

VOL. IX.—No. 11]

NEW YORK, DECEMBER 11, 1885.

[WHOLE NUMBER, 219.

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The Highest Grade Cycles known to the Art,

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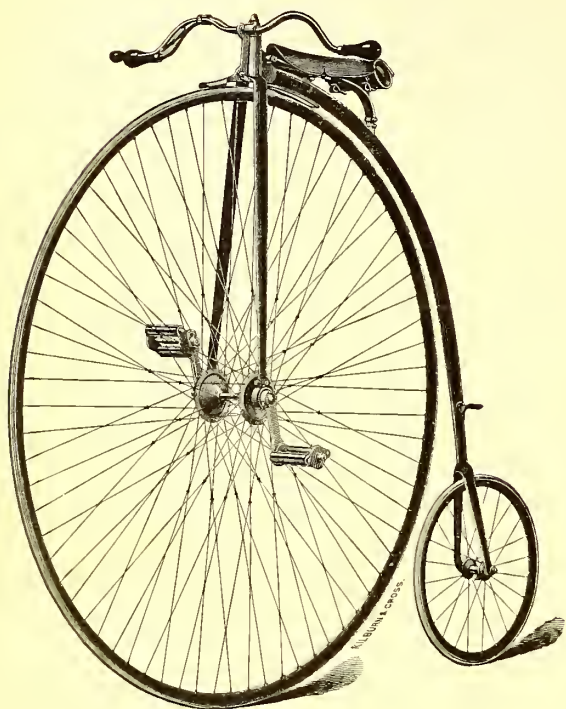
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LIGHT OR FULL ROADSTER.

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The Noted Californian Wheelman,

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Messrs. Wm. Read & Sons:

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

Yours truly,

San Francisco.

FRED RUSS COOK.

A Superbly Built Wheel, Rigid, True Running.

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

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

From Bicycling World.

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

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

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

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Outing and THE WHEEL, - - 3.00 a year

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## To Subscribers and Correspondents.

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

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

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

## WHEEL GOSSIP.

L. D. Copeland, Arizona's wheelman, will visit England next year with his steam bicycle.

On December 5th, Karl Kron's list numbered 3,272. He expects to have the book out in about six weeks.

Master Willie Sidney, a four-year old infant of Indiana, is attracting much attention by his excellent riding on a diminutive machine.

St. Louis has a multiplicity of hills. The latest that has been discovered is called the Undertaker, because it lays them all out.

Toronto has three clubs. The Toronto B. C. with a membership of one hundred; the Wanderers fifty, and the Rota B. C. twenty-five.

We are glad to see that the country press is taking up the subject of roads with a vim. Good roads mean a corresponding increase of wheelmen.

The *American Wheelman* remarks that nick-eled wheels are still ridden in New York. This is the first knowledge we have had of their being on the decline.

Wheelmen of New Orleans are confident of making arrangements, whereby a series of bicycle races will be held at the exposition, now in progress in that city.

Messrs. Webster, Ryrie and Chandler, of Toronto, Canada, have decided upon making a cycling tour through England, Scotland and France next year, starting during April.

Mr. W. G. Ross, of Montreal, Canada, is spending the winter in South America. Hardly a suitable place for a bicycle agency, which it is rumored, Mr. Ross is about to establish.

San Francisco will be represented at the Boston meet and the Big Four Tour next year by Mr. Charles Beiderman, who will doubtless capture the biscuit as coming the longest distance to attend.

Denver must have some fliers. At the Thanksgiving day entertainment of the Colorado Wheel Club, held in a rink, the time of a mile race, contested by local men, was announced as 2.37.

The ball of the Adrian, Mich., B. C. held on the 26th, was a great success. The commodious and elegant club rooms were tastefully decorated and well admired by about sixty couples, several of whom came from a long distance.

At the Main street rink, Buffalo, N. Y., on November 24th, Elsie Von Blumen, started in an attempt to ride a bicycle 400 miles in fifty-one hours. She completed the trip in two days and two hours, having been in the saddle 39h. 45m. 46s.

The Chicago Owls are talking of giving a tournament for cash prizes, open to all, in the spring, and they expect to have all the prominent men compete. No, it can never be. Our makers-amateur's are too sharp to appear in their true light.

A Passaic man is said to have invented an odd sort of unicycle. The description says that it consists of two spokeless wheels within one, with seats for two riders yet inside that. But one wheel rests upon the ground, hence the title "Unicycle."

A. M. Hill, of New Orleans, La., is endeavoring to arrange a tour for Orleaners to take place next season from New Orleans to Boston. The prospects of its consummation are first-class, as several have already announced their intention of participating.

The flying-start idea is receiving its share of discussion in the South. Better keep the present manner of start, would, we think, be the opinion of everyone after witnessing a horse race—that frequently takes a couple of hours, before a start is made.

They are doing some wonderful, but unauthenticated things down "thar" in Missouri. Messrs. Clifford and Cake, of the little village of Clarksville, are credited with having made ten miles over the country roads in 38 minutes, and regarding it as an every-day affair.

Millionaire Sharon, of San Francisco, has presented \$50,000 to the city to be expended in improving the public park. All the bicycle clubs of the city have sent in a petition, asking that part of it be used in constructing a track, and are quite confident that it will ultimately be granted.

Bloomington, Ill., is said to possess some of the finest suburban roads for bicycle riding in the country. They are level, hard and wide, and are highly appreciated, as the great number of wheelmen from all parts of the State, that patronize them can testify. Bloomington has a flourishing B. C.

Jno. Brooks has been in training at his home in Blossburg, Pa. for a long time, preparing for the six-days race at Madison Square Garden, where he and Woodside will ride against Anderson the long-distance equestrian. In our mind Brooks, by plenty of rest, and judicious training would appear as the very best man in the professional arena.

THE QUARTER MILE TRICYCLE :—At St. Louis, on November 30th, T. W. Eck is reported to have broken his own quarter mile professional tricycle record two seconds, making the distance in 42 2-5s. This is very close to the world's record, of 42s. by G. M. Hendee. The officials were: Timers, R. C.

Gordon, Theo. Berle, Jno. S. Prince; starter, L. C. Lueders; referee, Wm. Standing.

At the Lark street rink, Rochester, N. Y., on December 3rd, Kiernan, a professional rider raced Messrs. Van Valkenburgh and Tyler, skaters, he to ride five miles, they two and a half each. At the finish of the five miles Van Valkenburgh, one of the skaters, was half a lap ahead, but Kiernan was awarded first prize on his claim of having been thrice fouled.

The Eck-Amaindo Combination has been dissolved. Eck remains with Prince at St. Louis, while Mlle. Amaindo goes to her home in Montreal. Eck, Prince, Armaindo, and Morgan have been banded together almost since the introduction of cycling in America. Why this move, we are unable to say, unless it be one of the hippodromes for which the trio are famous.

St. Louis claims six men who can do a mile under the three minute mark. They are Lin Gordon, 2.46; S. G. Whittaker, 2.47; A. A. Hart, 2.48½; A. Lewis, 2.50; J. S. Rogers, 2.50; P. W. Stone, 2.50; Arthur Young, 2.56, and W. W. Belcour, 2.59. The times are all unofficial except Belcour's, Stone's and Gordon's, the latter's being made at Springfield, in the 3.10 "duffer" race.

The Monmouth N. J. Wheelmen think of building a model quarter-mile race track, on the outskirts of the town. In the absence of the proposed track of the N. J. Cycling & Athletic Association the move would be a good one, but as affairs now stand it would be productive of an undesirable competition, deadly to one, with the chances we think, in favor of the Monmouthers getting the worst of it.

The clubs of Toronto will join this winter in preparing for a grand, two-day's tournament, to be held next year. At least so says a correspondent of the *Canadian Wheelman*. He also states that wealthy Torontonians will offer valuable prizes as a bait for American fliers. Cheese it, old man! Think you that our true amateurs would journey to Canada for anything less than their expenses and a guarantee? Preposterous!

The hand-book of the Missouri Division, L. A. W., has been issued and is well worthy of that enterprising division. It contains the Constitution L. A. W., Racing Rules L. A. W., Constitution Mo. Division, a table of records, corrected to date, and much other matter of interest to all wheelmen, especially so to those who reside in the section of which it treats. The loyalty to the L. A. W. by the compilers of the book, is manifested in many passages.

An English wheelman says he remembers a steam tricycle that made its appearance in 1881. It was shown at the Stanley Show, Holborn, and was tried by a cyclist on the Greenwich road. The police sighted the machine, however, and brought it and the rider to court. There the Justice decided that it was a locomotive, and must not travel at a greater rate of speed than four miles per hour and with a man walking in front with a red flag and lantern, at that.

In Chicago, Thanksgiving day was cold and bleak, and consequently there was but a thin attendance at the hare and hound chase of the Chicago B. C. John Valentine was the only hare while the following riders were hounds: Van Sicklen, Heywood, Thorne, Cook, Webster, Ribollo, Van Doren and Wright. The hare was hardly up to the sport, as he was caught when about half the distance had been covered, Van Sicklen, Webster and Heywood coming in first, second and third.



S. G. Whittaker will take a trip east during the winter.

A. G. Bennett, of Chicago, is mentioned as a rising fancy rider.

Chicago wheelmen are proud in the possession of a road to Pullman, 25 miles, which is described as perfect.

Mr. Frank White, who has been in England for some time, in the interests of A. G. Spalding & Bro's, has returned home.

In a 20 mile road race in England recently, between local men, one of the contestants was allowed 27 minutes. He is evidently not a scorcher.

The Springfield B. C. enjoyed a game supper last Thursday, and wound up the evening by presenting Pres't Ducker with a check for \$500. Whew!

T. W. Eck gave a fleet skater named Bromley, 1 minute 4 seconds start in a five mile race at the St. Louis Globe rink recently, and was defeated by half a mile.

Those two old Boston clubs, the Massachusetts and Boston B. C's, come very close in the point of membership. The former has 243, and the latter 237 members.

Mc Curdy has returned to Lynn, Mungert to Detroit, and Huntley to Newton. We are now quite positive that our present 24-hour record will stand till next year.

Having attained a sufficient number of members "Little Rhody" forms a state division L. A. W. Mr. J. A. Chase, of Pawtucket, has been appointed Chief Consul.

The first race meeting ever held in Tasmania, occurred during October. There were eleven events on the programme, nine being won by Messrs. Hallam and Muirhead, on Rudge machines.

W. D. Wilmot, the fancy rider, has severed the partnership heretofore existing between himself and Sewell, and in future will travel with Alfred Buess, who is reported to surpass Sewell in many respects.

Charles Courtney, the veteran oarsman, is reported to have mastered the wheel, and will make his *debut* as a cyclist early in the spring. If Courtney takes a turn to racing, he will doubtless earn the same sort of a reputation as in rowing.

America has six amateurs who can ride 20 miles in the hour every day in the week. We name them in the order of their superiority:—Wm. A. Rowe, George Weber, E. P. Burnham, S. G. Whittaker, F. F. Ives, and N. H. Van Sicklen.

The only part of the L. A. W. Racing Rules to which we can make objection is that which prohibits an amateur from realizing money on any medal or prize won by him. The clause is too tyrannical to be appreciated. A man has a perfect right to dispose of anything his own, gained honestly.

R. A. Neilson has issued a challenge to Jno. S. Prince, in the *Boston Globe*, challenging him to ride a bicycle race, any distance, for \$500 a side, before next June, at Springfield. There has been a good deal of babbled between the champions lately; let it stop. Prince should accept the challenge, and decide who is the proper possessor of the disputed title.

The fifty-mile professional record made at the Washington Rink, Minneapolis, Minn., on

the 27th inst., has been authenticated by P. L. Straw, surveyor, who sends to the *New York Clipper* a sworn statement that the track is the full distance, measuring 18 inches from the pole. Messrs. Smith, Alger and Savage, timers on the occasion, testify that the times were correct, while Mr. S. F. Heath, Chief Consul of Minn. Division, and C. W. Ryder, sporting editor of the *Tribune* say that everything was correct, to their full knowledge and belief.

The Ottumwa, Iowa, B. C. held their entertainment at the pavilion on the evening of the 26th, given for the purpose of raising funds, with which to build a club house. A grand entry of the members of the club, and a fancy drill, preceded the appearance of the noted fancy riders, Friedberg and Wells, who took the audience by storm. These gentlemen executed a number of difficult feats, such as riding a cartwheel, unicycle riding, etc., and showed that they were masters of the art. The entertainment was a great success, and the club reaped a shining harvest therefrom.

From Honeybrook, Pa., is reported a record-breaking exploit by Frank M. Dampman. While Mr. Dampman and a fellow pedaller were indulging in a road-run recently they overtook Mr. H. A. Wallace, leading a spirited team of horses. Unused to bicycles the team broke loose and ran away at lightning speed. Dampman, who is one of the best riders in his section, accepted the challenge, and dashed after them at a rattling pace. He caught up with the team after a short race and springing from his wheel held the horses until the owner came up. It is universally believed by the cyclers in the vicinity that Dampman laid Howell's mile record cold.

Wheeling is on the increase in Kansas City, Mo. The bi. club was organized during August, '84, with five members; now it has thirty, and the list is constantly increasing. Mr. Frank S. Ray, a member of the club, has recently returned from a seven hundred mile bicycle trip through Kansas, in the interests of an agricultural firm. The club is considering the club house idea, and will probably have better quarters than they now possess by spring. The L. A. W. is on the boom, everything pertaining to cycling is on the boom, and doubtless before the close of another season the great cattle mart will hold a forward position in the sport.

On November 18th, a number of influential English clubs held a meeting at the N. C. U. offices, for discussion of the amateur question. A *secret vigilance* committee was appointed, for the object of gathering information on the subject, and a move to adjourn till Dec. 9th passed. We fail to see the advantages to be derived from such a gathering. Many resolutions etc. may be adopted, but the farce will, to a surety, finally end in addressing a petition or complaint to the manufacturers, or supposed employers of the makers amateurs. These people would send their regrets and profess entire ignorance in the matter. If a better way out of the difficulty cannot be devised, the matter had better rest.

Of the seven bicycle and tricycle championships, that have been since '78 and are now, annually held in England, the one-mile bicycle has been regarded as the principal event, and many a hard battle has been fought for the title it confers on the winner. In 1878, H. L. Cortis captured the championship, in the then extraordinary time of 2.59½. In 1880 C. E. Liles came in ahead to the tune of 2.55 1-5. G. L. Hillier was the successful man in '81, in 3.11 3-5. In '82 it fell to F. Moore, in the record break-

ing time of 2.47 2-5. H. W. Gaskell came in winner in '83, in 2.55 2-5. The tamest struggle for the honor was in '84 when all the fliers held back, allowing H. A. Speechley, a comparative novice, to come in first, the time being 3.30 4-5. This season witnessed the finest struggle for the championship of all others, Sanders Sellers winning in the excellent time of 2.47 1-5. Of the seven contests, two have been run on the Stamford Bridge track, two on the Aston, and one each on the Leicester, Crystal Palace and Lillie Bridge tracks.

## HUB HAPPENINGS.

WHO WILL MANAGE THE NEXT LEAGUE MEET?  
—A LIVELY SQUABBLE IMMINENT AMONG THE  
BOSTON CLUBS—NOTES AND GOSSIP FROM ALL  
ABOUT THE HUB.

Any one reading the article in Sunday's *Herald*, and unfamiliar with the true state of affairs, would be likely to become possessed of a most erroneous idea regarding our two leading clubs, the Boston and the Massachusetts. From that article one would infer that the members of those organizations are possessed of most combative, jealous and revengeful spirits, while in truth this is not so at all; and nothing is farther from the wishes of the leading members of the two clubs than that there should be a renewal of the hostilities of three years since. I have the greatest respect for the editor of the *Herald's* cycling column, but say that when he attempts to discuss League affairs he makes some most woeful blunders. A short time since he made the statement that Boston wheelmen did not want the League meet held here, and only accepted it because it was forced upon them, and other disparaging remarks of a like nature.

I am aware that League stock has not been very high in Boston during the past two years, but the tide now seems to have turned in its favor, and any effort to stay it is most unworthy. The wheelmen of Boston are willing to unite and do everything in their power to make the coming meet a success, and are also willing to make some sacrifices of petty pride to effect that result.

I have talked with several of the most prominent members of the Massachusetts club and know that they are not guilty of the spirit of bossism attributed to them by the *Herald*, and no more is the Boston club desirous of insisting for anything that is unjust. In probable reference to a line in my letter of last week, the *Herald* has to say: "The insinuation that the invitation of the Massachusetts club should not be accepted because another club might be jealous, is a base one, and is only calculated to stir up bad feelings. The invitation surely does not suggest exclusiveness."

So far from wishing to stir up bad feelings, it was with the direct contrary intention that I wrote the lines. It is my most earnest desire that harmony should prevail regarding the management of the League meet. And what I said was merely as a note of warning. I repeat that if the invitation of the Massachusetts club is accepted without reference to the Boston club, there will be trouble.

To accept the Massachusetts club's invitation savors most strongly of exclusiveness, for it would then make the League practically the guest, solely of the Massachusetts club. When the Boston club voted to return to the League it was at the earnest solicitation of the Massachusetts Division, and with the understanding that the troubles of the past would all be forgotten and forgiven. The Boston club considered that they had the most to forgive, but were willing to forget all. It was with no mercenary spirit as has been basely



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THE KANGAROO.	Faster than a bicycle, safer than a tricycle.	-			Price, all sizes, \$130.00
HECLA SPECIAL.	-	-	-	-	
		44-inch,	46-inch,	48-inch,	50-inch,
		\$45.00	\$50.00	\$55.00	\$60.00
HECLA YOUTHS.'	-	-	-	-	28 to 42-inch, \$12.50 to \$35.00
SPALDING IDEAL.	-	-	-	-	38 to 50-inch, \$35.00 to \$66.00

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insinuated by some persons, that the Bostons returned to the League, but as hospitable wheelmen, with a desire to make the meet in Boston the greatest in the history of the sport, and through a general desire to promote the interest of the League and cycling throughout the country.

As I have many times said, the absence of the Boston club from league membership has tended more to weaken the interest in league affairs among Massachusetts wheelmen, than has all the other causes combined. It would be suicidal to the interests of the League not to accept the Boston Club in the spirit it applies for membership. The Club does not propose to come into the League and submit, like a schoolboy to punishment for what may be considered its bad behavior in the past. It proposes to come in on an equality with the other clubs or not at all.

The *Herald* states that the Massachusetts Club having the larger League membership will insist on a proportionate representation on the management committee of the meet. Only the active members of the Boston Club will join the League, about one-fourth the number the Massachusetts Club has in the League. According to this arrangement the Massachusetts Club would have four representatives and the Bostons but one. Now I can state most emphatically that the Boston Club will not consent to any such arrangement as that, and there is no reason why they should; and neither do I believe that such is the desire of the majority of the Massachusetts Club men. Including the associate members of the Boston Club the total membership is about the same as that of the Massachusetts Club. While these associate members are not to join the

League they will contribute largely towards entertaining the League while here.

This proportionate representation scheme is a very foolish one for if it were adopted the half dozen smaller clubs about Boston would have no representation at all. The Boston Club must have an equal representation as the Massachusetts Club, and there is no way of getting around it. Regarding the position in line of parde the constitution of the League effectually provides for that and there can be no question regarding it as the *Herald* seems to think. The formation will be by state divisions and the clubs will ride in order according to the length of their membership in the League, which would put the Massachusetts Club at the head of the procession; and the Boston Club will not dispute their right to that position. Its members are not boys, but men, and above such petty jealousies.

It might be possible to arrange a satisfactory proportionate representation scheme; but it should be prepared according to the amount of work the clubs will do rather than by the number of League members it can boast of. My idea of how the thing is to be done is much the same as suggested by Mr. Harris in these columns last week. I would have a general management committee which should have full control of the meet and have the power to appoint all sub-committees. The Chief Consul should be chairman and there should be three representatives from the Massachusetts Club; three from the Boston, and three from the Division; one from the Cambridge and other small clubs about the city. This is, of course, on the supposition that all these clubs will join the League. I advocate these clubs having but one representative on the commit-

tee, because they not being strictly Boston clubs, would not be likely to have a great deal of work required of them. I feel confident that the Boston Club will do just as much work as the Massachusetts Club. By this arrangement there would be no chance for one club to run the whole meet and all danger of a row would be avoided. This general management committee would select the best men from among the members of the several clubs to form the sub-committees, and everything would pass off merrily.

I trust that this matter will be given an early consideration, for it is almost time now to begin preparing for the meet. A deal of work is to be done and lots of money must be raised, so the sooner we are about it the better it will be.

It is the intention of Boston wheelmen to entertain the League in the true sense of the word, and not force the visitors to pay for every little courtesy extended to them, as was the case at a meet held not so very long ago.

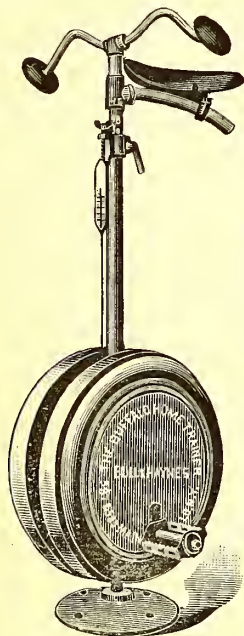
### CARNIVAL OF CYCLISTS.

If the amount of hard work done is anything to judge by, then the carnival of the Massachusetts Club on the evening of December 16 will be an unparalleled success. Chairman Pope, Lieutenant Peck, Mr. Pattison, and the other members of the committee in charge, have worked almost ceaselessly for weeks past, and have now the satisfaction of knowing that everything that could in any way tend towards its success has been done. The programme has been completed and will consist of a parade of cyclists on wheels of every kind, and in all manner of costumes, fancy, artistic and otherwise. Various prizes will be offered for the



# THE WHEEL.

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

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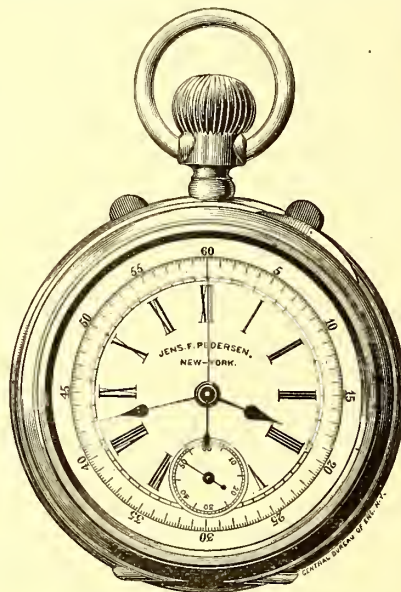
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CONTAINS: American Amateur bicycle and tricycle, safety bicycle, tandem tricycle, tandem bicycle, ride and run, hands off, flying start, bicycle road, tricycle road. American Professional bicycle, tricycle and tandem, also English Amateur bicycle, tricycle, tandem tricycle, sociable, safety bicycle; bicycle, tricycle, tandem and sociable road records by miles and hours, Land's End to John O'Groats; also English Professional bicycle, tricycle, and safety records.

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## MISCELLANEOUS.

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

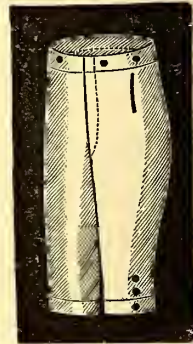
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most effective, most original and handsomest costumes. The Brockton Club will give one of its famous drills, and there will be riding by W. S. Maltby and the Wilnot double-riders. The latter are said to have some new tricks on the unicycle which are simply startling in their marvelousness. Pierre Lallement, inventor of the bicycle and who is now employed in the repair shop of the Pope Mfg. Co., will ride one of the first velocipedes and there will be an exhibition spin by W. A. Rowe, the champion amateur flyer. There will be a polo match on Star bicycles, an obstacle race on bicycles, and many other attractions.

At 10 o'clock the Olympian Rink will be opened for general roller-skating, and the large hall will be preserved for dancing. Only wheelmen and their friends will be allowed on the dance floor. Supper will be served during the evening by a well known caterer. Music will be furnished by the Salem Cadet Band the Olympian Club Band and the Dahlgren G. A. R. Post, fife, drum and bugle corps. Arrangements will be made for reduced rates on the different roads centering in Boston.

## THE BOSTON CLUB IN SESSION.

At the meeting of the Boston club held last Wednesday evening, considerable business was transacted and several new members were admitted. Mr. Tombs was elected a member of the club committee on the active list; Vice, J. S. Dean resigned. Mr. Chadwick was elected to fill Mr. Tombs place on the club committee as a representative of the associate members. A committee was appointed to arrange for a series of informal entertainments at the club house. The century meeting of the club will be held in a few months and the committee was instructed to prepare some sort of an entertainment to commemorate that occasion.

Mr. Dean presented a very creditable report as chairman of the committee, appointed to investigate the management of the 100 mile road race last October, the course of which proved short. The committee reported that they had ridden over the course and found it to measure the same distance as reported by Mr. Harrison, who rode over it in company with your correspondent the Sunday after the race. This part of the committee's report proved most satisfactory, for it showed how untrue and malicious had been the insinuations cast by some, that Mr. Harrison had endeavored to shield himself from as much blame as possible by false statements. He found the course to be about three miles short, and frankly acknowledged it; but certain other persons rode over the course and because their measurement did not agree with his, presumed to doubt his veracity.

The committee reported that had the racers gone over the course as originally laid out, which included the returning to Boylston street to complete the first 50 miles, a full 100 miles would have been traversed. As they did ride, however, they covered about 96 26-32. The fact that several of the club members who had promised to act as checkers were not at their posts, the committee were inclined to think was due to the postponement of the race from Saturday to Monday, necessitated by rain. As to whether or not the other members of the club were to blame for not rendering proper assistance to Captain Harrison, the committee declined to express an opinion.

There have been various rumors flying about to the effect that the Boston club is contemplating erecting a club house on a magnificent scale. There is more or less truth in these rumors, but for the present the club would prefer to say nothing in regard to the

matter. In a short time the committee who have the affair in charge will present a report, and the affair will be made public.

## NOTES.

President Ducker, of the Springfield club, has joined the Massachusetts club.

The entertainment committee of the Massachusetts club are having a deal of difficulty in securing talent for the Saturday night entertainment.

Lieutenant Peck has decided that he does not want a drill squad.

The first games of the billiard and pool tournament series at the Boston club house, will be played tomorrow evening.

Announcements of Harry Corey's return from England have been as frequent and inaccurate as were those regarding his sailing away. It is now, however, stated positively that he will sail for home on Tuesday next.

The temperature Sunday was close upon zero, but large numbers of wheelmen were out on the roads.

Munger returned home last Tuesday. He says that he will come back whenever any one has smashed his record for 24 hours.

A 24 hour road race for bicycle and tricycle riders is one of next season's probabilities.

It is said that Rhodes, of the Dorchester club, has covered this season upwards of 6000 miles. There are not many men in the country who can beat that for a season's record.

A. L. Atkins, Boston Consul for the L. A. W., will shortly issue a revised and enlarged edition of his handy little road-book.

Weekly chop suppers were inaugurated at the Boston club house last Saturday night.

Who will be next president of the L. A. W., is the question already being agitated hereabouts.

C. S. H.

BOSTON, Dec. 7th, 1885.

## A WINTER WHEEL 'NEATH SUMMER SKIES.

*In sunny lands, o'er coral strands, we wheel dull  
March away;  
'Tis here the longer we remain the more we like  
to stay.*

Seven hundred miles from the city of New York, on the other side of the great Gulf Stream, lies a little country that offers to the wheelmen of America attractions possessed by no other spot within three times that distance; at a time when no wheeling can be indulged in at home and at an expense easily within the reach of hundreds of 'cyclers. Here is a beautiful land where perpetual summer reigns, and whose coral shores are washed by waters of cerulean blue. Here roses bloom in the open air throughout the year and the fragrant Easter lily sends forth its perfume on the balmy breeze. Here may be seen the lofty palm, and other trees peculiar to a tropic clime. The coral roads are as hard as asphalt, and as numerous as could be desired. They wind in and out along the shore, then through deep cuttings in the limestone cliffs or between hedges of oleanders in full bloom. They curve constantly, ever presenting new scenes to delight the eye. In the center of this delectable land and facing a beautiful harbor is a little city built entirely of limestone and claimed to be "the whitest city in the world;" and

in the center of this city rises the palatial Hamilton Hotel—it is easy to guess that I am speaking of Bermuda.

It is with the pleasures of a brief sojourn in Bermuda—one year ago, in company with other riders of the wheel—fresh in mind, that I now urge all who would like a winter wheel 'neath summer skies, to join me in another trip to the Summer Isles.

We shall leave New York Tuesday, March 2d, reaching Bermuda the following Friday. Here it is proposed to remain thirteen days, stopping at the Hotel Hamilton, a house equal in every respect to our finest summer hotels, and delightfully situated in the midst of spacious grounds. We arrive back in New York March 21st.

The steamer Trinidad of the Quebec S. S. Co.'s line, which takes us from New York to Bermuda, is a new and elegantly equipped iron vessel of 2,000 tons; her officers are gentlemen who make it a duty to look after the pleasure of passengers. Our wheels will be carefully handled, and a precedent has been established by our party of last winter that will avoid all custom-house annoyances at either end of the route.

Stopping as we shall at one place, from which we can make daily runs to the many points of interest, this tour affords us a most excellent opportunity to invite our non-cycling friends, ladies or gentlemen, to accompany us. Carriage hire is reasonable, and they can easily go with us on all our excursions. In the evening on moonlight walks or rows—for the moon will shine while we are there—their company will add greatly to our pleasure.

All who enjoy yachting will find excellent opportunities to indulge in this sport; one day will be devoted to a cruise among the islands of Hamilton Harbor.

This is also a tour where the old saying "the more the merrier," will hold true. With no changes to make from New York to Bermuda, and stopping at one hotel when there, all the worry and confusion usually incidental to the movements of large parties will be avoided. One hundred would about fill the steamer. Even should this number not be reached other tourists are likely to fill the staterooms when the 2d of March arrives, and for this reason I hope all who contemplate going will notify me at the earliest possible moment, that staterooms may be secured in season, also state how long you will remain on the island that staterooms for the return passage may be spoken for.

The cost of the entire trip of twenty days, reckoning from New York, will be but ninety dollars. This includes passage on the steamer, with stateroom and meals, two week's board at the Hotel Hamilton, and fees for sight-seeing. Persons having but a short time at their disposal can return on the first homeward-bound steamer, spending three days on the islands. This trip would cost sixty dollars; but we strongly advise all to remain over at least one steamer. Those who wish to remain longer at small cost can find accommodations at one of the many boarding-houses scattered over the island.

CLOTHING:—Ordinary summer clothing will be found comfortable, the temperature seldom going above 75 or below 60 degrees—this is the most equable climate in the world.

BICYCLES will be carried free by the Quebec S. S. Co. They should be securely crated, and had better be expressed to New York with this label: "For Steamer Trinidad, (Pier) new No. 47, North River, New York City. With bicycle party. Put on top of Cargo."

MONEY:—U. S. greenbacks pass as readily as British Gold. Our silver is not taken.

GUIDE BOOKS:—It is well to "read up" a



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**A WINTER WHEEL 'NEATH SUMMER SKIES.**

Bermuda is the wheelman's winter paradise; delightful climate, tropical scenery, hard, coral roads extending to every point of interest--and all within 50 hours' sail of New York by the fine steamers of the Quebec S.S. Co. A party will start from New York, February 28th for a sixteen days' tour to this delightful land. For Illustrated Guide and further information, address with stamp, F. A. ELWELL, Portland, Maine.

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**No. 578 FIFTH AVENUE**  
(Opposite Windsor Hotel.)

**New York City,**  
**Hartford, Conn.,**  
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**Worcester, Mass.**

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

For further particulars send postage for circular to  
**P. HARVARD REILLY Prin'l,**  
Reilly's School for Dancing and Deportment,  
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**Wheelman's Autograph Album**  
**MY 'CYCLING FRIENDS.**

**DESIGNED AND COMPILED**  
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It is handsomely bound in cloth, with gold and black markings.  
It has one hundred pages--gilt edge.  
Three hundred selections from the poets in regard to the wheel.  
Three hundred cards or spaces for the autographs of cycling friends.  
Three hundred Engravings illustrating each quotation.

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**NEW BICYCLE**

**LIGHT ROADSTER, FULL ROADSTER OR RACER**

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

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


This is an opportunity to get a wheel for little money. Do not loose it. Only a limited number for sale and they are

**BARGAINS EXTRAORDINARY**

Send for descriptive price list and mention this paper.

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LESS THAN TWO CENTS PER WEEK. LESS THAN TWO CENTS PER WEEK.

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**LOOK AT OUR COMBINATION OFFERS!**

The Bicycling World and The Wheel, \$2. a year; regular price of the World, \$2 a year. Outing and The Wheel, \$3 a year; regular price of Outing, \$3 a year.

**THE CYCLING PUBLISHING COMPANY,**  
Box 444, No. 12 Vesey Street, NEW YORK.

**The American Star Bicycle.**

**A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.**

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

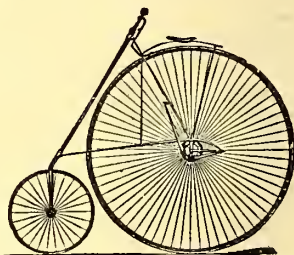
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

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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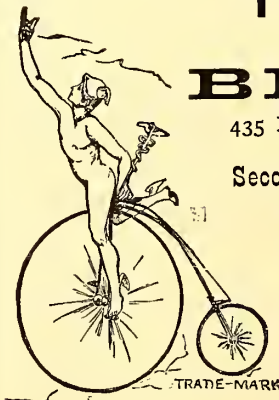
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country before visiting it. Those wishing to do so in this instance are referred to the following works: "Bermuda," by Julia C. R. Dorr; Scribner's Sons, New York. Price \$1.25. "Illustrated Bermuda Guide," by James H. Stark, Photo-Electrotype Co., Boston. Price \$2.00. To all sending 2-cent stamp to pay postage, I will forward, free, Karl Kron's "Coral Reefs of Bermuda." "A trip to Bermuda," illustrated, by Frank H. Taylor, map showing the location of Bermuda, and a finely executed picture of the Hamilton Hotel and its surroundings.

It will afford me pleasure to answer all communications in regard to this tour. I can safely promise a most delightful time to all who participate and trust that many will be induced to visit these sun-lit isles of the sea, and wheel away our most disagreeable month among the roses and over the coral roads of this wheelman's paradise. Yours truly,

FRANK A. ELWELL,  
44 Exchange St., Portland, Me.

#### MORE LIGHT.

We have received the following letter which we do not exactly understand:

NEW YORK, Dec. 9th, 1885.

*Editor of the Wheel:* In your issue of Dec. 4th, 1885, an article entitled "Renton vs. Aaron," was published, which is incorrect in its statements and insinuations.

I write to ask you to retract so much thereof as is untrue in fact and innuendo.

Let me here from you at once.

Yours &c., H. A. SPERRY,  
Att'y for D. H. Renton.

[We have very carefully read our article and really do not see where we have offended Mr. Sperry. In fact, we did not even mention his name. Perhaps the statement that he suggested to the court that they "adjourn for a beer" was a trifle incorrect. As far as Mr. Sperry's "wiggling" is concerned, we may be wrong in describing his motions with such language, and we offer an apology of the same. If Mr. Sperry will still further point out the offensive portions of the article in question, we will take pleasure in further correcting them.—Ed.]

#### CLEVELAND GOSSIP.

*Editor of the Wheel:*—The race at the Olympian Rink between Rob. Ruck, bicyclist, and I. J. Mittleberger, Chas. Percy and Will Smith, skaters, was won by the latter. The conditions of the race were: Ruck was to ride three miles, while the skaters were to skate one mile. The wheelman gained nearly a lap on Percy and Smith, but seemed to give out on the last mile and Mittleberger making a big spurt, defeated Ruck by a quarter lap. Cleveland, O., Dec. 2, '85. S. S. L.

#### THE HALF CENTURY RECORD.

Since our last issue we have obtained fuller particulars of S. G. Whittaker's fifty-mile bicycle record made at St. Louis, November 26th, on the St. Louis Fair Grounds. Its correctness is vouched for by the *Am. Wheelman*. Whittaker had made arrangements whereby a board of competent officials would witness his run, but upon arriving at the grounds found they were not there, and was compelled to wait two hours before proper officials were installed. Hardly a good send-off for a record-breaker, but Whittaker stuck to his task and succeeded

in lowering Hendee's record for the distance, 2m. 19 2-5s. He would probably have reduced the world's record of 2:43 58 3-5 by Falconer, of England, but for the discouraging effect which the non-appearance of the officials and the long delay had upon him. Whittaker made his first mile in 2:58, and came only 36 seconds over the hour for nineteen miles. The record was made without pacemakers. At the 34th mile Whittaker was taken with cramps, but straightening his legs out, with great effort, drove away the pain and in a few seconds was all right. At the finish of the 50 miles, his hands and feet were so benumbed as to make it difficult work to dismount from his machine.

The following table shows the intermediate as well as the total times from 26 miles up, all records:

Miles.	h. m. s.	Miles.	h. m. s.
26	1 24 56	39	2 12 08
27	1 28 30	40	2 16 04
28	1 31 57	41	2 19 59
29	1 35 26	42	2 23 54
30	1 39 00	43	2 27 49
31	1 42 29	44	2 31 35
32	1 46 05	45	2 35 26
33	1 49 45	46	2 39 01
34	1 53 30	47	2 43 31
35	1 57 19	48	2 47 45
36	2 01 00	49	2 51 50
37	2 04 45	50	2 55 38 3-5
38	2 08 22 2-5		

The officials were: Timers, J. E. Smith, Chas. Felton, T. W. Eck; Scorers, R. Hale, Chas. Felton; Starter, R. Hale; Referee, Dr. Standing.

#### RACING IN DENVER.

The Colorado Wheel Club held their annual Thanksgiving Day entertainment on the 26th, at the Mammoth Rink, and scored a great success. The rink was crowded with humanity, and everything passed off smoothly. All the events announced on the programme were carried out, except a mile skating race between Lamdon and McNabb, which was declared off.

Skating was in order until 9 P. M., when the drill of the club squad was begun. The squad is composed of the following wheelmen: L. B. Johnson, W. L. Van Horn, W. B. Felker, Jr., E. B. Hosford, M. N. Donaldson, C. C. Hopkins, J. F. Pfeiffer and J. J. Alter. The drill was an excellent one, and did credit to the club, being greeted with tremendous applause.

The half mile dash was the first speed contest of the evening. The competitors were W. B. Felker, Jr., and J. F. Pfeiffer. The latter fell soon after the start, leaving Felker to win as he pleased. Time, 1:30. The next event was a two mile dash, Dorner and Jackson being the competitors. Dorner captured and held the "lead," winning in 6:07. Then followed an excellent fancy-riding performance by Mr. C. C. Hopkins, one of Denver's best in the art. Hopkins is quite up to the standard and performed some remarkable acts. At the conclusion of the races he was presented with a gold medal as the champion fancy bicycle rider of Colorado. The next race was billed as the event of the evening, and proved to be a great one. It was a one mile dash. Van Horn, Champion of Colorado, winning the title at the last meeting of the club, and M. N. Donaldson, one of Denver's best men were the contestants. On the second lap Van Horn fell, and the race was begun over. A tremendous pace was kept up from start to finish with Donaldson in the lead. Van Horn made strong but ineffectual spurts, but was defeated by half a lap. The time was announced as 2:37. Preposterous! and doubly so

for a rink. We would like to know if the contest was run under L. A. W. rules and the shortness of the track. The Colorado record is 2:53. Skating and dancing followed the races, in the order named, and continued until a late hour.

#### WOODSIDE'S FIFTY MILE RECORD.

W. M. Woodside, in order to have his half century record made at the Washington Rink, Minneapolis, on November 27th, authenticated has caused the following testimonials from the timers of the race, surveyor, etc., published in the *New York Clipper*.

MINNEAPOLIS, Minn., Nov., 1885.

TO WHOM IT MAY CONCERN: This is to certify that the marks and distances established by me this day at the Washington Roller-rink are correct, containing 683 65ft. to the lap measured 18 inches from a well-defined and continuous inner line, or pole, said line or pole consisting, on the curves, of a row of posts 12in height and 6ft. apart, with a cord stretched from one to another, and on the straights of a line marked in black on the floor, and a row of chairs.

Yours respectfully, F. L. STRAW.

Witness—JAS. CUZNER.

State of Minnesota, ) ss.

Hennepin County, )

Subscribed and sworn to before me this 27th day of November, A. D. 1885. H. E. BLAISDELL,

Notary Public, Hennepin Co., Minn.

MINNEAPOLIS, Minn., Nov. 28, 1885.

This is to certify that I was present, acting as referee, in the fifty-mile race of Wm. M. Woodside against Grant Bell in the Washington Rink, Minneapolis, Minn., Friday evening, Nov. 27, and that to the best of my knowledge and belief the distances and times as reported by the scorers and timers are correct.

S. F. HEATH, Chief Consul, Minn. Div., L. A. W.

MINNEAPOLIS, Nov. 28, 1885.

TO WHOM IT MAY CONCERN: We, the undersigned, who acted in the capacity of timers during the fifty-mile race between Wm. Woodside and Grant Bell at the Washington Roller rink, Minneapolis, Minn., Friday evening, Nov. 27, 1885, do hereby testify that to the best of our knowledge and belief the times for the full distance and intermediate distances, as herewith given and timed by us, is correct. Timers, O. W. SMITH, JAS. ALGER, E. A. SAVAGE.

MINNEAPOLIS, Nov. 28, 1884.

EDITOR NEW YORK CLIPPER—*Dear Sir:* I wish hereby to certify that I was present when William M. Woodside established the world's professional records for forty-three, forty-four, forty-six, forty-seven, forty-eight and forty-nine miles and the American records for forty-five and fifty miles. I also have indisputable assurances that the track was surveyed by a city surveyor and all rules necessary in such cases were complied with. Yours fraternally,

C. W. RYDER, Sporting Editor *Tribune*.

#### "THE CYCLIST" AND THE RECORDS.

AS SEEN THROUGH ENGLISH GLASSES.

Some of the minor details concerning the criticisms on the Springfield times are certainly amusing, and not the least instructive is the attack made upon *The Cyclist* as a "trade" journal. It is asserted that one or other of the visitors to the States said, after Wood's record had been made, that *The Cyclist* would not accept the record because it was a "trade paper," and on this text the American press waxes eloquent, and seeks to damage its opponent by the very venerable plan of abuse. Happily, abuse is not argument, and though partisan readers may accept all the absurd tirades based upon this statement, calmer American readers will assuredly regret that the cycling Press of the United States could find no more tangible arguments in the matter under discussion. In one sense, *The Cyclist* is decidedly a "trade" paper, inasmuch as it is legitimately supported by the trade, who regard it very rightly as the best and most far-reaching medium for advertisements, and as a journal through which they can advance their interest with certainty and despatch. But "the trade" also recognize in *The Cyclist* an independent journal, subsidised by no one, doing no one's bidding, and in every sense of



# THE WHEEL.

the word a free paper—this being in truth the secret of the high and prominent position which it holds in cycling circles all over the world.

Admitting, for the sake of argument, the assertion of our detractors, let us look for a moment how far that argument holds water. We will suppose that *The Cyclist* was under the thumb of the makers, the Humbers, Ridges, and Hillman and Herberts, whose representatives had been record-making on the "Springfield track." What would have been the course adopted by a trade journal, placed as American writers would like us to believe *The Cyclist* is placed? Why to accept—as the American journals have done—the records made by those makers' machines, to cry them up and belaud them *ad lib.*, for were not the records made by Englishmen, on English-made machines, in open competition? and if the assertions alluded to possess even a substratum of truth, *The Cyclist*, instead of questioning the records on public grounds and recording the generally held opinions of English cyclists thereon, should have taken an exactly opposite course.

There is a venerable proverb which suggests that those who reside in glass houses should not throw stones, and it has possibly not occurred to some of the gentlemen who have thus attacked *The Cyclist* that the American journals can with equal, or even greater probability, be judged as they would have the English paper judged.

The American Press is annually subsidised by the Springfield managers with page after page of advertisements, whilst the records then and subsequently made—as, for example, Mr. W. A. Rowe's—are also the means of introducing to the pages of the American press a vast amount of money for advertisements. Were we to retaliate by suggesting, on precisely the same basis, that the American press was a trade press, which dare not (for precisely the same reasons as are alleged in the case of *The Cyclist*) speak its mind on the subject of the records, the American press would be hard put to it to find so complete a reply as is afforded in the case of *The Cyclist* by the fact that it criticised adversely, and to a great extent unanswerably, records which those whom American writers assert control its policy had freely paid professional—and, we fear, amateur—riders to secure for them. We merely point to this as but another instance of the unreasoning line taken with regard to the criticisms of the English papers. "He that is giddy thinks the world turns round," and to accuse the editors of half-a-dozen sober journals of temporary insanity because they recorded the undoubted sentiments of the vast majority of their supporters simply demonstrates the nakedness of the land as far as sound and legitimate argument goes.

Mr. Lacy Hillier, who, in the columns of the *Bicycling News* took precisely the same line as *The Cyclist*, and asked for more proofs, recently addressed a letter to an American journal on the points at issue. The editor of that journal, after supplying certain facts, seeks to discredit Mr. Hillier by asserting that he sought to personally attack Mr. H. Etherington. Nothing can be farther from the truth, and in a note just to hand Mr. Hillier says: "The line with regard to Mr. Etherington is a clever one so far, and I am sorry that it so fell out that Mr. Etherington was the man who placed himself in the position, because such an argument is colorable at any rate. *Bicycling News*, however, would have gone for the times in precisely the same way, had any other person, situated in the same way as regards watch-holding in England, attempted to solely authenticate the times at issue."

In short, the opinion we expressed a little

time back has been most fully confirmed; side issues and abuse have formed the staple of American criticisms on *The Cyclist's* remarks. In but few cases has any rational and calm attempt been made to supply the facts required, and but for certain private letters (a digest of which appeared by permission in last week's *Bicycling News*) the position, so far as the public are concerned, remains practically the same.

This journal, though representing the largest trade interests of cycling more adequately than any of its contemporaries, is yet both free and independent—free because it is in nowise identified with any maker, nor, in fact, beholden to any maker beyond the ordinary obligations of business between a paper and its advertisers, and independent because it is big enough to stand upon its own merits as to conduct or circulation, and can thus do what its contemporaries, on both sides of the Atlantic, would appear to be afraid to do, namely, speak out boldly, honestly, and emphatically on a subject which vitally interests those whom the American journals freely hint control its policy. The interests of some of our largest advertisers were included in the record question, yet we did not attempt to run with the hare and hunt with the hounds. We knew that the policy always adopted by *The Cyclist* of honest and independent criticism in all directions (unawed by the interests which our detractors would have it believed we are subservient to), is the secret of the world-wide circulation which places *The Cyclist* of to-day far and away in front of all its competitors, whether it be regarded as a newspaper, a class journal, or an advertising medium.—*The Cyclist*.

## THE QUARREL OF THE WHEELS.

I rode upon my bicycle on a heated summer day,  
My eyes were fixed upon the stones which lined the dusty way,  
When suddenly a voice shrieked out, quite close it seemed to be,  
"You're bigger but you can't go half as fast as me!"

I looked around, but no one there my straining vision caught,  
I was alone upon the road, I must have dreamed, I thought;  
Then almost at my feet I heard, distinct, a voice's sound—  
"You'll never catch me, though you may go twice o'er the same ground."

It puzzled me at first, but soon the fact upon me broke—  
The front wheel to the hind wheel of my bike had spoke,  
I listened for an answer, and it came in accents low—  
"You're no farther now before me than you were an hour ago!"

I awaited the rejoinder, but no further answer came;  
The front wheel was too busy and the hind wheel was the same;  
And though I strained my hearing much, depressing my head,  
By front wheel or hind wheel not another word was said.  
"GEORGIUS."

## 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.]

OWL.—At a special meeting of the club on Tuesday evening, November 17th, to consider the case of Jno. W. Bell, suspended, it was proved by Mr. Bell, to the satisfaction of the club, that the charges against him were without foundation, and he was reinstated to membership and his former position as Captain.

CITIZENS.—The Citizens have succeeded in getting their wall back into shape, and order in once more maintained. It is not unlikely that the club will build an additional parlor, and

devote the ground floor to wheels. A number of applications for active membership have been received and a boom is being plainly felt.

BELLEROPHON.—The Bellerophon Wheelmen (Westfield, N. J.) organized Dec. 2, 1885, with eleven members. The following officers were elected: President, Dr. Fred. A. Kinch, Jr.; Consul; Secretary-Treas., Frank S. Miller; Captain, Arthur N. Pierson; 1st Lieutenant, Frank S. Miller; 2nd Lieutenant, Dr. Fred. A. Kinch, Jr.; Surgeon, Dr. Fred. A. Kinch, Jr.; Color Bearer, John Carberry; Bugler, John Hetfield.

## TRADE NOTES.

Bull & Bowen of Buffalo recently shipped to the Harvard college gymnasium a "home trainer." They have also an order to fill for one for the gymnasium of the University of Pennsylvania and have supplied several bicycle clubs throughout the country, the Ixion at New York, a Washington club, and many dealers in bicycles and individual wheelmen. A "home trainer" may be defined as a stationary bicycle. It has the backbone, the saddle, the handle-bar and the pedals of an ordinary bicycle but not the wheels. Its chief use is for practise by bicyclers during the winter and stormy weather, and dealers also find it convenient for measuring purchasers of bicycles and also for teaching beginners the motion of pedaling. One fast wheelman in Chicago, who took seven prizes at the races in that city last month, did all his practicing for that meeting on a Buffalo home trainer. There is only one other firm in the country which manufactures a machine of this sort, and that made in Buffalo has two unique features. A scale attached to the brake determines the amount of resistance, and a cyclometer measures the distance that the rider would have traveled had the machine been a real bicycle, while a bell rings for every quarter mile.

## LOVE AND JOSEPHUS.

Josephus! Josephus! Under the stars,  
Venus and Jupiter, Saturn and Mars,  
Great is my gladness, great is my joy,  
Josephus! Josephus! Sweet heart ahoy!

Down where the willows hang low their green tresses,  
Down where the pond lillies sleep on their leaves,  
Down where the silver stream thro' the wide meadows,  
Dancing and glancing its dimpled way cleaves.

What do we care if rough be the road bed,  
What are we caring if dangers lurk nigh;  
Down at the trysting place waiting for us she is;  
Fly with me, Josephus, fly with me fly.

Adown the long hill-side go we a flying,  
With a jump and a rush and a bound and a spring;  
A shock and a scatter of stones in a clatter,  
And all thy steel spokes in a wild quivering.

Into her brown eyes, love cometh a shining,  
As quick to my heart her dear form is pressed,  
Her flowing brown hair, round her shoulders is twining,  
With red and white rose buds and laurel leaves dressed.

The stars in their glory their clear light are shedding,  
The moon in her splendor refulgently beams,  
The night wind is rocking the couch of Aurora,  
The song birds are twittering their songs in their dreams.

How sweet are the kisses of love and affection,  
When young hearts, devotion, are plighting anew.  
How bitter the voice across the lawn calling,  
Mariah! my child, come in from the dew.

SECRETARY.

WANTED.—To buy—second hand tricycle, any make; double track preferred; must be in good order and cheap. H. E. Bedford, P. O. Box 92, Plainfield, N. J.

FOR SALE.—56 inch American Club; full-nick-led except felloes; almost new. Having bought a lighter machine I wish to sell the above. Has been used very little and is in perfect condition. If you want a machine of the above description and very cheap, address, E. A. Hoffman, Jr., P. O. Box 180, N. Y., or Citizens Bicycle Club, N. Y.



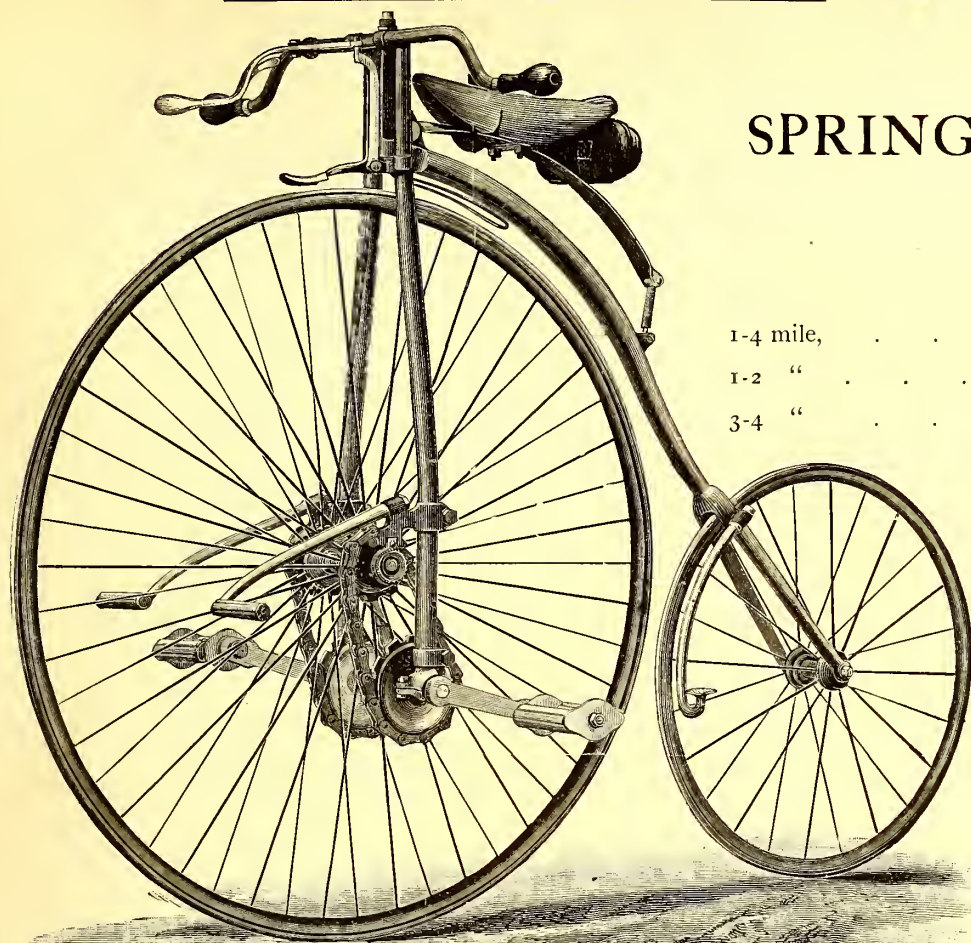
THE WHEEL.

# "KANGAROO" RECORDS

—MADE AT—

SPRINGFIELD AND

HARTFORD.



1-4 mile, . . . . .	41 4-5	1 mile, . . . . .	2 48 1-5
1-2 " . . . . .	1 24 3-5	2 miles, . . . . .	5 46 3-5
3-4 " . . . . .	2 07	3 " . . . . .	8 35 4-5

THESE Records show the "Kangaroo" to be the FASTEST Wheel made, and everyone knows it is the ONLY REAL Safety.

**A. G. Spalding & Bro.**

241 Broadway, New York,

108 Madison St., Chicago, Ills.

Remember these are Amateur Records.

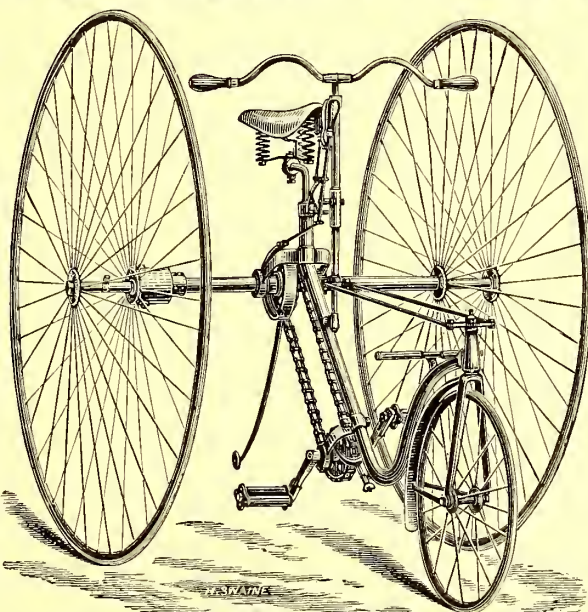
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SOME OF ITS ADVANTAGES ARE:

THE COMFORTABLE AND NATURAL POSITION OF THE ARMS. THE RIDER IS IN THE BEST POSITION FOR EXERTING THE FULL POWER OF BOTH ARMS AND LEGS. THE ABSENCE OF VIBRATION TO ALL PARTS OF THE BODY. ITS GREAT SPEED.  
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# W<sup>M.</sup>A.R<sup>OWE</sup> ON RECORDS.

—● Unquestionable and Accepted Records Made on COLUMBIAS. ●—

The Greatest Distance ever made Inside the Hour,  
20<sup>1</sup>/<sub>2</sub> miles 396<sup>1</sup>/<sub>3</sub> ft. by Wm. A. Rowe, Springfield, Oct. 19

20<sup>1</sup>/<sub>2</sub> Miles Inside the Hour, Without Pacemakers, by W. M. WOODSIDE at Springfield, October 26.

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

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

4 to 50 Miles (inclusive), - - - - - AMERICAN PROFESSIONAL BICYCLE RECORDS.  
4 to 10, and 21 to 43 Miles (inclusive), WORLD'S PROFESSIONAL BICYCLE RECORDS.  
By W. M. WOODSIDE, at Springfield, October - November.

NOTWITHSTANDING the above excellent result of "Good Men upon Good Bicycles," of more practical value to the 90 and 9 Wheelmen is the fact that the majority of the American Wheelmen purchase Columbia Bicycles and Tricycles, because they are pre-eminently road machines, with an ease of running and durability which have faithfully stood the test of eight years upon every grade of road, and under all supposable conditions.

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