, was in town last week,



and stated that Hendee has been induced by his club to change his mind about not entering competitive contests, and he will try his ability against the best riders of England.

The medal for which the Big Four tourists raised funds to present to L. D. Munger for his plucky work in winning second place in the Century Road Race, was forwarded to him last week. It was designed by E. E. Merrill of this city, and is of an exceptionally elegant and beautiful design in gold. It is in the form of a shield, suspended from a heavy cross-bar. In the center of the shield is a raised figure of a speeding bicyclist, encircled by a band of gold bearing in antique letters of blue enamel the words: "Century Road Race." On the observe side is engraved: "Presented to L. D. Munger, by the Big Four tourists for finishing second in the Century Road Race, July 10, 1885. Time, 9 hours."

I am very glad to learn that it has been decided to limit the number of participants on the Big Four Tour for next season, for the one disagreeable feature of the tour of this season was the size of the party. To my mind twenty-five would be a still better number, but perhaps twice that number will not prove too many.

Until this season the Pope Manufacturing Co. have paid little attention to the manufacture of racing bicycles, but now they seem to have gone right into the business, and are turning out some excellent machines. The machines weigh from 22 to 25 pounds all complete. I have not yet had an opportunity of examining the racers, but from what I am told regarding them I should judge that they are about the correct thing. Two very necessary features of a good racing machine is, ease of running and the rigidity of the front forks. That the Columbia bearings are unequalled, I think no one will deny, and any one who has ridden either the Expert or Light Roadster knows what kind of forks the Pope Company is capable of turning out. Several of the machines have been sent out West, and have met with much favor. Van Sicklen, Chicago's pet amateur, recently won a club championship and a number of other races on the machine, and was so pleased with it that he wrote a complimentary letter to the manufacturers.

C. S. H.

Boston, August 9, 1885.

## TWENTY-FIVE MILES ENGLISH CHAMPIONSHIP.

The twenty-five miles amateur championship was decided at Leicester July 25th, about 2,000 people witnessing the race. The following were the contestants and their position at the finish: R. H. English, North Shields B. C., 1h. 20m. 13s.; R. Cripps, Nottingham, second by a foot; W. Terry, Birchfield Harriers, third by eight yards; M. Webber, Surrey B. C., by a wheel; R. Chambers, Speedwell B. C., 0; C. D. Vesey, Surrey B. C., 0. English went off with the lead and held first position for seven miles, when Webber captained for awhile. Vesey and Chambers retired, and the rest kept up an even pace, all riding close together. On the last lap English, Cripps, and Terry passed Webber, and after a sharp spurt, finished as above. The English record for this distance is 1.16:41 3-5.

## BAY CITY WHEELMEN'S MEET.

The second annual tournament of this enterprising club was held at San Francisco, California, on July 25. The races were financially successful, and were well contested, although many of the men entered did not compete. Track eight and one-half laps to the mile. The first event was the:

Seventy-five yard Slow Race.—W. H. Gibbons, 2.16  $\frac{1}{4}$ ; W. M. Meeker, second. Gibbons was the only rider of the four entries who rode the full distance. Meeker fell twenty yards from the tape.

Two Miles Bicycle Handicap.—T. L. Hill (scratch), 6.47  $\frac{1}{2}$ ; M. Berolzhime (25 yards), second.

One Mile Handicap, Boys.—George Dixon (75 yards), 3.12  $\frac{1}{2}$ ; M. Berolzhime (scratch), second; A. Andrews (150 yards), stopped.

Two Miles Bicycle Handicap.—E. Fahrback (scratch), 7.09; Chas. Thompson (scratch), second.

Two Miles Exhibition.—F. R. Cook, Champion of the Pacific coast, rode two miles in 6.25.

One Mile, Scratch.—W. G. Davis, 3.08; Ed. Mohrig, second. Won easily.

One Mile, Novices.—E. Fahrback, 3.27; W. K. Sanborn fell on the first lap, seriously damaging his machine.

Five Miles Handicap.—W. G. Davis (60 yards), 16.21; J. E. Gibson (75), by two laps; R. H. Magill, Jr. (200), stopped; F. E. Johnston (scratch), stopped at four miles.

## THE AMERICAN-TOURING PARTY

As previously announced in these columns, five members of the Boston B. C., of Boston, Mass., are now in England. They consist of Messrs. J. S. Dean, E. C. Hodges, and L. Harrison, all of whose names are well known in connection with American cycling. The other two are Mr. A. H. Overman, president of the Overman Wheel Company, and Mr. J. L. Toombs. Mr. Overman is riding a "Victor" bicycle made by his own firm; Messrs. Hodges and Harrison bestride the new "Quadrant" tandem with rotary action for both riders, and three wheels only in place of four, the identical machine ridden being the first of the new pattern was turned out; Mess. Dean and Toombs are riding central-geared bicycle-steering "Quadrants." Mr. Dean has been in England some little time, but the others have but recently arrived, and after doing London and Paris, they are now on their way through England. For three or four days last week the party remained in Coventry, and we had the pleasure of escorting them through Stoneleigh Park and Kenilworth and back on Friday evening, when they proved themselves to be as good men as we could wish to meet on the road, a sprint over the five miles from Kenilworth to Coventry, landing the tandem couple home 3  $\frac{1}{2}$  minutes before the rest of the party. On Saturday they were present at the championship meeting at Leicester, and are now on their way to the English lakes. They propose seeing the roads of South Wales, and will all be present and occupy a tent at Harrowgate. They are an extremely pleasant lot, and as good and enthusiastic riders as one could wish to meet; and we feel certain they will take back with them many pleasant reminiscences of their visit to England in 1885.—*Cyclist*.

Two English tricyclists recently sustained several fractures, the result of a header taken while riding down Brass Knocker Hill. What can be expected from a hill with such a double-barrelled name?

Some of the English cycling papers persist in calling Americans "Yanks." It is a Yank did this, and a Yank did that. We think it is simply villainous to pervert the fair name American into Yank. We never think of calling our English friends Johnny Bulls, Beef-eaters, or using any of the various appellations with which they have been honored.

Messrs. Longman & Co., the English publishers, propose establishing a library of sports and pastimes, to consist of a series of volumes on field sports, national games, and pastimes. The series will deal with Hunting, Fishing, Horse-Racing, Riding and Driving, Boating, Foot-ball, Cycling, etc. The book on cycling will be written by Viscount Bury and G. Lacy Hillier, who can write a history of our sport that will be invaluable.

Wheelmen who travel in France know how carefully the distances are registered on the roadside, and how the name of every village is painted in plain letters at both entrances. This excellent plan is now being imitated in England, and in due time will no doubt spread throughout the entire country, steps having been taken by the Postmaster-General to "fix in front of all village post-offices the name of the village in plain letters."

AT A SEMI-CYCLING SOIREE, Miss Tenafl, who has been introduced to Captain Scarem: "Oh, Bob! he looks every inch a soldier." Bob: "Why, dear, he isn't a soldier; he could no more discharge a rifle than you could. He is captain of our club, rides at the head of the line, scares away dogs and such like, and gives warning to the rest of the boys by taking headers over stones and ruts.

The warm weather of course somewhat put a stop to general wheeling. There is the enthusiast who would not miss his twenty miles a day for a farm, who pedals serenely along, unmindful of the dust and discomfort, but the general interest is somewhat quiet. Most of the city dealers are taking a vacation, as the majority of club members seem to be doing. But September is coming, and with it the great tournaments. THE WHEEL will of course, as in the past, contain the first and most accurate reports of the races.

A Newark cyclist, while riding along the road on his wheel, of which he had lost the rubber tyre, ran on a snake, which fitted into the rim and answered the purpose of a tyre until near home, when his Snakeness slowly uncoiled and sought the shady side of a hollow log.—*Chestnut*.

A Gotham cyclist was riding in exactly the same forlorn condition as the Newarker, and he also met a snake, which did him the same service, but went the Jersey snake one better. At every deep rut or crossing his Snakeship uncoiled himself, and the cyclist rode over without dismounting. Both these riders have evidently been tipling Jersey "lightning."

The Boston division of the "Big Four" tour will have a reunion and run in September.

The Stanley Cycling Club held a twenty-five miles club race at Alexandra Palace July 21. The race was won by George Gatehouse in the remarkably good time of 1h. 20m. 46 2-5s.

Mr. G. M. Hendee assures us that, although he will only ride against time at Hartford, he will meet all comers at Springfield, and hopes to be able to show the Englishmen the way across the tape.

An international one mile professional handicap in heats will be contested at Athletic Park, Washington, D. C., September 22d. The first prize is \$500, and it is probable that the cream of England and America will compete.

The London wheelers held a race meet at Lillie Bridge on Saturday, July 25th. The one mile handicap produced some fast racing, among the good performances in the first round being A. Thompson's (40 yards), 2.44; H. A. Speechley's (35 yards), 2.44 2-5, and W. D. Briginshaw's (60 yards), 2.44. In the second round Speechley won his heat in 2.44 1-5, and the final heat in 2.46.

The twenty-five miles championship race completed the championship series for this year. The list of English amateur champions now is:

June 13, 1885, One Mile Bicycle, S. Sellers, Preston B. C., 2m. 47 1-5s., Aston Grounds.

June 13, Five Miles Tricycle, R. Cripps, Notts B. C., 16m. 53 1-5s., Aston Grounds.

June 27, Five Miles Bicycle, M. V. J. Webber, Surrey B. C., 14m. 23 3-5s., Jarrow track.

July 11, One Mile Tricycle, P. Furnival, Berretta C. C., 3m. 5 2-5s., Crystal Palace.

July 11, Twenty-five Miles Tricycle, G. Gatehouse, Stanley C. C., 1h. 26m. 29 2-5s., Crystal Palace.

July 18, Fifty Miles Bicycle, R. H. English, North Shields B. C., 2h. 45m. 13 4-5s., Crystal Palace.

July 25, Twenty-five Miles Bicycle, R. H. English, North Shields B. C., 1h. 20m. 13s., Aylestone Grounds.

BARGAINS.—On another page will be found a list of machines, with their prices, which are now being offered by Messrs. G. R. Bidwell & Co., of 4 East 60th St. A glance at the list will show some startling reduction in prices. There are some full-nicked Expert Columbias, latest improvements, ball-bearings, etc., at the low price of \$110. These machines are in excellent condition, many of them being but a little shop-worn. There is also a large assortment of Rudge Light Roadsters, British Challenges, Standard Columbias, American Challenges, and Kangaroos, of all sizes and prices, and a number of Columbia tricycles. If any of our readers or their friends wish to purchase new mounts, they should visit these warerooms, where they may be assured of excellent treatment at the hands of the genial proprietor, George R. Purchasers of machines taught riding free in school over store. To those who hesitate to buy on account of difficulty in storing the machine, we might add that Mr. Bidwell stores them at a merely nominal rate.



# THE WHEEL.

Brooklyn is destined to be historical from a cycling point of view. The invitation of the Kings County Wheelmen to hold the New York State Division L. A. W. meet in that city has been accepted, and the Kings County boys are already making preparations to do the handsome thing. Although the bulk of the work of entertainment will fall on their shoulders, they expect the clubs of Brooklyn and New York, especially the latter, to lend them every aid to bring about a successful affair.

## RONDEAU.

Gaily the bicyclist  
Rides o'er the tar,  
Gladly our brindle purp  
Scents him afar.

Blithely the bicyclist,  
Still o'er the tar,  
Rides his Columbia  
On to the war.

Gladly our brindle purp  
Still at the gate,  
Waits while the bicyclist  
Rides to his fate.

Softly the bicyclist  
Steals past our gate;  
Now will our brindle purp  
Seal his sad fate.

Swiftly our brindle purp  
Darts at the wheel,  
Now is our brindle purp  
Sampling his veal.

F. P. P.

The Clerical Wheelmen are evidently enjoying their tour if the accounts of their doing which are given in the daily papers are to be relied upon. At every town they are welcomed by some of their brothers in the cloth. The fact of their being clerics has attracted more attention to this journey than even the great and good "Big Four." We will give a detailed account of the tour in a future issue.

## FROM THE CLUBS.

### FIXTURES.

Aug 27, 28.—Annual Race Meet Cleveland B. Club, at Athletic Park.  
Sept. 2, 3.—Connecticut B. C. Race Meet at Hartford.  
Sept. 3.—Troy B. C.; fourth annual race meet at Island Park.  
Sept 8, 9, 10.—Annual Tournament of Springfield, Mass. B. Club.  
Sept. 22.—Race Meet at Minneapolis, Minn.  
Sept. 22.—Providence B. C. Tournament at Narragansett Park.  
Oct. 3.—Olympic A.C. games and cycle races at New York City.

### CLOSING OF ENTRIES.

Aug. 25.—Entries close for the Hartford meet. For full particulars address Robert F. Way, P. O. Box 1025, Hartford, Conn.  
Aug. 29.—Entries close for the Troy bicycle races. Address L. J. Thiessen, 280 River Street, Troy, N. Y.  
Sept. 12.—Entries close for the Providence B. C. races. See WHEEL of Aug 7. Address Geo. R. MacAuslan, Box 1046, Providence, R. I.  
Sept. 12.—Tournament of Keystone B. C. at Pittsburgh, Pa.

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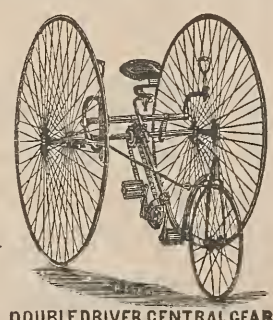


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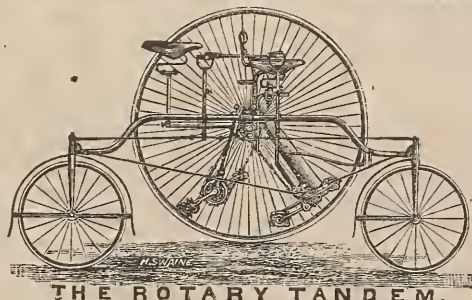
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## MISCELLANEOUS.

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

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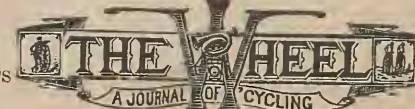
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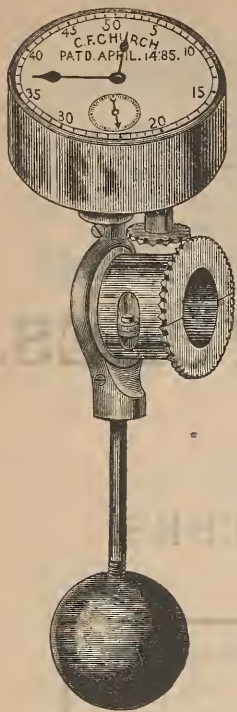
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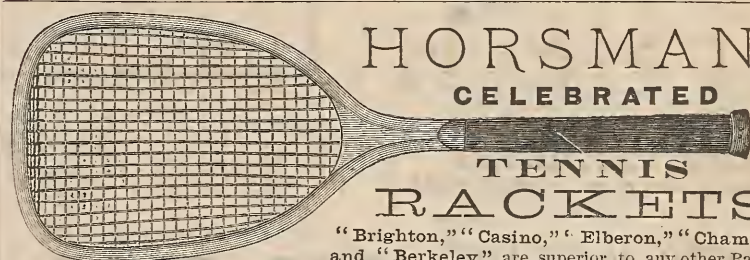
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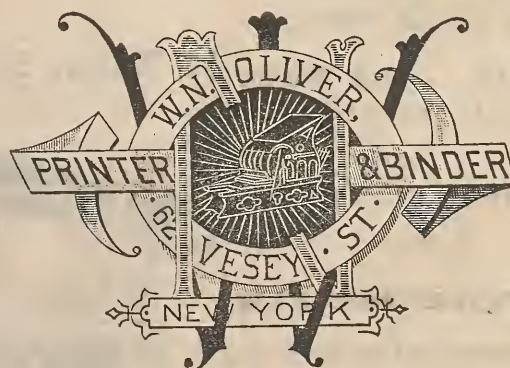
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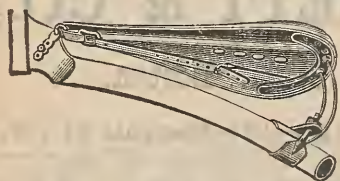
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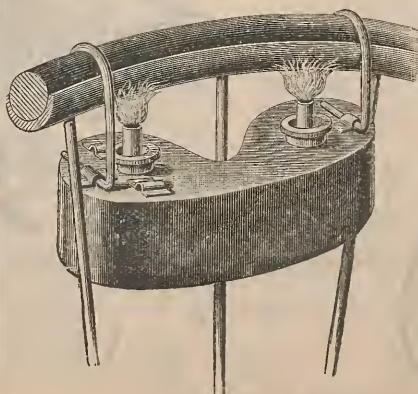
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