

VOL. IX.—No. 19]

NEW YORK, FEBRUARY 12 1886.

[WHOLE NUMBER, 227]

PLEASE NOTE.

We do **NOT** control the wheel business.

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

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

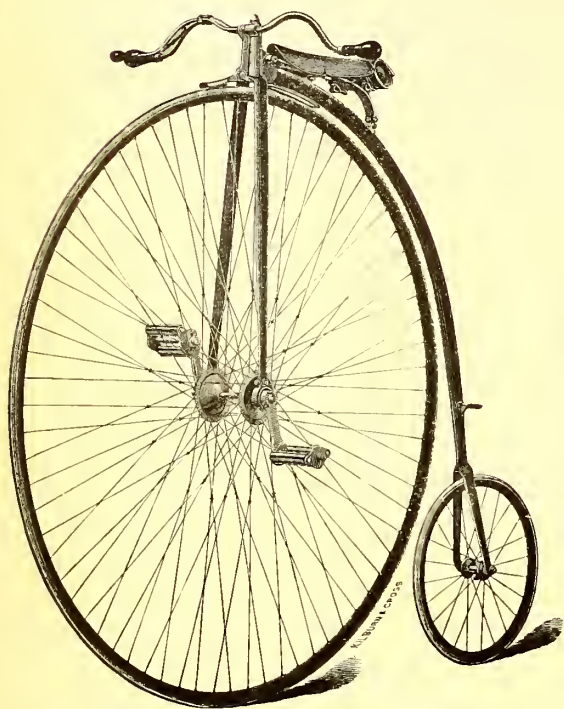
We do **NOT** compel our agents to agree not to sell wheels which compete with ours.

We do **NOT** fear competition.

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

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

ROYAL MAIL.



RACER, SEMI-RACER,
LIGHT OR FULL ROADSTER.

FOR ROAD USE,
— THE —
LIGHT ROADSTER,

— 36 lbs., —

IS NOW THE POPULAR WHEEL.

Read This! A Competent Judge!

FRED RUSS COOK,

The Noted Californian Wheelman,

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

Messrs. Wm. Read & Sons:

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

Yours truly,

San Francisco.

FRED RUSS COOK.

A Superbly Built Wheel, Rigid, True Running.

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

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

From Bicycling World.

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

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

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

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

See them at the offices of

CHAS. RENTON & CO.,

229 Broadway, N. Y. City.

CHAS. SCHWALBACH,

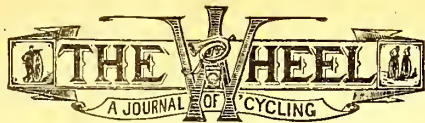
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Subscribers must be particular to notify the Publishers promptly of any change in their address. If they do not receive their paper regularly it is on this account.

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

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

THE FUTURE OF THE BICYCLE.

Since the latest improvements in the manufacture of bicycles seem almost to have reached perfection, it is not easy to see in what direction there is room for further advance. And yet a few thoughts anent this consideration of the subject have suggested themselves to us.

And first we might premise by saying that absolute perfection has not as yet been reached. It is true that there are certain fixed laws that govern the operations of all machinery, and that determine, to a certain extent the amount of leverage that may be controlled by the action of the motive power employed; but it is not altogether impossible, nor improbable that a system of simple acting levers will be brought into use that will reduce to a minimum the amount of force necessary to impel the wheel forward. Something of the kind has recently been produced, and it only requires its perfect and easy adaption to the needs of the practical bicyclist, if, indeed that has not been already accomplished, to bring it into general use.

The ice-tire is another improvement that will soon be *un fait accompli*; and after that we shall have some inventive genius bringing out a velocipede that can be ridden over the snowy roads of winter as easily as on the smoothest summer track. Just how this is to be accomplished, we will not undertake to say; but until it is done the mission of the bicycle shall not to its fullest extent, have been brought about. We fancy that something on runners, or, possibly, a single runner, with a driving wheel attached, or some other ingenious contrivance to enable the bicyclist to enjoy his sport in winter, will yet be forth-coming. Without something of this kind the usefulness of the velocipede, as a vehicle for daily professional or mercantile purposes—for the ordinary

use as a substitute for the horse and wagon, must necessarily be very considerably impaired.

Until some such winter vehicle is invented, the country doctor, who inhabits the snow-begirt regions, will not be able to dispense with the use of his horse and sleigh during that portion of the year; and the constant, continued use of the bicycle during all seasons of the year must be confined to milder latitudes.

Another great improvement in the bicycle that has recently been made, is the adoption of steam as a motive power. To what extent this is practically serviceable we do not yet know. The confined space and the necessarily circumscribed limits of size and weight within which the machinery and generating apparatus must be kept, should, we fear, very much impair the measure of its utility. However, we will not venture any positive opinion on the subject 'till we know more about it. Of one thing we feel assured; the inventive genius of the men who are engaged in the manufacture of these machines in all parts of the country is sufficient guaranty that the ultimatum has by no means yet been reached, and that the future of the wheel will be as wonderful, as its present status is when compared with the days of its first appearance in our streets when driven by the Hanlons not many years ago.

We are not the advocates of any special make of bicycle. So far as we know, they are all good, and possess merits that entitle them to the favorable consideration of wheelmen generally. Our predecessor may have had his personal preferences in favor of a particular machine, just as he may have preferred a certain mode of start; but, as for us we are editorially without bias or predilection in the premises. When we take a header, it makes no difference to us whether we pitch from one make of bicycle or another. *C'est egal*. During the momentary interval before we strike the earth we think far more about the condition of the ground on which we are to alight, than about the make of the machine; and when we gather our bruised limbs together and crawl into an erect position, we are equally liable to swear and kick the machine, no matter who made it. What we would like would be a bicycle from which a 'header' is an impossibility. We see the 'Safety' is advertised as such a machine; and, having never taken a header from it, we are not prepared to discredit the statement.

To our numerous friends who are so kindly exercised in regard to our welfare, and the future editorial conduct of this journal, we beg to say: Do not lie awake nights worrying about us. We may have some minor difficulties to contend against but they are mainly confined to changes in the personnel of the press-room, which caused a delay in our last issue, and aside from that we are doing quite well, feel cheerful and 'guess' we can "struggle" on, some how or other.

WHEEL GOSSIP.

The Florence boys' masquerade ball last Friday week, was a magnificent success, and shows what enterprise and good management can do.

The L. A. W. proposes to organize a touring department for the supervision and extension of touring. Burley B. Ayers of Chicago is mentioned for chief officer.

If it is really true that Courtney has taken to bicycle riding, we sincerely hope the unruly thing won't kick up behind and throw him off. If any accident should happen to Courtney, how the sporting world would howl!

The past season has been a fine one for cycling in Western Missouri. As a consequence the number of wheelmen in Kansas City has increased from five to forty-four during the past season. Good for Kansas City.

Lieut. A. D. Peck, Jr., run on an independent ticket for the captaincy of the Massachusetts club, and his friends made a strong effort and elected him. He is a great favorite everywhere and will make a popular captain.

Some Bicycle clubs now include among their staff of officers, a regularly appointed surgeon. Good idea. Capital plan to have some one around who can saw bones and mend fractures when stupid and chaotic pedestrians get in the way and are run over.

The streets of Kansas City, Mo., are composed of blocks of cedar wood, set on end, on a bed of gravel and cement mixed, about 6 inches in depth, and make a splendid surface for cycling. It is said to be durable if not subjected to heavy traffic.

The Annual ball of the Springfield B. C. is to be held on the 22d inst., on the occasion of the 25th anniversary of the settlement of that city. The tickets to the ball will be limited to 1500. An international grand march, fancy riding, demon drill, and riding the "Trick Mule" bicycle will be among the features of the occasion.

And now the cyclers propose to invade Bermuda. Lovely place. Balmy atmosphere; fine roads; delightful climate, and everything English—"quite English you know." The Bermudians are civilized, and so the invaders need not expect to find themselves among untamed savages by any means. A good time undoubtedly awaits them.

Now this isn't so. *Wheeling* tells us that an Irish paper published this paragraph: "A tri-cycler was run into and killed by a van last Wednesday evening. He was injured in a similar way last year." How could a van run into a man? Besides that, if the man was killed last year, how could he be run into again this? We would like to argue this thing at some length, but space forbids. We don't believe it though, all the same.

Albany has got the bobbing craze, and got it bad. The merry cyclers who cannot urge their wheels through the drifted snow of winter, can stride a "bob," and glide down the steep of Madison avenue and enjoy themselves in this way by way of substitute for their usual sport on the wheel. They say it is a very fascinating sort of amusement too; and, so far no very serious accident has occurred. Next to toboggan slides down the ice cone at Montmorenci, Quebec, we should think the course down Madison ave. in Albany the nearest idyllic approach to exhilarating velocity that one could reasonably desire. All right. Let 'em slide!

Shock accepts Woodside's challenge.

The 1887 L. A. W. tour will be to Italy.

Gaskell will lay off from racing next season.

Eck and Shock left Minneapolis for Chicago on the 3d.

The Chicago Club prospers. Its members wear a gilt edge look.

The California B. C. and the San Francisco B. C. were lately amalgamated.

Shock was banqueted in honor of his recent victory, on his arrival at Chicago.

Bicycle pupils can always manage to get "tired" quicker than correct "bearings."

The L. A. W. Board of officers meet in this city at the Grand Union Hotel, 22d inst.

The New Jersey wheelmen will not wear the L. A. W. uniform as their regulation club suit.

Hardwick is willing to enter another six-day race. He is not discouraged. Keep your pluck up Hardy.

J. H. Johnson, who first introduced the bicycle in England from France in the year '67, is now in Philadelphia.

A road book covering all the available touring routes in Illinois and Wisconsin is being prepared for publication.

The Waterbury Wheel Club, Waterbury, Conn., hold an exhibition on March 3. After the wheel the dance of course.

Woodside prepares for a rainy day by investing in Dakota lands. He has quite an area of earth waiting for fortune's down-pour.

The Missouri Bicycle Club are discussing the heating of their rooms by steam. They do not expect to get into their new quarters before April 1.

The following have been appointed consuls in Connecticut: Dr. E. J. McKnight, East Hartford; Alex. B. A. Walkely, Plantsville; Dr. Ed. T. Cornwall, Cheshire.

The applications for membership of the L. A. W. since the 28th of December up to the 5th inst. amount to 705, while the renewals have been in the same period 2521.

Eyster and Smith made quite a hit in their Western cycling exhibitions. They arrived in Canton a few days ago, where they gave an entertainment. Among the pieces was polo on Star bicycles.

The Pennsylvania and New Jersey divisions will publish jointly a road book which will cover many thousands of miles. Each member of the divisions will be presented with one "free, gratis and for nothing."

A three days tournament on a half mile shell back will take place at New Orleans in the course of a month—possibly in the first days of March. There will be some "natty" prizes put up. Who of the celebrities will miss making a swoop for them?

Freidberg and Wells issue a challenge for a contest of double bicyclist riding, in the *Mirror of American Sports*, for the championship of the world and \$100, a side. The contest is to take place in some prominent city mutually agreed upon, before June 15.

The following officers were elected by the members of the Ariel Wheel Club, Poughkeepsie, N. Y. They are:—President, J. Reynolds Adriance; Secretary and Treasurer, Chas. F.

Cossum; Captain, Ed. A. Kind; Lieutenant, Fred. Atkins; executive committee, Frank J. Schwartz, Wm. F. Ward.

M. de Civry's challenge to ride a bicycle against a horse, on the Longchamps race course, will probably be accepted by Count J. Lahens, who will back his *Gika* against the wheel. If the count demurs to M. De Civry's conditions M. Ch. Coombe is ready to take his place to which De Civry does not object. The cyclist will ride a 54-inch Rudge machine.

The Plainfield Bicycle Club gave a successful tournament at the Crescent rink some days ago, which went off very splendidly. Kluge, the amateur rider, won many prizes by his good riding. Another great favorite was Fred. Yates, who took the first prize, a gold medal. Mr. Martin claimed the second prize, a silver medal. After the tournament, the club entertained about forty wheelmen.

The Melbourne B. C. intend holding at an early date a hill-climbing contest, the *locale* of which will be the well-known Heidelberg hill. The competition will not be confined to the members of the club alone, but also to those who belong to any amateur cycling club. There are to be three prizes for those who ascend the hill in the fastest time. Competitors may ride any kind of bicycle or tricycle, and particulars may be obtained from the hon Secretary.—*Tricycling Journal*.

The patrons of Mammoth rink, Col., were entertained by the Colorado Wheel Club Jan. 20. Among the events were a half-mile race between Van Horn and Foster on "Grasshopper" and "Kangaroo" machines, Van Horn conceding a half lap. The race was won by Foster in two minutes after two falls by Van Horn. In a one mile race, Johnson got a start of half a lap from Van Horn, who won by half a lap in 3.23. Fortune poured no gifts in Johnson's half mile lap.

The Citizen's will hold their monthly meeting at the club house on Monday evening February 15th, at 8 o'clock. Their annual dinner, for club members only, is fixed for Friday evening, February 26th, at seven o'clock to take place at Sieghortner's, 32 Lafayette Place. A handsome souvenir menu is being got up for the occasion, and members are requested to give notice whether they will attend or not. At the monthly meeting several amendments and by-laws are to be taken into consideration. The amendments refer to "membership."

[Written for the Wheel.]

THE WHEELMAN'S BRIDE.

BY HARRY MYRTLE.

CHAPTER I.—THE RACE.

"If Percy Harrington rides to-night, I shall not."

The fair speaker was a young lady, in the office of a Philadelphia skating rink, and the words were addressed to the proprietor of the establishment.

"And why not, pray?" quietly asked Mr. Simonds, the proprietor.

"I have my reason, and that is quite enough for me," replied Miss Ethel Clayton, the young lady referred to.

"But," responded Mr. Simonds, "just see the awkward position in which I shall be placed."

"I cannot help that," replied Miss Clayton; "my agreement with you was to ride against

Signor Alberti, and I consider the contract broken if another is substituted in his place."

"He is not by any means a better rider than Alberti, and you need have nothing to fear on that score."

"I am not so sure of that. My reputation is at stake. I understand that Mr. Harrington is a general favorite here, and popular encouragement goes a good way towards helping one to win a race."

"What does it matter whether you win or lose? I pay you the same in either case."

"It makes a great difference to me. Besides I have my personal reasons for not wanting to ride with him."

"I thought you said you had never met him."

"Very true—I have not; nor do I wish to."

"Then why do you dislike him so much?"

"I have my reasons."

"This is whimsical."

"It is nothing of the kind."

"Has he ever injured you in any way?"

"O, no; he has never injured me; but I have a very dear lady friend who has been injured by him, and I do not care to meet him."

"Really! that is strange. I have known Percy Harrington a long time, and have never heard a lisp against his fair name before. It must be some one else? Who is the young lady?"

"It is no one that you know."

"Any relation of his?"

"Only his wife."

"O, come, now, you must certainly be mistaken. Percy has never been married. He is the soul of honor, and if you should meet him you would find that he is the most honorable of men."

"Honorable! You must tell that to some one else. No—I am determined I shall not meet him."

"Well, after all," said Mr. Simonds, "it is not necessary that you should meet him. You are not to ride *with* him, but *against* him, and there is no occasion for you to meet him till you are ready for the start, and if you win, which you are almost sure to do, it will be the greatest professional card for you that you could possibly have."

"They say he is a very fast rider," said Ethel, hesitatingly.

"Very true; but you have won against sharper competitors."

"And it won't be necessary for me to meet him previous to the race?"

"Not at all."

"And I am to be paid the same, win or lose?"

"Most assuredly."

"Well, then, I will ride, and I will win too, mark my words!"

At that moment the door of the office opened, and a young man, of medium stature, and of a well knit athletic frame stepped in. He smiled blandly, and as his eyes fell on Miss Clayton, whose beauty seemed to abash him, he hesitated, as though undecided whether to advance or retire. Miss Clayton seemed to smile encouragingly; for, although he was an entire stranger to her, there seemed to be something magnetic in his presence, and his manly type of beauty impressed her with an irresistible desire and curiosity to know his name, while a similar feeling on his part induced him to remain.

Under the circumstances, therefore, Mr. Simonds had no alternative except to introduce them to each other; and Miss Clayton's astonishment may be imagined when she found that the really fine looking and pleasant young man before her was none other than the detested Percy Harrington!

"I am delighted," said he, gallantly, "to have the pleasure of meeting the fair lady

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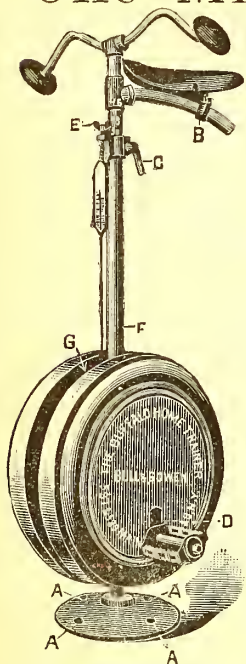
A detailed black and white illustration of a high-wheel bicycle, also known as a penny-farthing. The bicycle features a very large front wheel and a much smaller rear wheel. The frame is simple, with a long, straight top tube and a short, curved down tube. The handlebars are high and curved, and the seat is positioned high above the frame. The pedals are attached to the front wheel's hub. The wheels have many thin spokes. The entire illustration is set against a plain white background.

NO LOSS OF POWER!

All at once, just on the closing lap, she reeled to one side and it was plain to see that she was falling! Percy, on rounding the corner, saw the mishap, and without a moment's pause sprang from his wheel and rushed to her rescue. Before he could reach her, however, she fell, and he sprang to raise her up. Hundred's sprang forward to render assistance, but Percy was there first and raised her senseless form from the hard floor and bore her to her room.

(To be Continued.)

One Mile Open TIME RECORD RACE.



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

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

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

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



NERVOUS DEBILITATED MEN.

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



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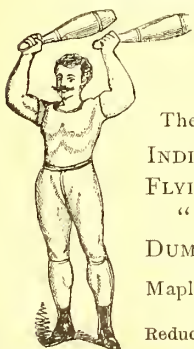
For brain-workers and sedentary people. Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City.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



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

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FLYING TRAPEZE, " \$1 each.
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Now is the time for all those who wish to have their CYCLES OVERHAULED, ALTERED or REPAIRED.
Every machine should have its bearings cleaned, adjusted, and thoroughly overhauled, during the winter months.
Do not put it off until the last moment, when "pressure of business" means delay and disappointment.
Special appliances for repairing every make of Cycles.
Repaired machines stored free.

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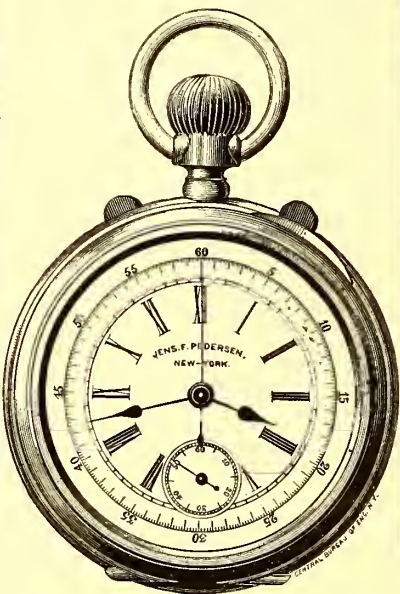
EVERYBODY WANTS Complete Record Book UP TO OCT. 1st, 1885.

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.

PRICE, TEN CENTS.

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SILVER STEM WINDING FLY-BACK, \$20.00



No. 150.
\$13.50 per doz.



No. 151.
\$1.25 each.



No. 152.
\$12 pr doz. \$1.13 each.



No. 153.
\$15 pr doz. \$75 pr 100

Beautifully enamelled SILVER BOUTONNIERES, just the proper thing to wear in BUSINESS, in SOCIETY, and at SOCIAL ENTERTAINMENTS.

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AGASSIZ SPLIT SECONDS, fly-back Chronograph, for from \$125, 14kt., up to \$160, in 18kt. Cases.

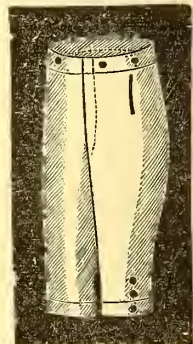
Ira Perego

128 & 130 Fulton St.,
AND
87 Nassau St., N. Y.,

Respectfully announces that in order to close out his fine line of Imported Jersey Bicycle Pants, the price has been reduced from

\$5.00 to \$3.00 per Pair.

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



Novelties in Bicycle Shoes.



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

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

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

\$4.00 Black Leather Shoe, plain leather sole, laced all the way to the toe. Very flexible and light.

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

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ENGLISH C. T. C. CLOTH, \$4.00 a Yard.

The Only Supply Depot in America.

HUB HAPPENINGS.

MASSACHUSETTS LEAGUE OFFICERS HOLD A MEETING—COMMITTEES ARE APPOINTED TO MANAGE THE COMING MEET—EIGHTH ANNIVERSARY OF THE BOSTON CLUB—POINTS.

Work towards making the coming League meet in Boston a success, will now proceed in dead earnest. The various committees have been appointed, and they are at once to enter upon their duties. The enthusiasm among local wheelmen over the meet, is already tremendous, and if you have got any money to bet you can put it up to the effect that the meet next May will decidedly go ahead of anything yet held. A meeting of the Board of Officers of the Massachusetts Division of the L. A. W. was held last Saturday evening at the New Marlboro Hotel. It was a very enthusiastic meeting and was the largest ever held by the board. Chief Consul Henry E. Ducker presided, and there were present Representatives Sanford Lawton, Springfield, secretary; W. O. Green, Holyoke; F. P. Kendall, Worcester; George Chinn, Marblehead; Abbott Bassett, Boston; Charles E. Pratt, Boston; Dr. W. G. Kendall, Boston; W. I. Harris, Boston, and F. E. Hawkes, Greenfield. The whole board consists of fourteen members, and that ten should be present was certainly a very good showing.

The object of the meeting was, of course, to arrange for the coming meet, and everybody present seemed bound to do all in his power to start things off in the way they should go. All the League clubs about Boston were invited to send delegates to this meeting, the Massachusetts and the Boston Clubs being allowed three representatives, and the other clubs one each. Six clubs accepted the invitations and were represented as follows: Boston Club, E. C. Hodges, J. S. Dean, C. W. Fourdrinier; Massachusetts, Albert S. Parsons, W. S. Slocum, C. C. Lewis; Cambridge, H. W. Hayes; Somerville, W. R. Maxwell; Nonantum of Newton, J. H. Lewis; Dorchester, A. B. Walburg.

The meeting was opened by an address from Chief Consul Ducker, who stated what had already been done by himself pursuant to a mail vote of the Board of officers, in regard to the coming League meet. Then ensued an informal discussion as how best to conduct the meet. On motion it was voted that the Board of officers and the representatives of the local clubs should form an executive committee to appoint the various committees necessary for carrying out the details, and that Messrs. Henry E. Ducker, Sanford Lawton, F. P. Kendall, Abbott Bassett and Charles E. Pratt, constitute a sub-committee to have general supervision of the meet.

The question of how League officers were to be elected for next season was brought up by Mr. Ducker. After some discussion it was voted on motion of Mr. Kendall, that the secretary be instructed to notify all the League clubs of the state, that if they desired to nominate candidates for the offices of Chief Consul and Representatives, to send a list of the same to him, on or before March 1, and that such lists be sent to each League member in the state, not later than March 10, thirty days in advance of the date on which the polls shall be closed, which is fixed by the constitution as April 10.

The advisability of the division's issuing a new hand-book was discussed, and on motion of Mr. Kendall it was voted that the Chief Consul be authorized to issue such a book, if the cost, above the receipts from advertising etc. to the division, does not exceed \$25, in accordance with the suggestions presented by him.

The representatives from the local clubs were admitted at this point, and a discussion ensued as to the best method of appointing the various committees. After many suggestions had been made it was voted that the nominating committee consist of seven members, one from each of the six clubs represented, with Chief Consul Ducker for chairman. The committee appointed was: Messrs. Kendall for the Boston Club; Parsons for the Massachusetts, Maxwell for the Somerville, Walburg for the Dorchester, Lewis for the Nonantum, and Hayes for the Cambridge.

At this point in the proceedings President Hodges stated that he and the other representatives of the Boston Club, if there was no further business of importance to come before the meeting, would ask leave to retire. He was very sorry to do this as the club took the utmost interest in the matters under discussion, but the Boston Club was then celebrating its eighth anniversary, and they felt that their place was with their club members. He concluded by inviting all the League representatives to visit the club house at the conclusion of the meeting. The invitation was accepted with thanks.

The Chief Consul asked if any of the retiring delegates had any suggestions to offer in relation to the management of the meet.

Mr. Dean as representative of the Boston Club said that he had no suggestions to offer at the present time. It was the desire of the Boston Club, he said, to assist in every way possible towards making the League meet a success. Regarding representation on the various committees his club would be content with whatever the meeting gave them.

On motion of Mr. Pratt it was passed that a vote of thanks be tendered the delegates of clubs present for responding to the invitation to attend, and that the appreciation of the representatives be expressed that the clubs had voted to join the League. The matter of headquarters during the meet was left to the discretion of the Executive Committee, but a sentiment in favor of the Hotel Vendome was expressed.

The nominating committee then withdrew. When they returned they presented nominations as follows:

Reception Committee, twenty-four members—Colonel A. A. Pope, Chairman; H. W. Hayes, Colonel T. W. Higginson, H. S. Kendall, Eugene Sanger, Charles E. Pratt, Charles R. Overman, W. B. Everett, H. D. Corey, C. L. Smith, E. C. Hodges, J. W. Vivian, H. W. Gaskell, W. W. Stall, W. V. Livingston, W. S. Slocum, Fred. Porter, J. S. Deane, Elmer G. Whitney, A. Bassett, R. J. Tombs, H. M. Sabin, A. L. Atkins, W. E. Wentworth.

Entertainment Committee, twelve members—A. D. Peck, Jr., Chairman; A. V. Wallburg, W. C. Lewis, W. H. Williams, A. D. Salkeld, J. H. Grimes, D. N. C. Hyams, C. B. Goldthwait, George Haynes, Lowell Field, Charles F. Joy, W. I. Harris.

Transportation Committee, ten members—W. B. Everett, Chairman; William B. Burt, E. G. Whitney, Robert Howe, C. P. Shillaber, Harry Wilson, John W. Fisher, T. J. Strickland, Gideon Haynes, B. L. Knapp.

Tours and Runs Committee, six members—A. D. Peck, Jr., Chairman; A. L. Atkins, W. G. Kendall, Mr. Robbins of Newton Club, F. Alcott Pratt, H. W. Hayes.

Committee on Parade, three members—A. V. Wallburg, W. S. Slocum, J. W. Williams.

Committee on Hotel Accommodations, five members—E. W. Pope, Chairman; Theodore Rothe, J. H. Grimes, F. W. Weston, E. S. Wheeler, E. W. Pope.

Committee on Police, five members—W. W. Stall, Chairman; C. O. Danforth, H. M. Sabin, W. S. Doane, E. P. Burnham.

Committee on Music, three members—C. L. Smith, W. B. Spear, J. W. Williams.

Race Committee—H. E. Ducker, A. E. Patterson, J. W. Vivian, to assist the Massachusetts Division Race Committee, which consists of Abbott Bassett and Charles S. Heward.

Finance Committee—Colonel A. A. Pope, F. P. Kendall, Fred. Coffin.

Press Committee, three members—A. Bassett, W. I. Harris, J. C. Morse.

Committee on Banquet, three members—A. S. Parsons, Chairman; R. J. Tombs, H. W. Hayes.

The report of the committee was accepted as presented. After some debate it was voted that should any vacancies occur in the various committees, these should be filled by appointment by the executive committee. Secretary Lawton was instructed to notify the various gentlemen of their nominations on the various committees, and all resignations should be sent to him.

Chief Consul Ducker announced that he had in preparation a circular to send to all wheelmen in Massachusetts who do not belong to the League requesting them to join the League.

The meeting then adjourned, subject to the call of Chief Consul Ducker.

Last Saturday evening the Boston Bicycle Club celebrated its eighth anniversary. It is the oldest cycling organization in America, and it has been first in many respects. The members take a great deal of pride in the venerableness of their organization and have never yet allowed an anniversary of its birthday to pass unobserved. It has been the custom in former years to celebrate the occasion by a big dinner at some hotel. This year, however, the members decided to make a departure and hold a grand reception at the club house to which all the friends of the club could be invited and rejoice with the members over the club's prosperity. The celebration proved a great success in every way. From 6 to 12 o'clock the house was crowded, nearly every member dropped in during the evening and most of them brought a couple of friends. Among the invited guests were the Chief Consul and League State Representatives. The Cadet Band furnished strains of sweetest music, and the parlors were profusely decorated with flowers, smilax and evergreens. In the billiard room, on the floor above, a collation was served from the regular cuisine of the club.

It was on the 11th day of February that the Boston Bicycle Club was organized, and the little band that met then numbered 14. They organized in a garret, and it is doubtful if any of the members thought that a few years later they would be occupying the finest club house in the world.

The club meetings were held at 178 Devonshire street until October 1878, when they were held at "Vosslers," in Hawley street. Once a week the members gathered and had a jolly time over a spread of cheese and beer. Larger quarters for which were secured at 6 Hamilton Place. The first race was on October 19, 1878. The chief event of the next year was the taking, joining with the Massachusetts Club, of commodious quarters at 40 Providence street. The two clubs lived happily together until autumn of 1881, when the Boston Club started out on the bold enterprise of renting and furnishing a whole house. The house corner of Union Park and Tremont street was secured and it was decided to combine the advantages of a social club with the prime necessities of a bicycle club.

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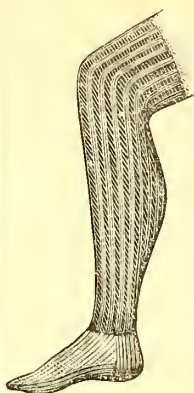
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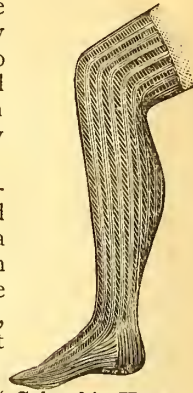
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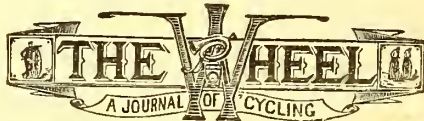
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The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

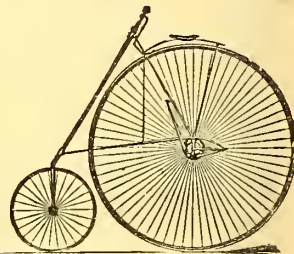
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling, are excluded from any other similar vehicle."

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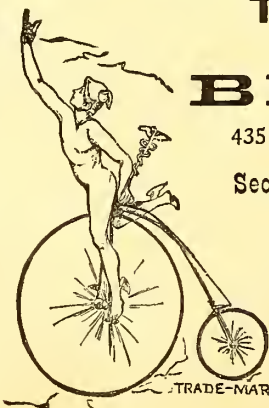
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The club remained at the house on Union Park until February, 1884, when a removal was made to the present quarters. The club has outgrown that house with its membership of more than 250, and plans are now being laid for the erection of a magnificent club house, which shall be second only to that of the New York Athletic Club.

The annual meeting of the Massachusetts Club was held last Tuesday evening. There was an attendance of about 125 members, and the session was a very exciting one. The two nominating committees had agreed upon a ticket for officers for the ensuing year, but the younger element formed itself into a mugwump band and got out a ticket for officers of their own, which, strange to say, was elected by a big majority. The chief fight was over the office of captain. The older members wanted Mr. Slocum to fill the office, but the younger insisted upon Lieutenant Peck. Many speeches were made in favor of both candidates and Mr. Peck was finally elected on a vote of 85 to 41. A. S. Parsons, the candidate for president on the regular ticket, withdrew in favor of Colonel Higginson, whose name was received with cheers and who was elected president by a large majority. Other officers were elected as follows: F. A. Pratt, secretary; E. R. Benson, treasurer; H. N. Saben, first lieutenant; R. P. Ahl, second lieutenant; E. R. Benson and D. W. Northrup, buglers; F. E. Margot and W. H. Minot, color bearers; A. E. Pattison, E. W. Pope, S. A. Merrill, A. D. Salkeld, C. B. Goldthwait and E. C. Regestein club committee. The following gentlemen were elected members of the club: Colonel T. W. Higginson, J. F. Maynard, F. W. Perry, W. C. Parker, B. F. James, C. K. Alley, R. G. Brazley, William Bunting Jr., F. G. Woodman, F. M. Williams.

An imperative call of increasing business for the past two or three years has caused the Pope Manufacturing Company to attempt to augment its office and salesroom capacities, an extended lease of the present premises preventing a change of location. Recently, however, half of the second floor of its building on Washington street became vacated, and the company has leased the same, which will be opened and used exclusively as a salesroom for the retail trade in addition to the present salesrooms. This will help bridge over the difficulty until the expiration of the lease, when in all probability the company will open an office and salesroom second to none in Boston.

POINTS.

Gaskell is out with a new catalogue of the Coventry Machinist Company's wheels.

A race on home trainers occurs at the Massachusetts club house in two weeks.

A. V. Walburg will be the next Captain of the Dorchester Club.

Mr. Geo. A. Wells of the Citizens Club, was here last week.

Upwards of a \$100 has been subscribed toward furnishing the Massachusetts Club's gymnasium.

The Brockton Club will have a ball Thursday evening.

President Ducker of the Springfield Club is strongly recommended for the office of President of the League.

W. S. Doane and W. A. Rhodes, the Dorchester Club's flyers, will join Elwells Bermuda tour.

Leonard Ahl of the Massachusetts Club, who is now in Italy, writes that the roads in that country are superb for cycling.

The tone of cycling is improving hereabouts very rapidly. At the exhibition of a Lynn

cycling club to be held next week, the principal features are to be a pie-eating contest and a slugging match.

E. P. Howe exhibited at Northboro last week a novel tricycle. It is propelled on the lever principle, and by an automatic movement the lever gives the greatest amount of power at the beginning of the stroke. It is claimed that less exertion is required for climbing hills by this arrangement. The ratchet movement is noiseless. The inventor has two automatic brakes, which may be applied to the cycle. One is an air brake, original in its method of construction, and also in its application to this kind of machine.

C. S. H.

Boston, Feb. 8, '86.

THE OVERMAN WHEEL CO.

This enterprising house will remove their establishment to their new warehouse 182 Columbus avenue, Boston, Mass., on the 15th inst., where they will be glad to receive their friends and public generally—at least that portion of it which may be interested in bicycles, and bicycle belongings.

THE KING'S COUNTY WHEELMEN.

BICYCLE AND ATHLETIC TOURNAMENT.

The above club intend holding a bicycle and athletic tournament on the 22d February, at the 47th Regiment armory, Brooklyn. They are preparing a splendid and taking program. The evening will open with a military drill by Company A, 47th Regiment, succeeded by the well-known and much admired bicycle drill of the Kings County Wheelmen. Then will follow: One mile amateur bicycle race, 100 yds. slow race, Fancy riding by T. R. Finley, single and double riding by the world renowned Wilmots, the highly amusing comicality,—beginner's act,—entitled "Jimmy's first ride," Polo on Bicycles, grand parade by the club, and sack and three-legged races.

The *piece de resistance* of the evening will be the squad drill in which Captain Pettus intends to introduce some new, remarkable and charming movements.

Naturally dancing will be the finale, and the 47th Regiment band will enliven the entertainment, and their ravishing waltz and gavotte will lend inspiration and seduce the feet of both sexes to mingle in the mazes of the whirl.

The success of the tournament is assured, in our opinion, and we are certain our readers will endorse it, when we tell them that the committee is composed of such experts as Messrs. Schwalbach, M. L. Bridgman and R. J. Knox. What more can we say than express our belief that The King's County Wheelmen will realize all that is expected of them, and the measure is not a "thimble full" either.

The L. A.W. can take a few thousands more of members.

The telegraphic address of the C. T. C. is registered as "Cosmopolitan."

The Ameer of Afghanistan is the latest enthusiast of cycling. He was lately supplied with a "Rover."

The Stanley show, (England), has got on so well that they have been obliged to refuse applicants, the entire space having been taken up. The committee hoped to obtain additional room and thus enable more exhibits. Wishing to make it as much a cycling "show" as possible an attempt was made to secure some trick riders, while the "Stars" would still continue their specialties.

THE BERMUDA TOUR.

Messrs. W. T. Fleming and Samuel Matheys of the Penn. City Wheelmen, arrived in Bermuda February 2d, and will remain over with F. A. Elwell's party. A letter from them just received by Mr. Elwell contains the following:

"Words cannot describe the beauty of the place; and anything that you can say in regard to the attractiveness of Bermuda we will gladly sign. We hope you will bring out a large party, and we are sure whoever may come with you will never regret it. Everything has exceeded our expectations."

Mr. Elwell's party now numbers twenty-six, five of whom are ladies. As the stateroom berths are being taken up very rapidly, it is advisable that all who have delayed in applying for the same, write at once to the Quebec S. S. Co's agents, A. E. Outerbridge & Co., 51 Broadway, N.Y., stating that they will be in the party, and for berths to be assigned them. The party will probably dine together at the Metropolitan Hotel previous to going on board the Trinidad.

Humber & Co. have been sending machines to Java. We imagine our American "coffee mill" would be popular in Java. We have good "grounds" for our opinion.—*Bi World*. Our contemporary *boiled* this down pretty well, but it must be *settled* beyond question.—*Southern Cycler*. "Berry" good for the South, but it goes against our *grain* and is altogether too much *roasted*, and we say *oh lay!*

At the Olympian rink races and ball given by the Bay City wheelmen, (Cal.), Fred Russ Cook rode a half mile in 1m. 42s., which was not bad considering sharp corners and obtrusive posts. A one mile race between Sam Booth, Jr. and J. L. Hill terminated in a dead heat. Time 3m. 4½s.

A meeting was held on the 18th of January for the purpose of organizing the Tennessee division of the L. A. W. After O. C. White had been elected to the chair, a ballot was taken for Chief Consul, which was given in favor of W. L. Surprise, and C. J. Sherrer was chosen as Secretary and Treasurer. Messrs. Surprise, Karr and Kluge were appointed a committee to draft a constitution and by-laws. The regular election of State officers occurs in March.

The Elm City Wheel Club, Fair Haven, Ct., will drill against the Pequonnock Bicycle Club of Waterbury at the latter place for a valuable ice-pitcher, on March 3d.

The latest thing out in cycling machines is "the passenger tricycle." The inventor is Mr. Charles Reade of Upton Park, London. The passenger tricycle, to judge from the cuts and description given in the *Cycling Times*, bids fair to be rapidly taken into public favor. The machine looks like an ordinary tricycle with the exception that the backbone is curved and extended so that a bath chair rests on the axle of the two back wheels. The front wheel is an ordinary bicycle wheel and is at a convenient distance, so that the rider has plenty of room for propelling, and it does not interfere with the turning of the machine. The front, or bicycle portion can be easily removed, and by substituting a backbone and a trailing wheel a bicycle is quickly obtained. A cyclist can therefore take a lady, who does not or cannot ride, along with him when he wishes, and at any other time break records. We should think the passenger tricycle will be quite acceptable to invalids, as the quick rate of speed enables them to enjoy the open air better than an invalid's chair which is naturally slow, while the danger from collisions is reduced to a minimum as the side wheels afford the passenger almost perfect protection.

LUXURY IN KNEE BREECHES.

Were I to make the simple statement that I am starting into Asia with a pair of knee-breeches that are worth fourteen English pounds (about \$68) and offer no farther explanation, I should, in all probability, be accused of a high order of prevarication; nevertheless, such is the fact, for among other subterfuges to outwit possible brigands, and kindred citizens, I have made cloth-covered buttons out of Turkish liaras (eighteen shillings English), and sewed them on in place of ordinary buttons. Pantaloon buttons at \$54 a dozen are a luxury that my wildest dreams never soared to in America, and I am afraid many a thrifty New Englander will condemn me for extravagance; but the "splendor" of the Orient demands it; and the extreme handiness of being able to cut off a button, and with it buy provisions enough to load down a mule, would be all the better appreciated if one had just been released from the hands of the Philistines with nothing but his clothes—and buttons—and the bicycle; with these things left to him, one could afford to regard the whole matter as a joke, expensive perhaps, but nevertheless a joke compared with what might have been.—*Thomas Stevens in Outing.*

A club composed of racing men has been formed in London. The objects are, "(1.) the promotion of races. (2.) the advancement and protection of wheel racing generally.

The N. O. Bi. Club of New Orleans, gave a smoker at the club rooms, January 23d. The strangers were Stanley Heard, C.T.C. Swansea, England, L. D. Munger, Detroit, Mich, N. P. Hamlin, Rochester, N. Y., and R. K. Munn of Columbus, Ga. The guests say they enjoyed the evening.

There is much activity in cycling clubs with intentions on the next season.

A bicycle school in Pittsburg is the latest novelty of those regions.

About 180 firms, are engaged in the cycling line in England, employing \$10,000,000 capital and 10,000 hands.

Mr. J. R. Hogg has put a notice on the agenda of the N. C. U's New Castle local centre, of a proposition "to abolish the distinction between amateurs and professionals."

"God bless THE WHEEL" writes the cyclist poet, Will. Carlton,—“them's our sentiments too.” Thanks for your kind wish Bill.

The A. A. A. and N. C. U. "war is at an end," says Lucy Hillier.

The Chelsea Bicycle Club, (England), gave their annual dinner. Sir Chas. Dilke, their president gave a neat speech on cycling in England.

Mr. W. D. Banker hoped to open his bicycle school at the Casino skating rink, Pittsburg, on Monday. The riding surface will be 165 by 75, or 16 laps to the mile.

Four members of the Wolverhampton B. C. (England), and some of the Bridgnorth C. C. rode 30 miles over roads covered with snow to attend a meeting of the Bridgnorths. They left Wolverhampton at 7 p. m., and arrived at Bridgnorth about 9 o'clock. They returned home that night without mishap, having enjoyed their wintry ride.

Shock and Woodside have signed the articles of agreement for the six-days 12-hour race, for the championship of America and \$500. The race will take place at Washington Rink, Minn.

Wheeling has undergone the change spoken of by THE WHEEL some weeks past. Harry Etherington and Tommy Moore have retired from the active editorship, and are succeeded by Messrs. McCandlish and F. Percy Low.

Read our new serial "The Wheelman's Bride," and subscribe for THE WHEEL at once, in order to get the whole of this absorbingly interesting story. Special rates to clubs. See the announcement in another column.

FROM THE CLUBS.

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

Editor of The Wheel: The annual meeting of the New York Bicycle Club was held at the club house, 1770 Broadway, on the 2d inst., and the following officers were elected: Captain, J. B. Ray; 1st, Lieutenant, J. O. Jimenis; 2d Lieutenant, F. M. Daniels; Sec'y, E. J. Shriver; Treas. R. R. Haydock; Club Committee, F. W. Kitching, S. O. Macdaniels. Special committees were appointed to confer with the Harlem Wheelmen in relation to a team road race suggested by the latter, and to examine into the advisability of purchasing a lot on which to erect a new club house. The number of members is now 34, and the initiation fee up to 50 members \$20. Yours truly,

EDWARD JOHNSON,
Sec'y.

OTTUMWA:—The annual election for officers of the Ottumwa Bicycle Club was held on Monday evening, 1st instant. The new board will be composed as follows: President, C. M. Woolworth; vice-president, A. B. Post; captain, John A. Pallister; bugler, Bert Pickett; color-bearer, Chas. E. Meyers; secretary and treasurer, A. L. Eaton.

L. A. W. OFFICERS.

The *Bulletin* of 5th, instant publishes the following,

OFFICERS OF THE BOARD.

PRESIDENT.—Dr. N. M. Beckwith, 21 W. Thirty-seventh Street, New York.

VICE-PRESIDENT.—Stephen Terry, Box 1003, Hartford, Ct.

TREASURER.—F. P. Kendall, Box 555, Worcester, Mass.

SECRETARY-EDITOR.—E. M. Aaron, P. O. Box 916, Philadelphia, Pa.

OFFICIAL HANDICAPPER.—N. P. Tyler, M. D., 661 Bergen Avenue, Hudson City, N. J.

STANDING COMMITTEES.

MEMBERSHIP.—E. F. Hill, Chairman, P. O. Box 797, Peekskill, N. Y.; Dr. G. Carlton Brown, 16 Broad Street, Elizabeth, N. J.; J. R. Dunn, Massillon, Ohio.

RACING.—Abbot Bassett, Chairman, 8 Pemberton Square, Boston, Mass.; Ewing L. Miller, 134 S. Front Street, Philadelphia, Pa.; Fred. T. Sholes, Cleveland, O.; N. H. Van Sicklen, 2 Adams Street, Chicago, Ill.; Henry E. Ducker, Springfield, Mass.

RULES AND REGULATIONS.—E. M. Aaron, Chairman, P. O. Box 916, Philadelphia, Pa.; W. I. Harris, Box 5132, Boston, Mass.; C. K. Alley, Box 243, Buffalo, N. Y.

RIGHTS AND PRIVILEGES.—Charles E. Pratt, 597 Washington Street, Boston, Mass.; John

C. Gulick, 191 Broadway, New York city; Stephen Terry, Box 1003, Hartford, Conn.

TRANSPORTATION.—Burley B. Ayers, Chairman, 152 S. Hoyne Avenue, Chicago, Ill.; Geo. R. Bidwell, 2 E. Sixtieth Street, New York City; W. S. Bull, 587 Main Street, Buffalo, N. Y.; J. H. Livingston, *The Reformer* Office, Bennington, Vt.

It is expected that not less than 1000 miles will be covered at the six-days race between Shock and Woodside. It will be a "blood" race.

M. De Civry, the Parisian cyclist who is to ride against the trotter, made a record on the 11th of August last of 10 kil. (6 miles, 376 yards) in 18m 40s. on the Longchamps course with a bicycle. Pretty good for a Frenchman.

Our Parisian brethren were obliged to lay bye their wheels on account of the bad weather they experienced a few weeks ago.

The Ottumwa B. C. is composed of 15 active members and one honorary, a lady tricyclist.

A Westwell (England) postman takes his mail bag on a bicycle every day, a distance of nine to ten miles, and this he does morning and evening, except when the depth of snow prevents him. Brooklyn postmen would do well to get bicycles, then the people wouldn't complain of receiving their letters hours after they arrived in Brooklyn.

The Golder "50 miles road record" decided not proven.

The Brooklyn B. C. proposes to give a bicycle carnival at the Brooklyn roller skating rink, March 4th.

The Berkshire County Wheelmen decided at their last meeting, held 4th inst., to join the L. A. W. in a body. The club numbers about 35 members at present. That's right by all means try to increase the L. A. W. membership by 10,000 this year.

J. Henecker, A. Lehman and I. J. Whittleberger, each skated a mile in turn against R. Ruck, who rode a Star bicycle, at the Red Cross rink, Cleveland, Ohio, Friday night. The wheelman won by 1½ minutes. His time was 9½ minutes and the combined time of the skaters 11 minutes.

The following alternative has been suggested for a maker's amateurism. It is put down as No. 9 on the agenda for the Union Council meeting, (England) and runs thus: "a cyclist ceases to be an amateur and becomes a professional by accepting directly or indirectly any remuneration, compensation or expenses whatever from a cycle manufacturer, agent or other person interested in the trade, for cycle riding."

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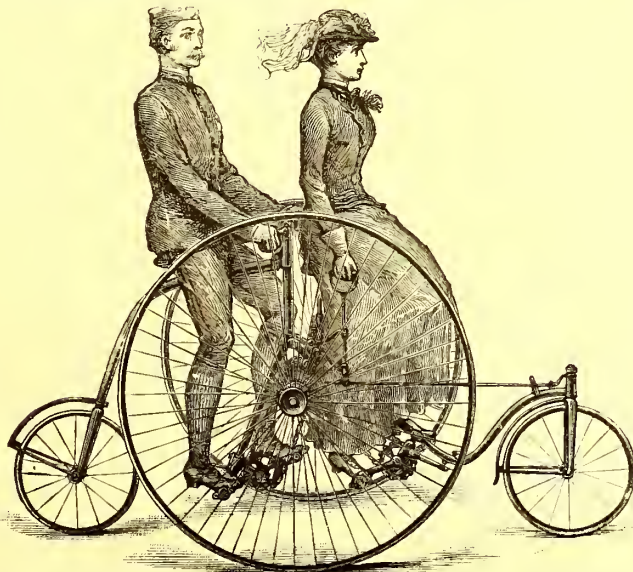
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By **ALFRED A. McCURDY ON A COLUMBIA LIGHT ROADSTER.**

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

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By W. M. WOODSIDE, at Springfield, October - November.

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