

# THE OWL

## A JOURNAL OF CYCLING

Established 1880. 12 Vesey St., N. Y.

VOL. XI.—No. 4.]

NEW YORK, OCTOBER 22, 1886.

[WHOLE NUMBER, 264.]



A turn-style.—Cycling as a fashion.

The round trip.—Stevens circumnavigating the globe.

The cycling press is full of the recent settlement of differences at Springfield. From a non-editorial point of view, it seems to me, that every editor who went there had an axe to grind rather than a hatchet to bury. [Our nocturnal bird is in error. Only one editor had an axe to grind, and he sharpened it to perfection—ED.]

A tricycle with wooden wheels is, I suppose, the proper vehicle for a blockhead to ride. "Wooden"—t that be a good combination, though?

A race meet advertisement in *The Bulletin* invites the L. A. W. members to help the promateurs make Rome howl. I suppose it's dangerous to propound the query as to "how'l" they do it.

The new member was reading the paper, when he saw an advertisement headed "Hose, 18c. a foot." "Well," he remarked, "I am going to get a pair of those, 18c. a foot makes them just 36c. a pair, and that's cheap." An explanation that the advertisement had reference to garden hose for sprinkling purposes, caused him to subside and alter his mind.

"There goes my archery set," remarked a "chippie," as a rather ethereal young man shot by on a fifty-six inch bicycle. "How's that?" I asked. "Why," she replied, "isn't it my beau on an narrow machine?" Justifiable homicide was the coroner's verdict, and we planted her to the solemn tolling of the chestnut chime.

Cafe Coulter, famous in the elder days of cycling, as a gathering place for imbibing exercise, has vanished from the corner of 59th St. and 5th Ave. to pastures newer, if not more green.

After all there is no sport so self-advertising as cycling. Go where you will, the cyclist is seen, and rarely, even in localities where he is a common sight, does he pass without causing favorable comment from those who view him.

No, my dear Miss Crippler, a cyclostyle and a cyclist's style are not one and the same thing. The first is some kind of a pen, and goodness only knows what the latter is, judging from some specimens seen upon Riverside.

I suppose it would not do to call the mandates of the Racing Board "holy orders," simply because its chairman happens to be an Abbot.

W. J. Morgan is known among his companions as "The Senator." Why so none seem to know. It can't be that they wish thus to mildly intimate that he is a salary grabber?

A case of destructive genius has lately appeared in the West. A cowboy trying to introduce bicycle riding in the place of horseback, found that as a beginner both hands were kept busy managing his wheel, so that neither was left free to manipulate the much needed six-shooter. He overcame the difficulty by rigging the pistol to the front wheel, on the principle of the old Hill & Tolman rotating bell, so that when the wheel revolved, the rider revolved such unfortunates as happened in front of him. All went well until this gentle cow-puncher went in to make a twenty-four hour record, and then forgetting this dangerous attachment, he tried the old, old gag of propping up his driving wheel and running up the miles on his cyclometer, with the fatal result of an amateur lead mine in his skull. This patent is now for sale, cheap.

I know a rider who always carries in his tool bag a small flask filled with brandy to be used in case of accident. This is a case a "ball" bearing saddle bag.

"Do you know who is the most popular cyclist in Boston?" asked Mr. Smart Aleck the other evening in the club. "No, who is?" I asked. "Why, Dr. Kendall to be sure. He has such a very taking manner." "Socially?" I asked. "No, photographically," he replied, as he fled through the billiard room door.

An effort is being made to break the dead lock between Princeton and Yale colleges, relative to where their foot-ball combat shall be held on election day, by offering them the inner field of the Roseville track, which is almost a geographical medium between the Polo and Princeton grounds, the two points in dispute. The forthcoming international foot-races between Myers and Cummings will probably take place on the Roseville track. These two events will do more to popularize and advertise it than any others could possibly do.

Theatrical Manager. "Want any attractions." Dime Museum Man. "Yes, I'm almost bankrupt for want of something new. I never saw such a scarcity of freaks." T. M. "Well, I've got one that will pack the house as long as it remains." D. M. M. "What is it?" T. M. "Why, it's the skeleton of an extinct race. The bones of a genuine amateur, a class of which there are no living specimens." D. M. M. "Make your own terms. I will hire the Polo grounds to accommodate the crowd."

'Tis said: "In union there is strength." Generally this is true, but in the case of the *Springfield Union* there is nothing but journalistic weakness of the most pronounced kind. The gentleman who wields the paste-pot and shears in preparing its cycling column, accuses me of hiding my name under a *nom-de-plume*, fearing to back up my opinions with my own signature. Why my dear young man, when you get older you will know better. I was writing under the title of *THE OWL* while you were in diapers, and long before you ever saw a bicycle. Everybody knows who I am, but yourself, and no one expects you to know anything. Don't feel badly about this display of your ignorance. If anyone reads your scribbling, they are used to it, and it won't be noticed among all the balance of your lack of knowledge.

In my notes last week the bold bad printer made me say "my *fried Recreation*," where it was my intention to have said *friend*. The printer probably thought that as the editor of *Recreation* had got himself into such a *stew* over my Hendee note, that any title in the cookery line would do, and hence called him *fried*.

State Consul George R. Bidwell is as modest as he is generous in his bequests. He presented the Ixions with a Rudge racer, as a prize, at their meeting, and said nothing about it.

THE OWL.



## RECORD BREAKING EXTRAORDINARY.

Without a pacemaker and on a 50-mile straightaway and surveyed road at Crawfordsville, Indiana, Stillman G. Whittaker started at A. M., September 24th, for the 50 and 100-mile records, under A. C. U. rules. He did the 50 in 2 hours, 55 minutes and 46 1-2 seconds, beating Geo. Weber's American record by over nine minutes, and Golding's English record by over eleven minutes. He finished the 100 in 6 hours, 43 min. and 59 seconds, knocking McCurdy's record over an hour.

His mount was a 51-inch American Champion, constructed solely for road riding. Whittaker says it's the bearings

We will Absolutely Guarantee

# THE AMERICAN SAFETY

To be the Easiest Running Bicycle in the World, and we know whereof we speak.

*It is original too and not a copy of a foreign make. We append herewith the unsolicited testimony of three of the largest dealers in the country who sell all the well-known makes, and who have purchased, paid for, and are now riding this machine because they know it is the best, and therefore the mount for their personal use.*

DAYTON, OHIO, August 13th, 1886.

MESSRS. GORMULLY & JEFFERY.

Dear Sirs: Please send me, by freight, as soon as possible, one 42-inch American Safety, with ball bearings to both wheels and cranks, and with cow-horn handle bars. I wish this for my own use. I have, for the last five years, been riding an — but the American Safety you sent me has spoiled me, and I think the one you send me will be my future mount.

Very respectfully,

A. W. GUMP.

INDIANAPOLIS, IND., May 6, 1886.

MESSRS. GORMULLY & JEFFERY.

Please ship, etc., also, a 46-inch American Safety, with balls all over, for the writer's own use. We believe you have by far the best dwarf machine in the market. It runs easier than any light roadster I ever mounted, and I shall ride one the balance of the season.

Yours truly,

C. F. SMITH,

Manager Indiana Bicycle Co.

NEW HAVEN, CONN., June 3, 1886.

MESSRS. GORMULLY & JEFFERY.

The 42-inch Safety has arrived, and the purchaser is more than pleased with his mount. I tried the American Safety myself, and I must say that it has the finest action for a Safety and the easiest running bicycle I ever rode, and that is saying much, as I have ridden almost every make. I congratulate you on your achievement of turning out the best Safety for the lowest price.

Yours, J. C. THOMPSON,

Pres. and Treas. Am. Bi. Co.

*The last edition of our catalog printed in July and containing detailed descriptions of this and our other excellent cycles mailed free.*

GORMULLY & JEFFERY,

CHICAGO, ILLS.





Published every Friday morning by  
CENTRAL PRESS & PUBLISHING CO.,

P. O. Box 444, 12 Vesey Street, N. Y.

Entered at the Post Office at second class rates.

Subscription Price, - - Two Dollars a Year.  
Single Copies - - - - - 5 Cents.  
Clubs of Six, - - - - - Ten Dollars.  
Foreign Subscription, - - - 10 Shillings.

F. P. PRIAL, - - - - - EDITOR.

## Wheel Combination Subscriptions.

	PER YEAR
Wheelman's Gazette and The Wheel	\$2.00
The Cycle and The Wheel	2.50
Bicycling World and The Wheel	2.25
Century and The Wheel	5.00
Harper's Weekly and The Wheel	5.00

We wish to again inform our readers that all subscribers now on our books may renew at the old subscription rate, \$1.00.

We have a number of copies of the Ixion race meet programme, which we shall be happy to mail free on receipt of two stamps. The book contains tables of records compiled up to date.

## THE ADVANCEMENT OF CYCLING.

Just at the present time, various methods are being discussed as to the best means of securing to the bicyclist enlarged privileges, better roads, increased respect and decreased danger from the great unwashed, and the pugnacious inhabitants of Hoodlumdee; in short to obtain the best, by which we mean the most pleasurable results of which wheeling is capable. To the Philadelphians is to be credited the first organized move to impress upon the public that the cycling fraternity is a unit worthy of consideration.

But the best means of progressing towards Utopia is to add to the ranks of wheelmen by popularizing the sport. One of the best means to this end has been woefully neglected. It is the popularization of knee-breeches for daily wear. Any New Yorker who has ever visited any of the so-called cycling towns, Hartford, Springfield or Lynn, during tournament time, cannot fail to have noticed the nonchalance with which the wheelmen perambulate the town, clad in their knickerbockers, which fact seems entirely unnoticed by the promenaders. We venture to predict that if a man wearing knee-breeches walked along Broadway, ninety-nine out of every hundred would turn to look at him. The principal objection and drawback to riding in New York, which we take as a sample of many large cities, is the many changes of dress involved by every

ride. A man who is employed down town, and desires to take a ride, must first get to his club-house on the borders of the riding district, then don his cycling habiliments, and after the run change back to the garments of trade and civilization. This, of course, is very tiresome, and much more riding would be done if the preamble and finale of dressing did not have to be gone through with.

The object then is to popularize the wearing of knee-breeches at business, and at all times, except on special occasions. To do this, organizations should be formed, whose members would agree to wear knee-breeches in place of the regulation business suit. The object could be accomplished much easier if, in place of the distinctive and often outlandish club color or uniform now in vogue, the suits were made up from materials used in ordinary wear. The following from the New York *Sun* about hits the nail on the head.

Surely tennis and bicycling have shown a great many men how becoming knee-breeches are. They are infinitely more graceful than trousers, if a man has any sort of a leg at all. No man wears knee-breeches when he plays tennis because they are comfortable, because they are not. The stockings irritate and are exceedingly warm, and the garters above the knee are no end of a nuisance. A pair of loose flannel trousers are infinitely more comfortable and convenient. But the mind of man is set on knee-breeches, and the influence of woman goes with it. Men now wear knickerbockers in the country, though they never touch a tennis racket or throw a leg over a wheel. It is the result of the desire to look picturesque.

We are pleased to chronicle the fact that the twenty-four hours bicycle record has been given a decided lift by Mr. S. G. Whittaker, who has just ridden 300 miles, some minutes under the twenty-four hours. The performance was in accordance with the road record rules, no part of the course being gone over more than twice. We have heard a deal about path machines of late, but the maker who turns out a bicycle capable of standing the wear and tear of a 300 mile road race against time, is certainly entitled to some credit. Whittaker rode a Gormully and Jeffery "Champion."

## REMARKABLE ROAD RIDING.

100 MILES IN 6H. 1M. 15S.

CRAWFORDSVILLE, IND., Oct. 19, 1886.—S. G. Whittaker started for every road bicycle record in 24 hours, on a fifty-mile straightaway surveyed road under A. C. U. Rules. He did the fifty miles in 2h. 59m. 50 2-5s.—four minutes behind his own previous world's records. The 100 miles was done in 6h. 1m. 15s.—twenty-five minutes ahead of the world's road record, and over a minute ahead of the track record for the distance, made at Springfield, Mass., by Ives, of Meriden, Ct. The 200 miles was done in 15h. 10m. 30s. He stopped at 23h. 46m. 16 3-5s., forty-one miles ahead of the best previous twenty-four hours' record.

## THREE DAYS' TOUR ALONG THE NORTH SHORE.

It is quite remarkable to note the increase of lady tricyclists during the past two seasons, and the present army of lady riders confidently expect that next season will see their ranks doubled or trebled. The ladies' tour of last season and the ladies' tour which has just taken place, have done a great deal to boom tricycling for ladies. Last year's tour was thoroughly successful, and highly enjoyed by all the participants. The tour of last week was even more successful and enjoyable. At nine o'clock Thursday morning a party of ladies and gentlemen under the command of Charles R. Dodge, late editor of *Outing*, started from Trinity square, Boston, passing through Cambridge, Medford and Malden, where they were met by a reinforcement lieutenant by Abbot Bassett and wife, of Chelsea. The party then numbered twenty-eight ladies and gentlemen, the sexes being about evenly divided. About half a dozen tandems and two sociables were in the party, and the remaining ladies were upon tricycles, and the gentlemen upon bicycles. Among the party were Mr. and Mrs. Dodge, of Magnolia, Mr. and Mrs. Abbot Bassett, of Chelsea, Messrs. Spear and Brown, of Newton, Mr. and Mrs. Charles Hopkins, of Wellington, Mr. and Mrs. Green, of Dorchester, Mr. and Mrs. Stall, of Boston, Mr. and Mrs. Frank Myers of Dorchester, Miss Penniman and Mr. Gage, Mr. Lester Stevens, of Boston, Mr. Gilman, of Boston, Mr. Parsons and son, of Boston, Mr. Emerson, of Somerville, Miss Wilde, of Somerville, Miss Kirkwood, of Medford, Mr. and Mrs. Smith, of Merrimac.

Leaving Malden, the party wheeled through the beautiful roads of Maplewood to Lynn, where dinner was served at the Boscobel. After dinner the party rested for a while, and at about three o'clock resumed the tour, wheeling over the magnificent roads of Salem, Beverly Farms and Manchester to Magnolia, where they halted for the night, to accept the generous hospitality of Charles Richard Dodge at his cosy summer retreat. The cottage was artistically decorated with Chinese lanterns, flags and banners. In the evening the party enjoyed music and dancing in the parlor, and partook of light refreshments. The soundest of peaceful slumbers were enjoyed by all, and early in the morning breakfast was eaten and the tour resumed. After visiting Rafe's Chasm, photographs were taken, and the party wheeled to Gloucester and dined at the Pavilion. After dinner the famous ride of twenty-one miles around Cape Ann was enjoyed, the hotel being reached on return at six o'clock, where supper was eaten. The party somewhat separated at this point, part going back to Magnolia, where they will return on Monday on their wheels, by the way of Newburyport and other places along the coast.

The success of the tour was largely due to Mr. and Mrs. Dodge, Mr. and Mrs. Stall and Mr. and Mrs. Bassett, who were untiring in their efforts to make every detail conducive to the thorough enjoyment of the participants.—*Boston Globe*.

The Lynn Cycle Track Association has assessed each of its share holders \$50 on account of the financial failure of their last tournament.



## THE IXION CLUB'S RACE MEET.

There is mourning throughout Ixion, for their race-meet, on which they spent so much money, was a flat failure from every point of view, and all owing to the antics of the wind and weather gods. Certainly the Ixions have a Jonah among their members. The event came off last Saturday, at Roseville, which is in New Jersey.

About one o'clock on the afternoon of the fateful day, a D. L. and W. train rushed up to the little station at Roseville, dropped five passengers, gave a snort or two and puffed away towards the mountains in the interior of the country. The five early birds shouldered the various paraphernalia for the race meet, and trudged along the road toward the track. The wind shrieked and played havoc with YE OWL's whiskers, as he ambled along, almost bent double under a cargo of programmes. It is an unusual sight to see the OWL engaged at any laborious or fatiguing operation, and a colossal canine, which stood on guard at somebody's gate, glanced at him in wonderment and commiseration.

As the party approached the grounds, they caught a glimpse of the grand stand, and lo, and behold! there sat one human being, who had come two hours ahead of time, to secure a good seat. Bets were offered and taken that he was a dead-head, and five to one was accepted that the man would be frozen to death. Arrived at the grounds, everything was made ready to receive a great crowd, one poor fellow being relegated to the cheerless solitude of the box-office, while the rest regaled themselves on poisonous sandwiches.

At two o'clock, the time announced for starting the preliminary heats, there was one man and seven boys on the grand stand, but a few trains which stopped at the grounds contributed their quota, until at three o'clock, when the first race was called there was quite a crowd of red-nosed, shivering humanity in the grand stand and along the rail near the finish. The wind blew great guns, and everybody suffered very much from the cold; so much so that one could not help thinking what percent of the crowd would need the wares of an enterprising porous plaster concern—Benson's Capcine—which had wisely inserted an advertisement in the programme.

This race meeting was worthy of considerable attention, as it was experimental and an entirely new thing in this country. The details were arranged by Mr. W. C. Herring, who has spent some years in England, and wished to try their handicap system on this side. As an inducement to the racing men, magnificent prizes were offered. The booty offered for the five events—three prizes for each, could not be purchased by a private party for less than \$1500. The finest prize was a "Sleeping Beauty" bronze which had been exhibited in the *Paris Salon*, and was worth something over \$200. The rest of the prizes were on a like scale of superbity, and the Ixion club should have no difficulty in securing high-class entries, when they again hold a meet.

The handicapping, which was intrusted to a novice at this sort of work, was conscientiously and impartially done. It had been claimed that Rich has killed bicycle racing around New York, because in all the bicycle events given by Athletic associations, he was treated so leniently by the Athletic handi-

capper, that he generally caught his men at half the journey, and invariably won an uninteresting race. But the Ixions were to make a new departure, by giving slower men a chance, and making the scratchmen and back markers run out win. Of course, owing to the weather, the handicapper's work could not be properly valued. While many of the limit men are heavy and not easily affected by either the wind or the cold, the two scratchmen, Crist and Rich, and Powers, are all thin and wiry, and consequently warm weather riders. Besides this, they started in more races than the slower men, and of course were not so fresh for the final heats, which all came in a bunch, as were the former. On the other hand, no man grumbled about his start, and no one could say that he was placed behind a man who had ever beaten him. Again the prizes were fairly well divided. In the quarter, a forty yard man won, and a fifty yard and a scratch man dead-heated for second place. In the half, a scratch-man got within a few feet of a seventy yard man at the tape. In the mile, men from the 175, the 145, and the 100 yard marks came together. In the two miles a scratch-man won with a 90 yards man second. In the three miles a scratch-man won, with a 200 yards man second, and a 250 yards man third.

The officers of the day, who "shivered and shook" for two hours and forty-five minutes, deserve crowns of martyrdom, and we blazon their names fourth to the world. Some of the regular officials did not arrive, being doubtless crystallized, and some of the cycling lights present were pressed into service.

Officers:—Referee, Geo. R. Bidwell, Citizen's B. C. Judges: G. Carleton Brown, E. W.; Frank White, New York. Timekeepers: L. H. Johnson, O. W.; D. Warren Smith, O. W.; and P. Blake Bonnett, E. W. Starter: F. A. Egan. General Director, F. A. Egan. Clerk of Course: G. F. Knubel; Assn't Clerk of Course, Mr. Leyboldt. Umpires: Chas. Schwalbach, K. C. W.; W. C. Fish, Roseville. Handicapper, Judge, Scorer, Bell-Ringer and Time-card manipulator, F. P. Prial, of THE WHEEL.

## THE RACES.

One-quarter mile handicap.—Prizes: silver vase, Berlin, silver finish; jardiniere, Romanesque gold gilt finish; Japanese card receiver, silver and gilt finish. In all first trial heats, the first and second competed in the final, except in the one mile, in which the first three men competed in the final heat. First heat—C. A. Stenken, Hudson Co. W. 40 yds., 42 1-5s.; W. E. Crist, Washington, scratch, second by several lengths; B. G. Sanford, Ixion B. C., 60 yds. third. Second heat—H. J. Hall, Jr., K. C. W., 40 yds., 40 2-5s.; T. W. Roberts, Poughkeepsie, N. Y., 30 yds., by a few lengths; A. B. Rich K. C. W. scratch, by a few lengths. The latter claimed that he was not ready when the signal was given, and he was allowed to start in the final heat. Third heat—E. C. Parker, Harlem Wheelmen, 50 yds., 42s.; A. Y. Pringle, Ixion B. C., 45 yds., second; W. I. Wilhelm, Reading, Pa., 15 yds., third; J. A. Loucks, Brooklyn, 40 yds., 0; J. W. Powers, Jr., H. W., 10 yds., fell at start and allowed in final. As this was the fastest heat Wilhelm was allowed in the final. *Final heat*.—Stenken, 40 yds., 41s.; Parker, 50 yds. and Crist, scratch, dead-heat for second

place. Stenken pumped along at a great pace and soon caught Parker. The scratch man was off like a rocket, and gaining at every stride, nipped Parker on the tape, Stenken being a length ahead. In the run off, which took place immediately after the race, Crist caught Parker several lengths from home and won by a length in 44s.

One-half-mile handicap.—Prizes: Humber racer; pair of bas-relief plaques, silver finish, plush frames; key, thermometer and calender, silver and gold finish. First heat.—C. A. Stenken, H. Co. W., 70 yds, 1.24 1-5s.; W. E. Crist, Washington, scratch, 1/4, 42s.; 1/2 1.28 1-5. W. C. Herring, I. B. C., 70 yds., 0; B. G. Sanford, I. B. C., 90 yds., 0. Second heat.—A. B. Rich, scratch, 1/4, 43 1-5s.; 1/2, 1.28 1-5; T. W. Roberts, Poughkeepsie, 50 yds., 1.30 4-5; E. B. Moore, Union Co. Wheelmen, 85 yds., 0. Third heat—J. W. Powers, Jr., H. W., 20 yds., 1.25; E. C. Parker, H. W., 80 yds., 1.25 3-5; W. I. Wilhelm, Reading, 20 yds., 0; H. L. Bradley, New York, 60 yds., 0; J. A. Loucks, Brooklyn, 75 yds., 0. *Final heat*.—Stenken, 70 yds., 1.20 1-5; Crist, scratch, 1.20 4-5; Powers, 20 yds., close up. Stenken, who had carefully prepared himself for these races, showed remarkable speed. Crist rode the first quarter in 44s. and the last in 36 4-5s.

One-mile bicycle handicap.—Prizes: bronze head on pillow, "Sleeping Beauty," *Paris Salon*, 1885; Real bronze, Grecian vase; pair brass plaques, painted centres. First heat.—C. A. Stenken, 145 yds., 2.51 3-5s.; W. E. Crist, scratch, 2.52 4-5; A. B. Rich, scratch, 3d; T. W. Roberts, 100 yds., 0. Crist rode the first half in 1.27 2-5, and the last half in 1.24 3-5. Second heat, H. J. Hall, Jr., 140 yds., 2.58 3-5; W. I. Wilhelm, 35 yds., second; E. C. Parker, 175 yds., 0; J. A. Loucks, 135 yds.; 0; L. B. Bonnett, 140 yds., stopped. *Final heat*.—Hall, 140 yds., 2.59 1-5; Wilhelm, 35 yds., 3.02; Powers, 40 yds., 0; Crist, 0; Rich, 0. The scratch men had just finished a race, and were already blown before they started in this, consequently they were fully sixty yards behind the leader at the finish.

Two miles handicap.—Prizes: Stanley roadster bicycle; Bronze and silver vase; cigar set, four pieces on silver tray. A. B. Rich, scratch, 6.24 1-5; J. W. Powers, 90 yds., 6.25; W. I. Wilhelm, 70 yds.; C. A. Stenken, 300 yds.; D. H. Renton, 90 yds., 0. Won by a length near tape.

Three miles handicap.—W. E. Crist, scratch; one-quarter, 42s.; one-half, 1.24; three quarters, 2.11 3-5; one mile, 3.00 2-5; two miles, 6.16; three miles, 9.40. H. J. Hall, Jr., 250 yds., by several lengths; W. C. Herring, 300 yards, by a length; W. I. Wilhelm, 100 yds., 0; T. W. Roberts, 200 yds., 0; L. B. Bonnett, 250 yds., 0; The feature in this race was the magnificent struggle made by Herring to keep the scratch man as far in the rear as possible. But the latter came on cruel as fate, carrying Hall up to and past Herring just as they turned into the home-stretch. Here Crist rushed away and Herring made a rush for Hall but could not quite get there. Herring then rode once around the track at a majestically slow pace and then halted in front of the grand stand, the while two of his friends held him on high. He seemed immensely pleased with himself and the crowd. At the end of five minutes a coat was procured, and Herring was led, still mounted, triumphantly down the track only to return again and compete in



his club event. Why he did not dismount we shall never know. He was either stuck on to the saddle with Peter Cooper's glue, or else he had been froze on, and the heat developed during the club race thawed him out and enabled him to dismount. There was not one in the crowd who would not have liked to see him win, as he had lost much time, and more money on the meet.

One mile Elizabeth Wheelmen's club championship.—W. H. Caldwell, 3.21 2-5s.; W. J. Barrows, 3.27; L. B. Bonnett, 3d; G. C. Pennell, E. A. Faulks, S. B. Bowman, A. C. Jenkins.

One-mile Ixion Bicycle Club championship.—A. Y. Pringle, 3.21; W. C. Herring, 2d; B. G. Sanford, o; J. H. Tripler, o.

## THE INDIANAPOLIS TOURNAMENT.

OCTOBER 8TH AND 9TH.

The second date set for the races at Indianapolis, was as favorable as the first had been unfavorable. The new track on the athletic club grounds was never in a better condition. All the racers who were here before returned promptly, all ready for the postponed contests [these races were postponed from Sept. 27th and 28th, Ed.] and everything was auspicious for a good two day's racing. The spectators and visiting wheelmen were not disappointed either, for the excellence of the races and the perfection of the minutest arrangements, were remarked on all sides.

Whittaker (the only) from St. Louis, Boston, Chicago and elsewhere, acted as starter. The novices were all drawn up at the tape, and as Whit, enveloped in that perennial duster, fired the pistol in a loud tone of voice—away they started, and the long looked forward to, and often postponed tournament was fairly under way.

### FIRST DAY.

The novices included Allen, Adams and Pursell of Indianapolis, Nicholson and Lee of Crawfordsville, and Warren, of Carmel, Ind. After riding four laps they were pretty well strung out, Allen and Adams in the lead. Tom Nicholson, who was quite a distance behind when the bell sounded, put in an unlooked for spurt and pushed his "Star" well to the front, coming in a winner by ten feet; Allen second. Time, 3.13.

Next was the first heat of a half-mile race, for a "Champion" bicycle. First and second men of each heat to run in final. Hollingsworth, Pardee and Culberston run in this heat. Pardee led all the way around and came in winner in 1.27½, with Hollingsworth a close second.

The third event was a one-mile handicap. The contestants were strung all along the track from seventy to 150 yards. Hollingsworth, the scratch man, declining to run. Lee, with 150 yards start, came in first, with Allen, from the 130 yard mark, second. Nicholson, who was given 150 yards, could easily have won this event, as was shown by his subsequent riding; but Tom, in his exuberance of feeling over winning the novice race, had gone to hunt a telephone to send the glad news to Crawfordsville, and when he put in an appearance again, the race was well under way.

The next race called was a five mile race for an "Expert Columbia" bicycle, and a pair of Pearl Opera glasses. The entries, Van Sicklen, Hollingsworth and Pardee, started off in the order named, Van and Sam

alternately taking the lead, while Pardee persistently remained close in the rear, much to the disgust of referee Oliver. They all took their own time in going around, making each mile in about 3.15. On the last lap, Van Sicklen got down to work and put in a spurt, and with Pardee close after him, both passed Hollingsworth. Van came in a winner in 15.39; the others close behind.

The second heat of the half-mile race had for starters Van Sicklen, Wainwright and Kluge. Van Sicklen won in 1.27, with Wainwright lapping his wheel for second place.

Race number eight was a one-mile 3.30 class, with Carter, Purcell, Taylor and Wise, all of Indianapolis, for starters. All the contestants took a hand at leading, at some point in the race, but on the last lap, West passed his opponents and maintained his lead, crossing the tape in 3.05. Very good time for a 3.30 class race.

Next was the first heat of a one-mile race for a diamond ring, with Hollingsworth and Pardee the only entries. Though both were sure of a position in the final, they refrained from loafing and made the mile in 3.02. Hollingsworth first, and Pardee right behind.

Number ten was the one-mile championship of Indiana, for which Allen, Wainwright and Zimmerman entered. Allen started off in the lead, closely followed by the others. After the third lap Wainwright took up the running, and both he and Allen ran away from Zimmerman. Time, 3.13¾. Wainwright first; Allen second, with Zim. loaded down with the responsibilities of Division Secretary—an easy third.

The eleventh, and last race for the day was a one-fifth mile dash, forward wheels only. Of the six starters, West took the lead and staid their all the way around. Nicholson, who was well back at the half-mile mark, rushed up to the front and succeeded in reaching second place. West's time was 1.34s.

### SECOND DAY.

The first event was the second heat of the open mile. Out of several entries, Wainwright and McWorkman, were the only starters, and as both were sure of a place in the final, they rode rather leisurely, Wainwright winning in 3.31.

The next was a one-mile lap race, for two elegant rocking chairs. Adams, Pardee and Hollingsworth, were starters. Pardee scored thirteen points and won in 3.00, with Hollingsworth close behind.

In the final heat of the half-mile open, the starters were Van Sicklen, Wainwright and Pardee. Hollingsworth, laying off for the Indiana championship, Van Sicklen led off at a rattling pace, and came in first in 1.21½; Wainwright, second.

In the two miles handicap, as in the one-mile, on the day previous, the scratch men "Hollingsworth and Pardee" failed to appear, and the start had rather a bottailed appearance. Wilson, one of the 180 yard men, led most of the first mile, when Lee, from 120 yards and Adams and Kluge, from the eighty yards mark, closed up the gap, and they were pretty well bunched at the beginning of the second mile. Just as Kluge got well in the midst of the group, his "Star" darted sideways and threw him headlong on the track. Then it made for Goodwin's wheel, and playfully tore out

twenty-seven spokes, after which it rolled over several times and stood up just in time to catch Stutzman, and throw him on his hip. The three men mentioned dropped out of the race and it is needless to state that they dropped hard. The last lap witnessed a magnificent spurt by Nicholson, who gained especially on the field and came in a close second to Lee's first. Time from 120 yards, 5.57½.

Next was the final heat of the one-mile open. Starters: Hollingsworth, Pardee and Wainwright. Hollingsworth took the lead and held it easily, winning in 2.53, with Pardee second.

There were nine starters in the 3.15 class race, but the contest lay between the same two men as in the previous handicap, only in this case the positions were reversed. Nicholson came in first and Lee second. Time, 3.08.

Wittaker then put in a mile against time and hustled around the track in a lively way, that surprised many of the audience. The time by the fifts was: 32; 1.04; 1.37; 2.10; 2.43. This was the best mile ever made on our track. Whit. was loudly cheered as he did the "grand stand act."

The one mile for "Star" wheels called out Nicholson and Kluge. It looked as though Kluge was going to win, till the very last of the fifth lap, when Nicholson, from a good twenty yards back, put in a splendid spurt and came in first, winning the cheers of the audience, who admired the plucky Hoosier boy, who could do up the Chicago flier. Time, 2.59½.

The next race called was the final of the State championship, Allen, Wainwright and Hollingsworth starting. The latter won easily in 2.51, amid the glad cheers from the grand stand, and the shouts of the Russiaville delegation. This was the fastest mile made in a race on either day.

The final race was one of twenty miles to decide the fate of the Pope cup—that venerable chestnut—and much as we deserved to see "our Sam" win, the harrowing thought was sure to arise, that in case of such an event, the Cup would again be sent on its travels, and it might be years before it was run down again. To make a long story short, Van Sicklen won in 1h. 4m. 00½s., having gained a fifth of a mile on Hollingsworth. Both contestants finished fresh enough for another twenty. And so the Cup goes to Chicago. Van also took home with him the Expert and champion bicycles, which together with the Cup make a pretty large slice out of the \$2,500 worth of prizes put up.

YARROW.

## ROWE "GATHERS IN" MORE RECORDS.

On Wednesday, October 13th, W. A. Rowe rode five miles against time, being paced by Adams, Haradon and Hendee, and being timed by Chas. E. Whipple, G. E. Robinson and C. T. Shean. The table shows the comparative value of the ride and the records which were beaten.

	ROWE'S.	MILES.	PREV. REC.
1 mile,	2.37½	2.37½	
2 "	*5.14	2.36½	5.19
3 "	8.02½	2.48½	8.01½
4 "	*10.45	2.43½	10.48½
5 "	*13.27½	2.42½	13.30



## WHAT FIVE YEARS OF CYCLING COST.

### A COMMON OR GARDEN EXPERIENCE.

Let me premise by saying that this article is written in the interests of no manufacturer, but simply for the benefit of any one of limited means or uncertain income who contemplates taking up, or who has just commenced this most fascinating sport. The moral of the tale is easily discoverable, but if it does not appear, the inquiring reader will please enclose a stamp to me, (care of THE WHEEL), and I will give him a pointer.

I think I may claim to be a veteran, or at least a semi-veteran, after five seasons' riding with 7,500 miles covered previous to this season. Have made no "records" of any nature. Seven miles in thirty-five minutes on the road being my fastest time, and 105 miles straight-away in twenty-four hours being my longest single run. It will readily be seen from the above that I am only a moderate rider, one claiming to be, above all things, careful in riding, and especially careful of the wheel I ride. The different makes of wheels mentioned are now either not manufactured, are not now represented in this country, or the makers have so thoroughly changed the style of their wheels as to make them practically new creations. I wish to deter no one from riding, for after all my expensive experience, I am as enthusiastic as ever.

My ambition was first aroused in May '82, by watching a friend practising on his "Star." Thought I, if he can ride so can I, and down went my order for a 54-inch Star, old style; price \$85.00, and \$5.00 extra for extra "Invincible" rims, one of the many experiments tried by the makers. In due time the machine arrived, and I determined to "do or die;" and at the end of a week, during which it seemed most like "die," I was able to ride the thing. One afternoon of really competent instruction settled that part, and then came "mounting." The mastery of that accomplishment took about a month. I shall never forget my first ride of any extent. The distance was seven miles and my route took me across the Connecticut River. The bridge, wide enough for two teams abreast, was walked by me, as not being wide enough(!) for me to ride with safety. The sort of track I made on any ordinary road might well be credited to a cross-eyed snail, and as for rut-riding, that was an unknown quantity. Mounting in the ordinary way was beyond me, and I got on from fences, walls, lamp-posts, and other convenient elevations. It took just four hours to cover the distance, which I have since ridden in forty minutes and without a dismount. It needless to say that I was nearly dead when I reached the place headed for, and wet was no name for it. Another longer and more memorable ride was one of twenty-one miles, with the entire large wheel's tire tied on with fish-line. Luckily the new cement stood the trip well, but it could hardly be called a permanent success. Repairs of broken spokes and frames buckled out of the true mounted up so rapidly, that when a 57-inch full nickled Star with rocking pedals came to town, I gladly traded my old wheel and \$35.00 to boot for it. This wheel weighed seventy-five pounds, was still

harder to mount, and shed spokes much like an angry porcupine, but was ridden till May '83, by which time the repairs on both wheels footed up \$13.25, principally for new spokes. Then I made up my mind for something lighter and better, and made a trip to Smithville, and returned laden with some new "points," and a 54-inch, full nickled Light Roadster (65 lbs.), direct spokes, power-traps, swing saddle, cones to little wheel, etc., etc., costing \$125.00. This was more speedy and satisfactory, but proved too light in the frames for New England hills, and so I determined to try a crank wheel as the next change. A "Sanspareil" agent kindly accommodated me by taking my new Star and \$40.00 in exchange for a "Sanspareil" Full Roadster. This new mount, too small for me, was also full nickled, and the last I have ever owned of that handsome but uncomfortable finish. Strong as to wheels, easy in running, it was weak in the handle-bars and rear fork. The wheel, in spite of those disadvantages, was ridden up to March 18th, '84, including a twelve days tour in Canada, the total cost of repairing being \$18.00. I then sold it outright at another loss of \$38.00 on the original cost.

During the winter of '83-'84 the idea had struck me very forcibly that a wheel built to order by a good firm would be about the correct thing. Much correspondence and study of catalogues and testimonials then followed, resulting in M. D. Rucker & Co., of London, being chosen as the makers. After a long, weary wait, and one vain trip to Boston to rescue the wheel from the tender mercies of the Custom-House, the new 54-inch, full enamelled Rucker at last appeared on the scene. The cost of this, including duties, freight, expressage, etc., was \$117.81. A thorough trial then followed, and while the wheels, forks and bearings were all that could be wished for, the usual weak spot appeared in the neck, a most vital place. One fine Sunday afternoon I was left by the wayside in Goshen, Mass., with a backbone and little wheel to carry, while I trundled the large wheel. It was three miles to the hotel and as I trudged wearily along, the firm of Rucker & Co. was often fervently blessed. All the same the repairs cost me \$6.50, only to break again in the same place a month later. When finally mended to stay, the bill had swollen to \$30.10. But since then the wheel has been ridden many a mile, and is yet in good condition. As I sold it in the spring of '86 for \$105, it was not so bad an investment, aside from repairs.

In August, '84, I pinned my faith to a 54-inch "Yale," nickle and paint finish, costing \$137.50, and ill-luck has ever since pursued that wheel. Pursued it, did I say? Yes, and caught it, climbed into the saddle, and sat there triumphantly for weeks at a stretch. Repairs on this wheel for the season of '84 only amounted to \$28.88, covering one new axle, associated in my mind with a one-pedal ride of five miles, re-making the wheel, enamelling, etc., one new steering head, twice mended, two new brakes, handles, and other smaller matters.

In '85, soon after moving to this western city, a fiend in human shape caught my wheel on the hub of the buggy he was driving, and it cost but \$13.75, besides three weeks aggravating delay, to again put it in rideable order. From then till the spring of '86, no further expense than the cost of enamelling the wheels with Ardill's enamel

was incurred. Fate was not so kind as I had fondly imagined she had concluded to be. In the early summer that axle broke again, same old place, left hand side just outside bearing case, and this time a two-mile one-pedal act was performed. Then followed a season of mingled wrath and disgust, which lasted six weeks, and at the end of that time I was presented with a bill for \$25.00 for new axle, new hub, new spokes, remaking wheel, enamelling, etc. I began this wheel much like the famous jack-knife with many blades and handles. During my vacation I gave it a pretty hard run of a week over Wisconsin roads, and a crack in the backbone now developed. Mending proved useless, and a new backbone, steering head, brazing and nickeling brought the total to \$15.00 more, making some \$85.00 expended on this one machine since purchasing. With a "Columbia Light Roadster" backbone, "Challenge" head, "Champion" pedals, and part "Yale" and part "Champion" wheels, it was too much of a mongrel to feel any affection for, and so I sold it in August, getting but \$85.00. These experiences have been very debilitating to my pocket-book, but I am still riding, this time on an English light roadster, purchased at a clearance sale, and at a reasonable price. How long this will last, time will alone tell, but I shall be surprised at nothing in the way of breakdowns, after the experience five seasons has brought me.

Of course, other expenses have been incurred in connection with riding. Nine different journeys, including two vacations, one in Canada and one "Up the Kennebec," besides attendance at three tournaments, have taken up forty-five days, at an expense of some \$200.00. Various sundries amounting to \$30.00 have been purchased. Among the list are two cyclometers, both failures, two bells, both dittoes; one Acme Stand, broken easily; one Arab Cradle Spring, sold at less than half cost; and soon, *ad infinitum*. Two hub-lamps might be mentioned, one sold at a loss, the other useless, save in conjunction with a useless cyclometer. Four riding suits have been ridden through, total cost \$73.25; small things like caps, helmets or stockings not being counted. Unluckily for my readers I have a habit of keeping an account of expenses incurred, and looking over the result occasionally, hence this statistical article. Any mathematical reader can easily calculate the gross amount expended. It has always been a source of wonder to me how so many thousand miles could be covered and "not a cent laid out for repairs," and I felt moved to spread this list of woes and expenses before my fellow-riders, and see if I were the only unlucky rider in this great country, or only one among many sufferers in a good cause.

My only advice to beginners is this: Buy a wheel of which the parts are easily procured. Be sure that all needed "extras" are included in the first price, and let "sundries" severely alone. Good has resulted from my own experience with the "Star" wheels, I am sure, for the present foreman has put in too many spokes and trued-up too many frames not to know where the weak points are. I hope that similar good may arise from all the ill-luck detailed above, and that other riders may derive benefit from it in the shape of more reliable wheels. [Total cost, \$876.—ED.]

L. B. G.



ROWE MAKES A THREE MILES RECORD.

On Thursday afternoon, October 14th, W. A. Rowe made an attempt to break the three miles record. Adams, Haradon and Hendee acted as pace-makers. The timers, were C. E. Whipple, G. E. Robinson and C. T. Shean. Rowe beat the records for two and three miles.

	ROWE'S.	MILES.	PREV. REC.
1 mile,	2.35 <sup>3</sup> / <sub>8</sub>	2.35 <sup>3</sup> / <sub>8</sub>	
2 "	5.11	2.35 <sup>3</sup> / <sub>8</sub>	5.14
3 "	7.48 <sup>4</sup> / <sub>8</sub>	2.37 <sup>4</sup> / <sub>8</sub>	8.01 <sup>1</sup> / <sub>8</sub>

THE OWL.

The Ixions made \$200 on their race-meet program. It was gotten up and published by F. P. Prial, to whom much credit is due for the success he made of it.

Col. Pope, when he chose the name of "Columbia" for his cycles, was not, I am sure, aware that the word was first used in Boston. It has generally been supposed that the word was first used in 1775, but recent researches show that its first appearance was in a volume of poems composed in 1761, mostly by Harvard graduates, in honor of George III, and commemoration of George II.

You can't have tobogganing in summer, nor cycle racing in winter. The Ixions are my authority for the latter statement, and a prominent bank cashier from this side, now in Canada, assures me of the truth of the first part of the statement, as regards tobogganing.

"Westward Ho! the star of empire takes its flight." At least so say "Phoenix" and *The Bulletin*, and when two such eminent authorities agree, lesser lights must subside. The following advertisement will no doubt shortly appear.

NOTICE.—Warning is hereby given that "the West with its progressive ideas, (flying starts, promateurism, *et al.*) and untiring energy" will not receive dictation from the effete East. Dictators and others contemplating any infringement of this defiance, will be treated with the strictest penalty of the law. Journalistic and M. O. Q. rules to govern. By order of

P. FIREBIRD AND E. BLOSSOMROD.

RECORD RIDING AT LYNN.

On Tuesday afternoon several record breaking attempts were made on the Lynn track, in connection with the Morgan—Armaindo twenty-four hours tandem tricycle ride.

The first attempt was made by Frazier, to surpass the previous "star" record of 2.40 1-5s. Frazier rode the half in 1.19 <sup>1</sup>/<sub>2</sub>s.; and the mile in 2m. 38 2-5s.

W. M. Woodside, then started to beat the ten miles professional record, but he failed by over a minute, going the distance in 29m. 15 2-5s.

The principal event of the day was the attempt of W. J. Morgan and L. Armaindo, to break the twenty-four hours tandem record. They started at 4.18 P. M. They covered sixteen miles in the first hour, twenty-five miles in 1h. 40m.; 100 miles in 7h. 57m.; 200 miles in 18h. 31m.

THE MASSACHUSETTS CLUB'S ROAD RACES.

The road race-meeting of the Massachusetts Club, was held last Saturday afternoon. The three events, thirty miles and thirteen and one-half miles, and twelve and one-half miles tricycle were well contested. A large crowd of wheelmen gathered in front of the club house, corner Dartmouth and Newbury streets to witness the start and finish. The cold, wintry, windy weather, was a most unpleasant feature of the day.

A NEW THIRTY MILE RECORD.

The starters in the thirty mile race, who were sent off at 2.36 o'clock, were: A. R. Sampson, Hyde Park, B. C.; James Barnet, Maynard; E. Sommer, Somerville, W. K. Corey, Boston; George F. McCausland, Jamaica B. C.; David Drummond, Cambridge; W. S. Doane, Dorchester, and H. H. Porter, Boston. Doane, who was the favorite, justified the judgment of the "talent" by riding into the lead soon after the signal was given, distancing his competitors at Newton, and finishing an easy winner. While speeding down a steep hill leading to Chestnut Hill Reservoir, he took a header, badly cutting and bruising himself in various parts of his body. When he appeared at the finish, his bedraggled, bloody and dusty appearance rather startled the spectators. Sommer finished second, with Corey third, but as the latter had not covered the full course he was ruled out by the Judge, although he had ridden an extra mile to make up his supposed deficiency.

SUMMARY.

1. Doane,	-	-	1h. 59m. 38 2-5s.
2. Corey,	-	-	2h. 05m. 26 1-5s.
3. Sommer,	-	-	2h. 06m. 11 2-5s.
4. Sampson,	-	-	2h. 17m. 18 2-5s.
5. Drummond,	-	-	2h. 24m. 38s.

The twelve mile club bicycle race was contested by John T. Williams, E. B. Pillsbury, G. Haynes, Jr., and W. K. Lewis. Williams and Lewis had a ding-dong race all the way, the latter winning by a few lengths, by a final spurt at the finish. Haynes kept up well with the leaders, until the entrance to Chestnut Hill Reservoir, when he took a header. He remounted and could have taken third place, but he refused to cross the line, and allowed Pillsbury to beat him.

SUMMARY.

1. Lewis,	-	-	56m. 13 2-5s.
2. Williams,	-	-	56m. 18 2 5s.
3. Pillsbury,	-	-	1h. 12m. 03 2-5s.

The thirteen and one-half mile bicycle race was contested by C. D. Cobb, C. A. Martin, J. C. Robinson, and R. C. Beazley. Beazley took the wrong course at the start, but having again got on the right track, he soon overhauled Martin, who was leading. The two then rode together to the entrance of the Chestnut Hill Reservoir, when Martin fell smashing his machine.

SUMMARY.

1. Beazley,	-	-	53m. 15 2 5s.
2. Robinson,	-	-	57m. 27 1-5s.
3. Cobb,	-	-	1h. 01m. 44 4-5s.

At the Brooklyn A. C. games held last Saturday, W. Adams, of the Brooklyn B. C. won the mile bicycle scratch; time, 3m. 29s. F. L. Norman, Harlem Wheelman, second.

ROWE'S RECORDS.

The wonderful work which Rowe has accomplished on the park this week has been the principal topic of conversation among wheelmen and those interested in cycling. That Rowe is wonderfully endowed with racing abilities is universally admitted, but there are few who know where the secret of his success really lies. The Springfield Union has been looking the matter up, and has come to the conclusion that the one word, system, is the key to the situation. Manager Atkins believes in system, and accordingly Rowe is systematically trained, and system governs his riding. Asa Wendell is responsible for the physical training, and how well he has performed his work Rowe's condition to-day is ample and satisfactory evidence that Wendell has not slighted his duties. When it comes to riding, then Manager Atkins takes hold, and no matter what is in hand, whether it be a practice spin, a race or a record-breaking attempt, everything is done by schedule. Take for instance the work laid out for Rowe last Friday, which was the breaking of a three-mile record held by Rhodes. It had been arranged that he should ride by a schedule of 2.40 for each mile, which would take him just inside the record. In making up these schedules enough leeway is always allowed to make it practically sure that the times mapped out will be accomplished, as usually the results are much under the schedules. Friday, Rowe was three or four seconds under the schedule. When he ran for the hour record the time was figured for each lap and with the aid of the timers Atkins was enabled to tell at a glance whether Rowe was behind or ahead. It will thus be seen that system has considerable to do with the breaking of records, and when it is combined with Rowe's wonderful powers, the records must of necessity go. It may also be added that the pacemaking is equally systematized.—*Herald*.

RACE MEETING AT LYNN.

The race meet of the Lynn Cycle Club, which was held last Saturday, attracted but 300 people. The wind was boisterous, cold and penetrating and the noble 300 were kept busy trying to keep up the temperature.

SUMMARY.

Two miles handicap.—D. E. Hunter, Salem, scratch, 6.21 1-5s.; F. M. Barnett, Lynn, 160 yds., 2nd; W. H. Boudreau, Salem, 150 yds., 3rd; G. M. Worden, Lynn, 225 yds., 0

One-mile exhibition.—C. H. Frazier, 2.45 4-5s. This was an attempt to make a new "Star" record, and under the circumstances, the time was quite creditable.

Five miles tandem exhibition.—W. J. Morgan and Louise Armaindo, attempted to beat Mr. and Mrs. Smith's tandem record of 20m. 28s. She succeeded, riding the distance in 18m. 28 3-5s.

Three miles amateur handicap.—D. E. Hunter, scratch, 9.30 2-5s.; C. E. Whitten, 75 yds., 2nd; E. M. Barnett 200 yds., 3rd.

Three miles exhibition.—Wm. Woodside had intended to make an attempt to beat the hour record, but he stopped at three miles, which he rode in 8.49 3-5s.

Five mile professional handicap.—Chas. Frazier, scratch, 15.25 3-5s.; W. M. Woodside, scratch, 2nd.; T. W. Eck, 450 yds. 3rd.; W. J. Morgan, 300 yds., 0.



### THE HISTORY OF A TANDEM TRICYCLE.

I am a tandem tricycle of fashionable make. I first saw light in a foggy English town, and after a rather tame existence in the ware rooms of my maker, I was shipped off to America. I will spare you the details of my experience in that dark packing case, from the time I was bumpety-bumped in the most undignified manner on the drayman's cart, to the hour when I was again brought forth to the light of day in Newark, N. J. For a few days I remained in a state of semi-darkness, in the rear of my new owner's shop, ruminating on the changes which had come over my fortune, and wondering whether I was missed by any old friends at home. One afternoon when I had more than an ordinary dose of the blues, a rich New Yorker happened to have his attention called to me by my enthusiastic owner. He seemed charmed with my appearance but did not purchase me. A few days after, my master received an order from a New York bicycle dealer to ship me to the before mentioned rich New Yorker and to send him the bill, less a large commission. This made my master swear, for it was plainly a deal between the purchaser and the dealer to share the commission.

To say that I was happy when I was finally on my way to New York, where I expected to see something of the new world, would but faintly express my feelings. After the usual preliminary of securing me in the dark case, I was jolted off to the depot, rushed over the smooth rails, another jolt, and I shortly opened my eyes in the warerooms of an uptown dealer.

My new owner soon called for me, and shortly after I was running up aristocratic Fifth Avenue. I had not gone far however, when I began to be troublesome, my new master not understanding my constitution. Under ordinary circumstances, riding a tandem with the brakes on, is not a very pleasant operation, and so my rider dismounted and pushed me home, swearing like a trooper all the way. I was stowed in the wheelroom of my new owner's club house; and while he was away at supper, I had a merry time with the company gathered there.

My master returned, accompanied by one of his companions, who was considered an expert machinist, and I shortly learned that their diabolical purpose was to take me apart, to see what the trouble was.

I said a farewell prayer and prepared to submit to the inevitable. The imps went me hammer and tongs, and I soon lay in pieces on the floor. After oiling me, they began rebuilding, but not being well acquainted with my construction, they made a sad job of it. Nothing would fit, so they hammered and screwed, and tightened and loosened, until Saturday night was verging into Sunday morning, when they left me in peace, with my joints all stiffened up, my backbone aching, and with a generally battered appearance.

Next day the fiends came round to the Club, and prepared to ride me to Tarrytown, wherever that is. As soon as I moved I knew that something was wrong, and before we had had gone a mile they knew it also, for I run so stiff that they were dead tired. Still they persevered onward. At five miles there was a crack; my bearing cases were gone, and my ball bearings were running

along the road. Other portions of my anatomy were injured, but all were mere nothings to the principal disaster. Then did my new master and his friend swear, and it was very warm for awhile.

Finally they concluded to trundle me home, and when we got there, they hammered me together and shipped me home next day, accompanied, I believe, with an impertinent note to my old master, and a refusal to pay a red. When the latter found me at the depot, covered with rust from exposure, he fell down in great rage and frothed at the mouth.

He refused to take me home, and demanded his money, which was refused. After much correspondence, which availed him nothing, he determined to make the best of a bad bargain, and in future deal with rich New Yorkers on a cash basis only. He had me repaired and revarnished and sold me at a loss of \$70 to an intelligent wheelman.

I have been led to tell this story, because while my present owner was visiting at the club house of my first owner, I heard the latter swearing and declaring against me and every wheel of my make. I am naturally vengeful, and besides I determined to tell my story, that men may not be prejudiced against my race by the tales of that ignoramus.

### THE COLUMBIA BICYCLE CLUB'S MEET.

The Columbia Bicycle Club held a race-meet last Saturday at Attleboro, Mass. The following is a summary of the races. One-half mile, open, C. W. Ware, Marblehead, 1.39; F. B. Brigham, North Attleboro, 1.39½. One mile, novice, H. A. Hall, North Attleboro, 3.41¾; W. E. Clark, Jr., Brockton, 3.48. Two mile, C. W. Ware, 7.24½; D. C. Pierce, Brockton, second prize; F. G. Gibbs, Boston, third. One-half mile, hands off, F. B. Brigham, first, 1.50¾; C. W. Ware, 2.04½. One mile, 3.10 class, P. J. Berlo, Boston, 3.35; Ed Severance, Boston, second; W. E. Clark, Jr., third. One mile open, F. B. Brigham, 3.23¾; C. W. Ware, 3.22; F. G. Gibbs, third. One mile, boys under 16, Ed. Severance, first, 4.19¾; W. E. Clark, second, 4.25; race protested on account of doubt as to Severance's age. One mile, club, 3.20 class, F. I. Glosten, North Attleboro, first, 3.21½; J. E. Doran, North Attleboro, second, 3.33; H. A. Hall, third. Two mile open, F. G. Gibbs, first, 7.16¾; D. C. Pierce, 7.19; C. W. Ware, third. One-quarter mile, handicap, M. J. Donlon, North Attleboro, scratch, first in 51 seconds; J. Hamill, North Attleboro, second in 52 seconds. One mile, team, three men from Columbia of North Attleboro, three men from Brockton. Brockton won.

At the Ixion's race meet, ye editor was deathly cold, and he wondered why the other officials were not so blue-looking as himself. They claimed that they went into the grand stand and rushed up and down and came back with a fresh supply of caloric. It is true that they came back with the caloric, but it was the result of pistol practice—pocket pistols, of the glass variety, we mean—and not of exercise. And now ye editor is sad because he was not in the ring.

### ODDS AND ENDS.

The Ixion program was admitted by all to be a fine specimen of typographical work. It was printed by the Central Press and Publishing Co., who make a specialty of race-meet programs and club printing generally.

All bicycle out fitters who pretend to have a complete line of goods, should keep Goetze's bicycle hose on hand. An examination of these hose will convince the cyclist that they are a most desirable article. If your outfitter does not keep them on hand he can order them in any quantity from the manufacturers.

The Ilderan Bicycle Club of Brooklyn held a twenty-five mile road race on the Coney Island Boulevard, on Wednesday, October 13. W. M. Richardson finished first in 1h. 39m. 35 1-5s.; H. L. Bradley a close second, H. Greenman well up. W. J. Savoy, the only other contestant, being quite ill, dropped out. The judge was W. F. Miller; the timekeepers, F. Hawkins and H. H. Farr, all of the Ilderan Bicycle Club.

A. B. Barkman, of the Brooklyn B. C. started from Hempstead, L. I., on Tuesday at 6 o'clock, A. M., to make a twenty-four hours' road record for the Island. The first hundred miles were ridden in 9h. 53m. Barkman finished his journey at 5.35 A. M., on Wednesday, having ridden 205¼ miles. The best previous record for Long Island—202 miles—was held by F. B. Hawkins, W. I. Ficknor and W. H. Meteer judged, checked and timed the ride.

Our friend Mr. Bassett grows facetious with age. Behold the following Yawcub Straussian stanza:

Oh, vat ish all dis earthly bliss?  
Oh, vat ish man's soocess?  
And vat ish heaps of oder dings?  
And vat ish happiness?  
Dot Overman got Rhodesy  
Eggspecially to vin,  
But ven dot Billy Rowe coom rount,  
Oh, vere vas dot Rhodes bin?

*The Cycle.*

### FIXTURES.

NOV. 2.—Twenty-five miles Road race of Inter-Club Road Racing Association at Roseville, N. J.

FOR SALE—54-inch Expert Columbia pattern, 1885, full nickeled, ball bearings in good order. Also King of Road Lantern, bundle carrier and L. A. W. badge with genuine sapphire. Machine \$85. Sundries at a bargain. Can be seen at 218 Washington St., New York City.  
E. J. WESSELS.

FOR SALE. 54-inch Humber Bicycle, no defects, C. O. D. \$75. CHAS. M. AMS, 372 & 374 Greenwich St., New York.

### \$1,000 Reward

for your labor, and more can be earned in a short time if you at once write to Ballest & Co., Portland, Maine, for information about work which you can do and live at home, whatever your locality, at a profit of from \$5 to \$25 and upwards daily. Some have made over \$50 in a day. All is new. Ballest & Co. will start you. Capital not required. All ages. Both sexes. All particulars free. Those who are wise will write at once and learn for themselves. Snug little fortunes await every worker.

TRY OUR  
**For Sale,  
Exchange  
and Wants**

—COLUMBIA—



## BICYCLING NEWS.

The Lynn *Bee* reports that Rowe says he has ridden a half in 1.09.

Kaufman, the fancy rider, has been astonishing the Germans for the last two months.

The latest reports from Springfield declare that the club came out even on the tournament.

Prominent members of the London cycle clubs are organizing a boxing club for winter entertainment.

The trainers' tournament, which was to have been held at Springfield last Saturday, was abandoned.

The Boston Club is considering a proposition to hold a twenty-four hours road race during the next full moon.

A contemporary says that John S. Prince has determined to settle down in Omaha, Neb., as agent for Gormully & Jeffery.

A Chinaman named Ah Fong, who is said to be a perfect master of the art of trick and fancy riding, will shortly arrive in London.

Furnival's 2.30 for the mile has not yet been accepted by the Records' Committee. It seems there was something irregular in the timing.

"It is reported on good authority," says *The Cycle*, that Mr. Ducker will not press the suit against President Beckwith. "Oh joy! Oh rapture!"

294½ MILES IN A DAY.—G. P. Mills has added another to his long list of road records. On Monday, October 4th, he rode 294½ miles in twenty-four hours, riding an "Ivel" safety.

On Monday W. H. Rhodes started, at Springfield, to break the fifty miles record, but the wind was strong, and the weather cold, and Rhodes stopped at the end of three miles, ridden in 8.25 2-5.

A representative of the Lynn *Bee* had the temerity to interview Mademoiselle Armaindo. The Mille, described herself as the champion lady athlete, flourished her arms, and the Lynn man fled, glad to escape alive.

The Lynn *Bee* tells us that "Frazier is the coming Star man." In times like these, when news is of the dearth dearthy, the newspaper which unearths a piece of spick and span information like the above is a public benefactor.

A MARVELOUS RIDE.—On Saturday, October 2d, G. P. Mills rode 50 miles on an "Ivel" safety in 2h. 47m. 35 3-5s., which is a world's record for fifty miles road riding. Mills rode nineteen miles in the first hour and eighteen and a half in the second.

"Merrië Wheeler" contributes a poem to *The Cycle* commencing in this time-honored way:

"Come all ye merrie wheelers,  
And listen while I tell;"  
And we gently told the office boy  
To ring the chestnut bell.

In each one of the Massachusetts Club's road races, a contestant took a header at the entrance to Chestnut Hill reservoir. It seems Boston wheelmen do not take kindly to water, when the mere presence of a large amount of that fluid is enough to knock them over.

THE WAKEFIELD, MASS., CLUB ROAD RACE.—The annual ten-mile road race of this club was held last Saturday afternoon. There were four entries, Coombs, Emerson, Mott and Patch. The latter finished first in 43m. 15s.; Emerson second, 43m. 30s.; Mott, third, 43m. 47s. The race throughout was against a terrific head wind.

A 64-inch bicycle is on exhibition in exhibition in a Hartford shop window. It was made expressly for the owner, whose altitude is 6 feet 7½ inches. This is claimed to be the largest bicycle in America. A 64-inch bicycle is good enough for a starter as the largest bicycle, but all loyal Americans will immediately set to work to discover still larger wheels, until they strike something whose dimensions will shed lustre on the country.

The *Cyclist* has a timely article on the outlook for new styles of wheels for next year. At this time of year business is slackening up, and the makers have more time to perfect old ideas, and to carry out new ones. In the matter of tricycles, the *Cyclist* thinks that bicycle-steering wheels will hold their own next year, as they have the latter end of this. The small wheel might be enlarged with benefit. Methods for reducing vibration will, if of neat and light design, be quite popular. In tandems, the axles have been very weak this year, and this should be remedied in next year's mounts. In bicycles of the ordinary variety, there will be a demand for the true tangent wheel, ball bearing heads, T handles, and perhaps a slight increase in the size of the rear wheel. Among safeties, the "Rover" will probably become the most prominent.

E. L. MILLER, President.

B. S. BARRETT, Treasurer.

## ❖ Central \* Press \* and \* Publishing \* Co. ❖

PUBLISHERS OF "THE WHEEL"

12 VESEY STREET,

NEW YORK CITY.

### Book and Job Printing of all Kinds.

Race Meet Programmes and Score Cards a Specialty. Catalogues, Constitutions, By-Laws, Etc., Etc., Printed Neatly and Quickly.

GOOD WORK!

\*

QUICKLY DONE!!

\*

LOW PRICES!!!

← SEND YOUR ORDERS. →

Sample Copies of "THE WHEEL" Free.

Estimates Furnished on Application.



MISCELLANEOUS.

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

FOR EXCHANGE—Specialty in furnishing new wheels for exchange.

BUTMAN & CO., 89 Court St., Boston.

MURRAY'S, 100 Sudbury Street, Boston, Mass., is the Eastern Headquarters for the American Challenge, Safety and Ideal. These are high grade machines at low prices, and the best wheels in the market for the money. Send 2-cent stamp for large illustrated catalogue.

FOR SALE—52 inch Rudge Light Roadster, in fine condition, \$70. New Model Pony Star, \$80. BUTMAN & CO., 89 Court St., Boston.

MURRAY'S, 100 Sudbury Street, Boston, Mass., is the place to get your repairing done. I make a specialty of parts for repairs, and keep a large stock on hand. Am successor to the late Cunningham Co. Send 2-cent stamp for price list, discount to the trade.

DO YOU WANT TO BUY A WHEEL? We have one that will suit you. Prices from \$15 up. BUTMAN & CO., 89 Court St., Boston.

I HAVE a few more Harvards, Yales, and Cornells left, which I am selling at greatly reduced prices; also Meteor Societies. Old machines taken in exchange for new ones. The only place where you can get the parts of the above machines. Send for second-hand list to Murray's, 100 Sudbury Street, Boston, Mass.

BICYCLES, TRICYCLES—To close out stock, 150 machines. No price list. Correspondence invited. Send stamp, stating as definitely as possible, the description of wheel wanted, also size and about what price. BUTMAN & CO., 89 Court St., Boston.

CHICAGO, ILL.—THE JOHN WILKINSON CO., 68 Wash Avenue, makers of Bicycle Hose Supporters. The best style made. Price per pair, 35 cents by mail. Agents for the Columbia Bicycle. Send stamp for catalogue.

FOR SALE—Columbia three track bicycle, in good condition; cost \$160, will sell for \$65. A bargain. BUTMAN & CO., 89 Court St., Boston.

PORTLAND, ME.—LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON.

**EASY PAYMENTS.**  
Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. GEO. W. ROUSE & SON, 13 G St., Peoria, Ill.

ALL WELL ? ? ?

—Write soon !

And order ? ? ?

THE WHEELMEN'S GAZETTE  
50 CENTS PER YEAR.

SAMPLE COPIES FREE.

THE WHEELMEN'S GAZETTE,  
SPRINGFIELD, MASS.



The only perfect substitute for Mother's milk. Invaluable in Cholera Infantum and Teething. A pre-digested food for Dyspeptics, Consumptives, Convalescents. Perfect nutrient in all Wasting Diseases. Requires no cooking. Our Book, The Care and Feeding of Infants, mailed free. DOLIBER, GOODALE & CO., Boston, Mass.

GET THE GENUINE  
BOSTON BICYCLE AND SPORTING SHOES.

PAT. AUG. 1, '82, AND MAY 15, '86.

STRICKLAND & PIERCE,

156 SUMMER ST., BOSTON, MASS.

Sizes and Half Sizes, 5 to 12. 4 Widths, 2 to 5.

BICYCLE  
MEDALS.

ATHLETIC  
MEDALS.

LAWN TENNIS.  
MEDALS.

CLUB \* BADGES.

Jens. F. Pedersen,  
MANUF'G JEWELER.

1 1/2 MAIDEN LANE,

— N. Y. —

MAKER OF THE L. A. W.

Championship Medals.



Silver Fly-Back

\$20.00

TWENTY DOLLARS!

For the latest, lowest prices and one of the best

CHRONOGRAPH  
\* WATCHES. \*

IN THE MARKET.

Silver, Open Face Stem  
Winder and Stem Setter.

START, STOP and FLY-BACK.

Accurate and Guaranteed by

JENS. \* F. \* PEDERSEN,

Importer of Watches.

1 1/2 MAIDEN LANE,  
NEW YORK.



THE IMPROVED

“Z. & S.” Hose Supporter,

MADE LIGHTER AND CLOSER FITTING AROUND THE SHOULDERS.

Every one who wears the “Z. & S.” Supporter are pleased with it, hence its popularity.

PRICE, (per pair) 65 CENTS.

Howard A. Smith & Co.,

Oraton Hall, Newark, N. J.

Branch Store, Orange, N. J.

— SEND —

FOR A SAMPLE COPY OF

“Recreation,”

An Illustrated Journal of Outdoor

Sports and Pastimes.

\* \$1.50 per year. \*

PUBLISHED EVERY SATURDAY

—BY THE—

CYCLIST PRINTING COM'Y,

NEWARK, N. J.



THEOPHILUS WOBBLE'S

Trip around the World on a Bicycle.

ILLUSTRATED.

Commenced in Texas Siftings,

JULY 3d, 1886.

FOR SALE BY ALL NEWSDEALERS

BACK NUMBERS CAN BE OBTAINED FROM

THE TEXAS SIFTINGS PUB. CO.

240 BROADWAY,

— NEW YORK. —



## FOR SALE, EXCHANGE, WANTS.

RUDGE RACERS.		Attention Racing Men.
1 53	Rudge Racer, used twice,	\$90.00
1 54	" " " three times,	90.00
1 55	" " " never ridden,	90.00
1 57	" " " " " "	90.00

Saddle on backbone, and all latest improvements. Apply early.

STODDARD, LOVERING & CO.,  
152 to 158 Congress St., Boston.

54-INCH—86 1/2 pattern Expert, almost new, will be sold at a special bargain. Also 52-inch new Rapid.  
BUTMAN & CO., 89 Court St., Boston.

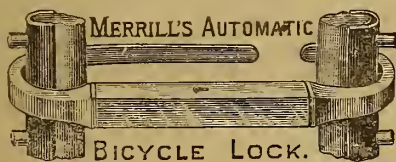
PARTNER WANTED. In the bicycle business. One who has a little money to invest, being part or all purchase money in half interest of the business.  
T. HUNT STERRY, 435 Flatbush Ave, Brooklyn.

BICYCLES AND TRICYCLES—Sent to any address for examination (by freight or C. O. D.) upon receipt of charges for transportation.  
BUTMAN & CO., 89 Court St., Boston.

FOR SALE.—50-in. full nickeled Expert; 54-in. full nickeled Expert, \$80; 54-in. full nickeled Standard, \$70; 56-in. American Club, full nickel, \$80; 58-in. full nickel Expert, \$100; Rudge Tricycle, \$80; Rudge Coventry Tandem, \$110. Great bargains.  
124 PENN ST., BROOKLYN, N. Y.

BARGAINS.—For cash. Wheels not sold on installment nor repaired.  
BUTMAN & CO., 89 Court St., Boston.

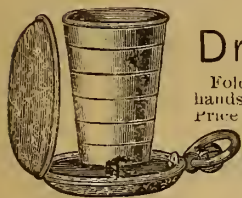
JOHN HARRIOTT,  
MEDALS and BADGES,  
Bicycle Club Pins of Every Description.  
DESIGNS ON APPLICATION.  
433 Washington St., (Room 34, Cor. Winter St.)  
—Boston, Mass.—



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2 1/2 ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet, two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of \$1.00.  
MARLIN FIRE ARMS CO., New Haven, Conn.



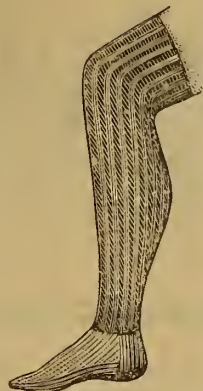
### POCKET Drinking Cup.

Folds together and goes in a handsome nickel case size of watch. Price 40c. each or 3 for \$1. postpaid. Agents can earn money selling them during the picnic and excursion season.

Greggill Mfg. Co.,  
Meriden, Conn.



## They're NOT English, you know,



"Club Hose."

but Goetze's Best Bicycling Hose, made from selected yarns in every color.



THE attention of the trade is respectfully called to our "Club Hose," a standard and reliable article, which

we make to order to match any shade of cloth

Our "Columbia Hose" for 1886 is a new article of improved pattern. The specialties are that the rib is extended down the front of the foot, giving a neat appearance when a low shoe is worn. Also our patent flat seam at the back which will not rip, and seamless heel. This stocking will compare most favorably, and has been judged by riders of experience, to be superior to the best English makes.

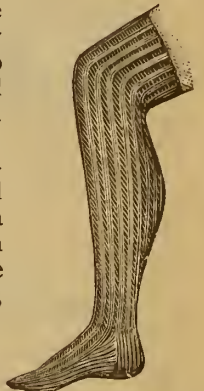
For sale by all Gents' Furnishing Goods Dealers, &c.

**THEO. GOETZE & CO.,**

MANUFACTURERS,

256 GRAND STREET,

NEW YORK.



"Columbia Hose."

★  
STAR BICYCLES.



## SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.  
First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.  
Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

**H. B. SMITH MACHINE CO.**

Smithville, Bur. Co., N. J.

## English Felt Lawn Tennis Hats.

FOR

THE SEA SHORE OR

COUNTRY USE.



Scarlet, Orange,

Blue, Fancy Mixed, Navy,

Black and Brown.

**50 CENTS EACH.**

Sent to any address, by mail, on receipt of price.

**Ira Perego**

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



# COLUMBIA

Hartford,

*Out of nineteen First Prizes, twelve won on COLUMBIAS.*

*Out of thirty-nine Prizes, twenty-five won on COLUMBIAS.*

Springfield,

*World's One-mile Championship, won by Wm. A. Rowe on a COLUMBIA.*

*World's One-mile Record, made by George M. Hendee in 2.31, on a COLUMBIA.*

*Twenty-four First Prizes, out of a possible thirty-eight won on COLUMBIAS.*

*The Majority of Prizes won on COLUMBIAS.*

CATALOGUE SENT FREE.

**THE POPE MFG. CO.,**

597 WASHINGTON STREET, BOSTON.

12 Warren Street, New York.

—Branch Houses,—

115 Wabash Avenue, Chicago.

**GEO. R. BIDWELL, 313 W. 58TH STREET, NEW YORK.**

I rent Rudge and Columbia bicycles and tricycles to responsible and competent riders at reasonable rates.

I sell Rudge and Columbia bicycles and tricycles on easy terms.

I have the most complete and varied stock of wheels and sundries in the city; showing six of the leading makes—**ALL WINNERS.**

Purchasers taught to ride free.

I have a well equipped repair shop and guarantee my work and prices.

Send for my catalogues, terms, etc.