

VOL. IX.—No. 15]

NEW YORK, JANUARY 8, 1886.

[WHOLE NUMBER, 223.

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The Highest Grade Cycles known to the Art,

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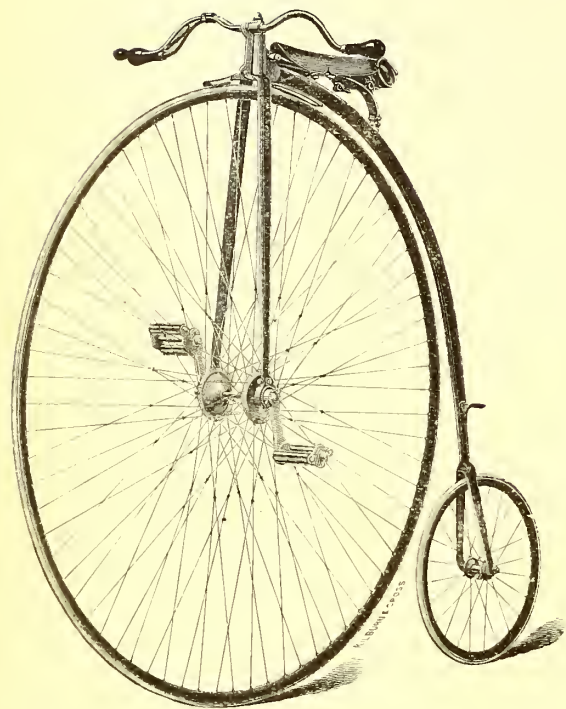
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LIGHT OR FULL ROADSTER.

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— 36 lbs. —

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The Noted Californian Wheelman,

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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.

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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

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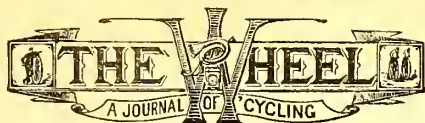
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To Subscribers and Correspondents.

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

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

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

WHEEL GOSSIP.

The L. A. W. Handbook will be issued during February.

Phil Hammell, of Chicago, is rumored to have turned professional.

"True love never runs smooth." Neither does a bicycle without oil.

The Missouri's club-house will be ready for occupancy about March 1st.

Morris, the victor over Whittaker in the Rambler's races, rides a Star.

Rev. D. E. Todd, of Whitecloud, Kansas, is the latest clerical convert to the wheel.

"Adol Escens," is the *nom de plume* assumed by Frank Ray of Kansas City, the western traveler.

The Boston B. C. was the first club in the country to establish a restaurant in connection with its club-house.

Grant Bell is not as seriously injured as was thought. He will probably be able to ride, "when the robins nest again."

The Prince-Eck Combination can hardly be called long-lived. The company broke up last week, Eck remaining in Minneapolis.

Some active Chicago boys are said to be arranging for the Exposition building a 124-hour bicycle race for professionals, to occur next May.

The desertion of Montreal, Canada, by about three-fourths of her wheelmen, on tours, etc., is attributed that great extinguisher—small-pox.

A feature of Christmas day for cyclers, was the feeds that were spread by about every club of importance, and that possessed the necessary facilities.

An exchange states that Jno. S. Prince is working his way east, giving exhibitions in

skating rinks. It neglects to add, that the walking is bad.

Wheeling, in speaking of the late Professional records at Minneapolis, guesses that they won't be accepted, being made in a rink That depends.

The Chicago Bicycle Track Association is happily out of debt and danger. The members have responded to the call of the treasurer, and have made up the \$1500 deficit.

The Chicago Club is selfish. Now, after absorbing the *Aolus*, they want to do likewise with the *Owls*. But the latter say that it will be a cold day when such an event occurs.

Now is the time that wheelmen forsake the road in a body. The fair-weather cyclers as well as a large majority of the other class have already stored away their wheels in vase-line.

S. G. Whittaker asks L. A. W. 6854 F., of Chicago, who is a firm believer in Van Sicklen, what the latter's best time for twenty miles is. We placed them in the correct order, you can wager.

The first truism ever credited to A. K. Childe, is said to have been uttered at the late N. C. U. meeting when he remarked that there were present many men in the room more reputable than he.

It is reported that the first victims of the so-called Vigilance Committee are English and Cripps, who will be suspended as Maker's-Amateurs. And now comes the question "On what authority?"

The employees of Messrs. D. Rudge & Co., intend making Richard Howell, a suitable present in commemoration of his late marriage. A fitting return for the services the great Dick has rendered the firm by riding their machine.

The survival of Swedish wheelmen under the title of a 'cycling paper, that has just made its appearance, is certainly very mysterious. It hails from Stockholm, 13 Storkyrkobrinken, and carries the name of *Tidning for Idrott*.

The reason given by St. Louis clubs of their failing to give balls, entertainments, etc., as other clubs are doing, is the discouraging effect the little affair on September 25th and 26th had upon them, \$1500 being the extent of the loss.

H. H. Morris, the lately developed flier of St. Louis, is about to be furnished with a Star for rink racing by the Smith Machine Co. Look out! Hendee, Rowe, Burnham, and all the other eastern cracks will have to stir themselves now.

A former member of a bicycle club in Missouri has wended his way to Texas, in that town known as Galveston, in the steer country—not prefixed with bunco—and says that the boys down there are very lively and will try to organize a club.

Emil Kiderlen, of Delfshaven, a village near Rotterdam, recently rode a bicycle from the latter place to Leeuwarden, in 22 h. 35 m., inclusive of stoppages, the distance as per cyclometer being 215 miles. This we believe takes the Dutch record.

Louis Lueders intends making his appearance upon the track, once more, in the spring. Louis is a pet with St. Louisans, and before his lethargic fit came on, was one of the toughest of the tough. He will ride a Club racer, an eighteen pounder.

Down in and around New Orleans, wheelmen are enjoying the best season of the year for riding. Neither summer heat nor winter cold, but a blending of the two, and the fine, hard coral roads, running for miles in every direction, make touring delightful.

John F. Fields of Newark, N. J. who has been in England for some time on business, has returned home. With him he brought an elegant "Coventry" tricycle, which he used considerably on English roads prior to his departure for America. He paid \$100. for the machine.

There are now some chances for a series of races taking place during the winter between Chicago and St. Louis teams. Van Sicklen, Webster and Pierce to uphold Chicago's honor, Whittaker, Stone and Gordon, to sit on the St. Louis end of the plank, are the men that would probably be selected.

Clarksville, Mo., appears to be the first city of importance in 'cycling' affairs, after the state metropolis. The boys have good roads for riding, and everything else that wheelmen can wish for, yet for all that they are dissatisfied. A road race is wanted to end up the season with, and they will have one.

The girl who told her young man that she would not marry him until he had saved \$10,000, and upon learning four months later that he had \$22., reckoned that was about enough does not hail from New York, and ride a tricycle. She is of Boston's "culchahed" society, and manipulates a sewing machine.

Mr. Hicks, the religious editor of the *Post Dispatch*, of St. Louis, has ridden over 4,679 miles since he became a devotee of the sport, twenty-eight weeks ago. His record has been made on the streets of St. Louis, and in the pursuit of his daily business. His, puts all other records in the darkest of forgotten relics of the past.

Hal Greenwood tries to explain the why and wherefore of his beating in the recent 16-mile road race by Percy Stone. He says that Stone was aware of the fact that his (Greenwood's) tire was loose, but neglected to tell him of it until the last moment, when it was too late. He adds that in refusing to accept the challenge of the following day, Stone showed that he was afraid of Greenwood. Chestnuts!

Frank A Egan, of the Ixion Bicycle Club, left New York for his home in Nashville, Tenn., last week. His departure is greatly regretted by club-mates and others, as he was one of the most popular wheelmen in the city. Mr. Egan was one of the founders and until lately, president of his club, and has besides served the L. A. W. in the capacity of State Representative and as a member of the Racing Board. In his Southern home Mr. Egan will undoubtedly prove himself to be as ardent a bicyclist, as hitherto.

Mr. Rob't Neilson, of Boston, America, is the champion bicycle rider of this country. There is no gainsaying the fact. If you think differently just interview Mr. Neilson himself. He will tell you that he is champion of the New World, which doesn't include London or Leicester from where Howell hails, while some inhuman critics insinuate that it doesn't take in the particular Boston street where Prince lays out. But if you wish to have every thing settled in your own mind, just travel to Boston, you will find him in the vicinity of Blowville street, and as we said before, he will inform you that he is a real *bonafide* champion. That of course will be the stopping place of all the hard talk against our Bob.

THE WHEEL.

In several cities parties of wheelmen rode the New Year in.

E. D. Albee, of Boston, is credited with 2500 miles for '85.

The next Springfield tournament will last four days. Just one too many.

R. H. English, and R. Dutton are participating in a 6-days race in England.

Tennessee has enough L. A. W. members, to admit of the formation of a State Division.

The scarcity of makers-amateurs in Ireland, is attributed to Saint Patrick, who drove them out with the rest.

J. D. Macauley, of Louisville, Ky., has raised his '85 record to 6,573 miles. He takes the bun, by a long way.

Charles E. Kluge, the noted Star rider was born in Philadelphia in 1860, stands five feet eleven inches high, and weighs 180 pounds.

The latest royal purchasers of cycles are the Duke of Connaught, the Duchess of Cambridge, and the young Prince of Mecklenburg.

The Springfield B. C. has been notified that they may occupy their present quarters until February 1st, when they will have to move. Such a large club should have a house of its own.

George Nash will lick creation—in words—now that Canary is on the other side of the deep blue stream. But when the latter returns—if he ever does—silenced will be the gnashed tongue.

William H. Benson, of Clinton, Mass., has a record of 1800 miles for '85, ridden in three states, Massachusetts, Rhode Island and Pennsylvania, and has taken but two headers during all of his tours.

The fashion of having tricycles built the width of the horse-car tracks, in order that the rider may bowl along thereon, in Washington, and other cities, with but few cars, is becoming quite general.

Both Powell and Geo. Weber will keep in training for the events of next season by pedalling on the Home Trainer. That is why they feel so confident of giving our English visitors the go-by next year.

Ashman Pierce, of Butte, Montana, has sent to the Massachusetts club, a solid silver brick from his mine. It is suitably inscribed, and is sent as a recognition of the courtesies extended to him by the M. B. C.

Kluge added to his hill-climbing fame on Christmas day by surmounting the "Terror," a new candidate for honors. It is a mile long, with a grade of one foot in six feet, and is situated in the Orange mountains.

The annual ball of the Springfielders will happen on February 22nd. Several original and interesting features will be introduced, the best being a representation of the growth of the city of Springfield since the first settlement, 250 years ago.

The Detroit B. C. as well as the Chicago B. C. was organized in '79. The date was September 2nd, and it started off with eight members, viz.: L. J. Bates, Geo. Read, N. B. Conger, W. W. Seymour, A. F. Merrill, A. M. Low, J. C. McCaul and W. J. Howard.

The whist tournament, that has been in progress for some time at the rooms of the Leominster club, was won by Messrs. Bates

and Tayler, with a score of 351 points. There were six teams. For the winners, the prizes were a traveling bag and a silk umbrella.

W. F. Knapp, the ex-Cleveland, in a private letter from Denver, Col., says he is putting himself in shape for racing, and that Rowe will have to make his wheel turn a few hundred more revolutions than ever before, if he expects to have Knapp come in behind his little wheel.

John Keen's water-cycle is again coming into prominence. Jack backed himself to propel it one mile inside of seven minutes, for a small stake, steam being the propelling power. The water-cycle won by one minute, eight seconds, despite the stiffish breeze that was blowing against him.

Bishop Jenner, an Englishman, whose name is prefixed with Lord, met with an accident in the vicinity of Canterbury, England, recently. He was coasting a steep hill on his bike, when he lost control of his machine, and went down the rest of the incline at a faster rate of speed than he ever traveled before. A broken arm was the result.

A query:—Why the wheelman who goes to Church in the morning religiously wrapping himself up in as much clothing as possible for the five minutes walk, then returns home, strips, takes an hour's ride on the road and tempting fate in many other ways, consequently takes cold, and then puts it to the walk to church?

The McCurdy record matter appears to be approaching a crisis. Mr. Butcher states that as soon as E. A. Pattison causes to be published the official documents of the ride, sworn to by the different pacemakers, he will prove his charges of fraud. In addition to the fraudulency of the record, Mr. Butcher charges Pattison with making misleading statements in regard to it.

The last issue of the *Bulletin* contains a column of matter, devoted to a critical review of its contemporaries, and distributes its slices pretty evenly. Among other things it wants to know why THE WHEEL has been stealing uncredited clippings? The penning of the enigmatical question is a riddle to us. Evidently the editor's capacious head has sustained a hard pressure. Probably one of the effects of the libel case.

The Lynn Cycle Club has secured a fine lot for its half-mile track. It contains twelve acres, situated on the corner of Western avenue and Chatham street, and is well sheltered from the wind by the surrounding buildings. A stock company will probably be formed, with most of the stock going to Boston. It will contain an immense grand stand, and otherwise be constructed in imitation of Springfield. The track will not be used for any other purpose than cycle racing.

Friday, the first day of the new year, was one of the pleasantest we have ever experienced in spring or autumn, let alone the dreary winter season. It was bright and warm, which, combined with the motionless air, and superb condition of the roads, made the day a gala one for wheelmen. The latter were out by the hundreds, and from the tenacity with which they clung to their wheels, evidently appreciated and made the most of the occasion. May we have more of them.

A meeting of the New Jersey Cycling and Athletic Association was held at Orange, on Monday evening, December 27th, for the election of officers. Result: President, Dr. T. N. Gray; Secretary, S. W. McLean; Treas-

urer, Walter R. Williams. The temporary treasurer reported that all of the capital stock, \$10,000 had been subscribed for. The secretary will file articles of incorporation, and report at the next meeting. Discussion of plans for the building of the grounds and arrangements is now in order, so that work can be begun early in the spring.

R. Cripps had such a good time in the states, and made so many friends, that he is seriously contemplating a permanent removal to this country. He prefers Utah, as he would like to keep faith with all his English girls. Bob's visit broke the poor fellow up entirely as regards training. He has been attending balls and parties by the score, and only entered one race since he returned to England—which he won. It was in a ball-room and though he and his partner had the outside, they bowled around the room at a tremendous rate, eventually winning by half-a-lap.

The hearts of continental tourists were gladdened some time since by the Government of Italy announcing that in future no duty would be charged on bicycles. It was but a few days after however, when the railways of that country announced that they would levy an enormous rate for the carrying of bicycles. Some English and French riders, with the coercion of the C. T. C., have been at work, however, on the matter, and their success is best attested by the latest advice from Italy, which states that the management has finally decided to receive 'cycles as part of a traveler's luggage, and will hereafter carry them free.

The old year has been one of jokes, essentially a joking year. Every editor who is at all ambitious has regularly, without intermission, supplied us with column after column of jokes, supposedly emanating from his capacious brain. We can truthfully say, that such a morose influence have these antique funnyisms had upon us, that during the past year we have been to church just four times, and stayed until the finish of the services too. Dates and proofs furnished on application. But we experienced the greatest feeling on perusing a short time since a late issue of a Cincinnati sporting paper, wherein is contained a botchy wood cut, labeled "Henry E. Ducker," giving that gentleman a mustache and imperial of impossible perfection and raven blackness. The climax is capped further down in a description—perhaps biography—of the great chieftain, which declares that he is one of the best known wheelmen in America.

A Missouri rider, who owns a blonde mustache, and a captivating way, has sent his name and fame thundering all over this spherical world by a heroic deed, perpetrated a short time since. While out riding one dark evening (dark is romantic, you know) there flew past him a carriage containing two young and essentially beautiful ladies, whose screams broke the stillness of the modern St. Louis night, undisturbed except by the whir and whiz of the mosquitoes. The horses were not under control. Quick as thought, this modern and chivalrous knight of the wheel pressed after the vehicle in hot pursuit, the nine hairs that constituted his upper lip appendage, rising to a degree of surprising straightness. At last he is up with them. Jumping into the carriage he leaps upon the back of one of the equines and seizing the reins in a grasp of iron, he brings the restless steeds to a standstill. Then of course, the driving home, the bi. meanwhile taking a back seat. The only romantic part of the story to be regretted is that the fellow eventually married one of the girls. The male was the sufferer, of course.

THE WHEEL.

THE

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SEE OUR CATALOGUE BEFORE PURCHASING A WHEEL ELSEWHERE.

HUB HAPPENINGS.

WHAT CHIEF CONSUL DUCKER HAS TO SAY ABOUT THE NEXT LEAGUE MEET—HOW TROUBLE IS TO BE AVOIDED BETWEEN THE BOSTON CLUBS—POINTS.

Chief Consul Ducker came down to Boston last week to look up matters relative to the coming League meet. Your correspondent met him soon after his arrival and found him chuck full of enthusiasm, and certainly positive that the next meet would prove the grandest in the annals of the sport. He has got lots of good ideas about the method of conducting the meet, and proposes to carry things through with the same sort of energy which has made the Springfield tournaments such grand successes, and piled up the shekels in his club's treasury.

Last week I told you all about the trouble likely to arise between our two clubs regarding the management of the meet. The Massachusetts club are rather taken back at the dignified stand assumed by the Boston club, and it is very probable that everything can be arranged without any trouble.

President Ducker has suggested an arrangement which seems a pretty good one and likely to bridge over all the troubles.

He proposes an executive committee of three members, one from the Massachusetts club, one from the Boston club and one from the division. Mr. Ducker would, of course, be selected to represent the State division. This committee would have full charge of the meet and power to appoint all the sub-committees. The two clubs would thus have an equal representation, and there would be no chance for jealous feelings to crop out. The League is practically the guest of the Massachusetts

division, and while it will be necessary to place the management almost solely in the charge of the Boston clubs, it is proposed to have the division do as much as possible to assist the local wheelmen.

It is probable that at the coming meet none but League members will be allowed to participate in the parade, and in order to make a good showing much work must be done between now and next May, to induce the unattached wheelmen and clubs about Boston to join the League. The League membership in eastern Massachusetts is much smaller than it should be, and it is likely that the exclusion of non-members from the parade will do much to increase the size of the League's ranks.

Mr. Ducker says that he has no ambition to run the meet himself, but wants to do all the work he can to help matters along. Your correspondent had a long talk with him, and gleaned much that is interesting.

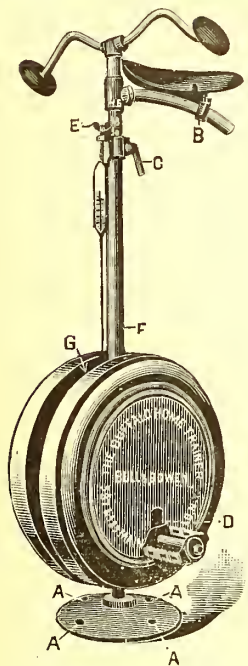
Regarding the rumors of squabbles between the two clubs Mr. Ducker said: I have refused to recognize the existence of any trouble. I have been waiting for the smoke to clear away, when I think it will be discovered that there is but little fire. I do not intend to refer to it at all in the *Gazette*. What do I think of the probabilities of success? Why I think the meet will be the grandest thing ever known in bicycling annals. I am sure that it will be. We propose to astonish the other cities and set them an example to follow for many years. We propose to entertain the League members; we don't calculate to charge them for every cents worth of fun they get. I have decided that it is impracticable for the State division to manage the meet, but we propose to do a good share of the work. No, I do not consider that the acceptance of the Massachusetts club's in-

itation to meet in Boston makes that organization the sole entertainer. There is no earthly reason for any trouble arising between these clubs. For some reasons I am sorry that I joined the Massachusetts club until after the meet, but I can assure you that it will not prejudice me at all in favor of that organization. I joined merely because I desired to belong to some Boston club. I favor a small executive committee because it will be easier for them to get together, and I have found by experience that a small committee can accomplish more work than a large one. The members of the sub-committees should be selected for their ability to perform their duties without reference to their club connection. In this way we might draw largely from the Cambridge and other clubs about Boston. By a very unanimous vote it has been decided to set the dates for May 27, 28 and 29. It is intended to devote the first day to a general reception and entertainments, so that the wheelmen may become well acquainted. The most enjoyable feature of these gatherings is the meeting of wheelmen and the good fellowship sure to result. I have heard it said at previous meets that we didn't get acquainted until it was time to go home. By talking matters over before hand much more satisfactory work can be accomplished at the business meeting. Had this been done at Buffalo the vote on the amateur question would have been different.

"On the evening of the first day would be held the officers' meeting, and the whole of the second day devoted to the general business meeting. On the third day would occur the parade in the morning, the races in the afternoon and the banquet in the evening. It would be my idea to have the wheelmen ride direct to the races after the parade. A lunch put up in

THE WHEEL

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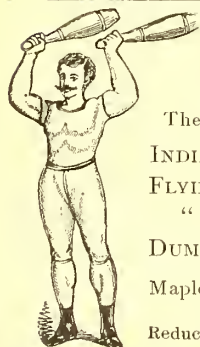
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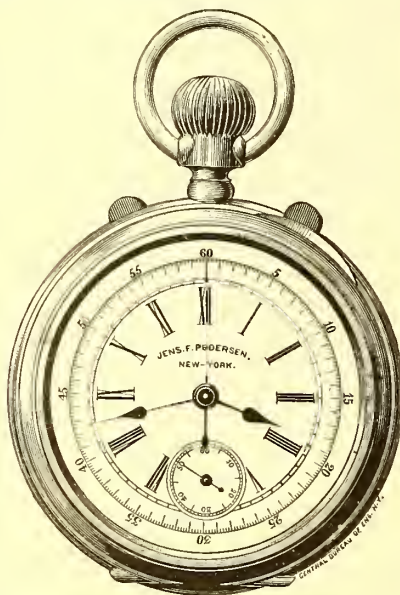
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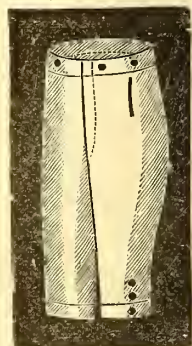
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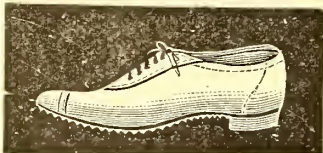
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individual boxes would be served at the park. I have found this box idea for feeding a big crowd to work admirably. It is our purpose to fix up the mile track at Beacon Park and run the races there. The championships would be the one-mile bicycle and the one-mile tricycle races. Then there would be two State division championships, probably a one and a five-mile. Hereafter I shall come down to Boston about once a week, to work up the meet."

There has been some discussion as to which State division will have the right of line in the parade, the New Hampshire or the Massachusetts. The former was organized first, but the Massachusetts division was the first to join the League, so it will be entitled to lead the procession.

POINTS.

On January 22nd, the Wakefield Bicycle Club will give a dance at the Town Hall.

Half a dozen new members will be admitted at the meeting of the Massachusetts club to-morrow evening.

The annual dinner of the Massachusetts club will be held at Young's on the evening of January 26th. The club will continue its policy of having no invited guests.

The Charlestown club is making extensive preparations for its annual ball to be held at Monument Hall, January 28th. This club is in a very flourishing condition and its annual balls have been among the leading social events of the year in Charlestown.

The Wakefield club is famous for its great number of excellent road riders. Among those holding the best records for the past season are: F. D. Albee, 2500 miles; F. W. Burrill, 1800 miles; F. C. Patch, 1800; J. W. Hall, 1600 miles; J. C. Clark, 1200 miles.

The Boston club is making a steady addition to its membership ranks. Seven or eight associates will be admitted this week.

Dr. J. E. Chase, of Pawtucket, Chief Consul for Rhode Island has appointed the following committees: Finance, J. E. Chase and H. L. Perkins by virtue of office and G. C. Newell; Touring Committee, L. A. Pope, A. B. Mann and H. L. Spencer; Racing Committee, G. C. Newell, Geo. W. McAuslan and A. H. Littlefield, Jr.; Rules and Privileges, E. W. Blodgett, B. W. Gardner and A. H. Metcalf; Rules, O. M. Mitchell, C. H. Newell and R. A. Wilbur. These committees serve until the first of May, when new committees will be appointed.

The Florence Wheel Club has voted to hold a grand masquerade ball Jan. 22d.

The date of no less than six bicycle club balls in New England has been set for January 22d.

Mr. Charles Richards Dodge, who retires from the editorship of *Outing* with its transfer to New York, has declined editorial connection with the magazine under its new management, preferring to remain in Boston.

Wilmot's partner, Alfred Buess, fell from the former's head at Meriden recently, owing to the slippery condition of the floor, and dislocated his arm. It may be a month before he can resume.

J. R. Butman, of the Massachusetts club sails for Europe shortly.

The Columbia folks have sent off 25,000 of those artistic block calenders.

Maltby is looking for Hutchinson's scalp.

The annual election for officers of the Boston club occurs Wednesday evening. But few changes in the present board are anticipated.

The Massachusetts club has abandoned the intention of holding another carnival this season.

Justice has at last been accorded Mr. Richard Beazley, and he has been reinstated as an amateur. His only offense was acting as instructor in the Pope Co's rink, which position he resigned over a year ago, and has since been perfectly straight in every sense of the amateur rule. He will shortly apply for membership in the League.

Saben and Corey were out on the latter's new Humber tandem one day last week, enjoying the good roads around Boston. No difficulty was experienced in keeping up with any cyclers met on the road, and on the mill dam a young fellow with a trotting horse determined to try conclusions with the tandemites. The race for half a mile was nip and tuck, but the light, high-g geared machine, propelled by the powerful limbs of its riders, soon showed the trotter that the tricycle could not be passed so easily as he imagined, and before the trio reached Allston the horse gave it up. The machine was afterward coasted down Corey hill, the powerful double-lever brake keeping it under perfect control.

Young claims that Woodside's recent performance at Minneapolis of riding 257 miles in twenty-four hours does not entitle that gentleman to the title of champion, for three years ago he did 257 5-8 miles in 22 hours 19 minutes.

Bob Neilson states that as Prince has manifested a desire to arrange a race with him, he will leave his challenge open one week longer. Prince has as yet failed to put up any forfeit money. Or Neilson is willing that Woodside should be included in the challenge.

The February issue of *Outing* is the last to appear from the Boston office. The only member of the present staff who will go to New York is the cashier, Mr. Shoemaker.

The annual election of officers for the Mass. Club occurs next month, and there seems little doubt but that Lieutenant Peck will be chosen for captain. Lon certainly deserves the honor.

Joseph Butcher has not yet substantiated his charges of fraud against McCurdy; but in a letter to the *Bicycling World* last week he very emphatically repeats his charges.

Photographs of Champion Rowe are finding a brisk sale in Boston.

The racing fever seems to have struck Essex County in dead earnest. Both the Lynn and Salem Clubs are preparing to lay down tracks for the coming season. At a meeting of the Salem Club held last week a committee was appointed with instructions to look the matter up immediately. The Lynn Club has secured a fine lot for its track on the corner of Western avenue and New Chatham street. The lot contains 12 acres, and is well sheltered from the wind by surrounding houses and hills.

BOSTON, JAN. 4 1886. C. S. H.

OUTING FOR JANUARY, 1886.

The January number of this pleasing magazine, is as usual, full of interesting matter. The leading article, "Thoughts on Archery," is a superbly illustrated historical paper upon this pastime, by Agnes Fraser Sandham. J.

R. W. Hitchcock gives a vigorous sketch of hunting and fishing adventure "In the San Francisco Forests." James F. Jerome contributes a readable account of the "Cruise of the *Philoon*," with humorous illustrations by Reed. The Stevens narrative, "Around the World on a Bicycle," is continued, with thrilling interest, taking the narrator through Bulgaria, Roumelia, and into Turkey. Interesting special papers are: "Snow-shoeing and Tobogganing in Saratoga," by Newell B. Woodworth; "Ice Skating in Canada," by J. Macdonald Oxley; "The Ladies' Tricycle Tour to Kettle Cove" by Minna Caroline Smith, and "A Pedestrian Tour in the Scottish Highlands," by Edward S. Farwell. Essays on "Our Theater," by Newell Dunbar, and "The Frosted Man," by J. T. Rothrock, and Poems by Harriet French Ford and others, with a capital short story by Anna Eichberg King, go to make up an exceedingly entertaining number. The *Outing* Club and Editorial Department are unusually full.

CHESTNUTS IV.

There was a good deal of hard road riding done in the old days of '82, and long distances were covered. It was not an unusual occurrence for a party to take a day off from business and cycle fifty miles or so, exploring the roads in the direction of Tarrytown or the Oranges. I have even known the president of the League to ride to Tarrytown in a day, but now a slight cloud is a welcome excuse and the smooth roads of the Park and Riverside alone know his towering machine. Night riding so often indulged in is now obsolete. In equal proportion afternoon runs have increased and I imagine the individual mileage will average as well. I used to like night riding, almost better than during the day time, but the number of new buildings being erected on the once deserted avenues have changed the character of the road bed altogether. To run across foundation stone is not agreeable and so the practice has fallen off, although the tricycles and tandems hold their own, the latter especially.

* * *

But I find I am wandering a trifle from strict history and have to return to March 1882, when the Ixion club was organized. 791 was then full, and they were relegated to the cellar. The ruling spirits were Frank A. Egan, Benj. Sanford, Frank Howard, who had won renown in the fifty-mile race at the American Institute that winter, and Capt. WILL R. Pitman. I put the latter's front name in capitals, although I believe it is William. Willie likes it spelt that way and as it is his—or rather his better half's—sweet will, I will resume my tale after chronicling the fact that he was in his prime A. D. 1865, when he won a velocipede race in Maine. Those who have seen him race since think B. C. would fit more aptly. Pit shone forth in all his glory at the New York League when he led the second division.

* * *

The Ixions had I think about ten men, but all were hard workers and Frank Egan could easily do the talking for the club. He could write well too, and pushed his club well to the front through *THE WHEEL*, his *Ovel* column being one of the best at that time. Elected first President, he held the office for three years, resigning in favor of Mr. Moses the present incumbent. Frank had also a very long head and introduced the franchise clause which places the management in the hands of the twenty-five members, the balance having no voice in the matter. Now that the mem-

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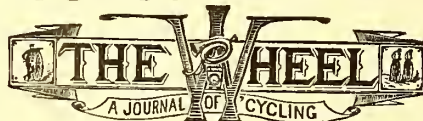
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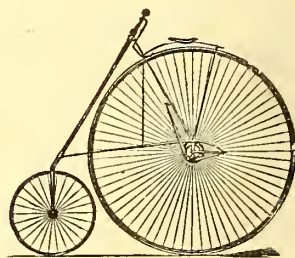
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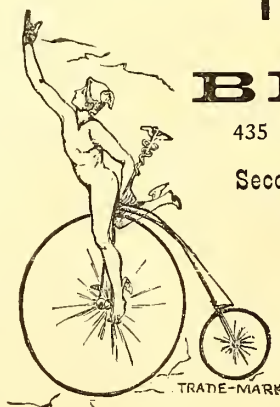
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THE WHEEL.

bers have reached fifty it is said that a strong effort will be made to have the embargo removed. While it may have seemed right at the time, so many younger members were in the ranks, I think it would be a more harmonious policy to give all an equal voice.

* * *

Egan's long headedness was not limited solely to his club. His mode of living was a puzzle to his best friends. I believe he had a small income from some source or other, which by judicious "investments" managed to yield him enough to gratify his wishes. He spent money liberally on the club, and when reduced to hard pan, is said to have slept all day to avoid eating and walked all night to avoid sleeping. He was a jolly companion, a good talker, and could tell more stories than the whole of the Albany Club put together. Frank has left Gotham and gone to Nashville Tenn., to live home, but I expect he will hunt me up with a shot-gun should he ever visit Gotham.

* * *

The club continued to gain steadily however and removed to 4 East 60th Street when old 791 was demolished, taking an active part in the burial ceremonies as many will doubtless remember. James Revell, who afterwards attained notoriety as a master of ceremonies to a grand ball, which never came off, was then in his prime and contributed the burial ode. Here they flourished and their membership list filled up rapidly, so that when the Citizens removed to their new house in the spring of '84, they leased their old quarters, and held many a pleasant entertainment, besides enjoying improved storage facilities.

* * *

The removal to their elegant quarters in west 59th Street is still fresh in the minds of your readers and needs no extended mention here. Enough to say the club is to-day on a firm foundation, ably officered and with a constituency of active, ambitious and pushing members. From the hard knocks received in the past it has emerged stronger, and may it live to a green old age is the sincere wish of the writer.

* * *

I believe it was in '82, that I switched off the Ixion Club but as it was an important event in New York cycling history it is deserving of the space. There is one important person that played quite a prominent part in those days and to omit James Revell would be to leave out Hamlet. His career was short but pronounced. I think he first came into prominence by his dexterity in manipulating the keg of beer that was opened at the auction sale of bicycles at Wm. M. Wright's establishment in 1880. He was an Englishman and identified with the St. George's club, but on landing in this country, took up the art of cycling for a livelihood and used to pick up the stray dollars by tagging after backbones and instructing novices. He attained some reputation as a rider in an attempt to wheel to Boston in three days, which was unsuccessful, owing to the weather. As he made New Haven the evening of the first day the performance was not without some merit. He was a writer of local fame, at one time being connected with the *Sunday Courier*. He at times graced the columns of *THE WHEEL*. Like most professionals in Gotham he came to grief, and became unpopular through the medium of the "Grand Ball of the Cyclers of New York under the management of James Revell," but as that is a good story it is worth a little more space than I can now take and I will defer the narrative until next week.

CHESTNUT.

THE BUFFALO HOME TRAINER TIME RECORD RACE.

In order to fill in the time that occasionally hangs heavy on the hands of the wheelman, to encourage practice at the club rooms that are fortunate enough to possess a "Home Trainer," Messrs. Bull and Bowen have decided to offer two medals for the best record for one mile on their celebrated machine, during the months of January, February and March. The only conditions being specified in the rules below. The number of trials are not limited and all scores will be published in *THE WHEEL* each week. Already we have received a number of letters of inquiry on the subject, and we shall doubtless chronicle many record breaking attempts, before the award is finally made. Blank forms for returns can be obtained of any of the prominent agents for the Home Trainer, of Messrs. Bull and Bowen or at *THE WHEEL* office. We have endeavored to make the rules simple and clear in all points, but cannot recognize any performance not made in accordance with the conditions.

RULES GOVERNING THE CONTEST.

1. The number of trials are unlimited; but must be made in the presence of one judge and two timekeepers, and upon a Buffalo Home Trainer, manufactured only by Bull and Bowen, Buffalo N. Y.
2. All starts must be made from a stand-still at the word "go."
3. The feet must remain on the pedals all through the mile trial, and the judge will determine whether this condition is observed.
4. It shall be the duty of the judge to see that the cyclometer registers evenly at the start, and that the full mile is completed. He shall give the word to commence pedalling after the customary warning, "are you ready?"
5. The timers of whom there shall be two in number, shall start their watches at the word "go" and stop them at the ringing of the bell, on the completion of the last quarter. In case of a difference, the average shall be accepted.
6. Contestants must at the completion of a trial, fill out the blank return sheet with the signatures of the timers and judge affixed, and file the same with the editor of *THE WHEEL*, Box 444, New York, without unreasonable delay. The score of each contestant will be published in *THE WHEEL* from week to week.
7. The spirit of the racing rules of the League of American Wheelmen, will be observed as far as practicable, in determining any question that may arise, that is not disposed of in the above rules.

ACCURATE TIMING.

SPRINGFIELD TIMING VS. ENGLISH TIMING—INFALLIBILITY OF ENGLISH TIMES EXPLODED—SOME DAMAGING COMPARISONS.

The recent discussion anent Springfield records, by the English wheel press, has called out numerous criticisms on English timing and led to an investigation of its methods and accuracy, with a tendency to show the looseness with which our English cousins transact their timing compared with the painstaking and competent timing done at the Springfield tournament. It is evident on the face of the returns, and the records of the most important English races, that the times are jumped at; they are not taken scientifically as here, but in a haphazard sort of a way that might characterize a school-boy's performance. In printing the table of English records in the present issue we do not believe the times as given are right. In fact we know they are not, but we accept them simply because the N. C. U. has accepted them, and it is only out of respect to that body, whose honesty of purpose we do not question, that we accept the records as endorsed by them.

We will not dispute the times on theory, as did our English wheel friends the Springfield records, for while we think it improbable that a mile on a wheel may be run in exactly two minutes, yet it is not impossible, and some day it may be accomplished; but the equal of our

English times can never, never be repeated. At the Springfield meeting the watches used were the finest split seconds that could be obtained, while on the other hand, the watches of our transatlantic competent (?) authorities must have been of the cheap Waterbury water order, or else the timers a very incompetent and unreliable set of men, who could hardly be trusted to give out the time of day.

The accuracy of Springfield times can be seen at a glance at the tables before mentioned. Then compare the English times; on every race or time taken there are FOUR chances of having a fraction of a second to ONE chance of it being even seconds, yet we find our English racing men (with the aid of British times only) capable of running nearly one hundred miles and every mile just on the second—an utterly impossible feat, and one which no competent authority would declare possible. Yet our English friends swallow the times whole, simply because "it's English, you know," certainly not for their accuracy. Let us look at the tables and see how they are timed. On the amateur bicycle we find them very well done up to and including fifty miles, but beyond fifty miles we find it possible to run one hundred miles, each on the even second except three, or ninety-seven out of a possible one hundred chances of making the even second as against four hundred chances of getting a fractional part of a second. The professional bicycle records show that from ten miles to one hundred can be run on the even second, and the Safety from one to twenty miles without getting a fractional part of a second. As it this were not enough to throw out the records we would cite the professional times as a fair sample of British inconsistency. The professional record for fifty-eight miles is 3h. 20m. 8s.; for sixty miles, 3h. 54m. 59s.; sixty-two miles, 3h. 34m. 18s. We pause, and doubt whether we had better proceed, for we can show numerous cases like the above, but as we have conclusively shown that the times are positively wrong, although it may be only the fractional part of a second, yet the fact of their not being absolutely correct must stamp them as wrong, and furnish conclusive proof that English timing is not up to the standard of excellence required by the L. A. W. before it accepts a record, and that our transatlantic editors are capable of straining at a gnat and still are able to swallow a camel, provided, however, that the aforesaid gnat is an American and the camel English.—*S. H. Gazette*.

ECK VS. WOODSIDE.

The twenty-six hour bicycle race between Messrs. Tom W. Eck and William Woodside started on Tuesday evening, December 29th, at the Washington Rink Minneapolis, Minn. The men were quartered in separate rooms prior to the start. Eck was rather the favorite with the sporting men as this is his favorite distance, although it was generally thought that Woodside had the pluck to stand the long strain.

Both the men appeared upon the track in fine condition. Woodside was attired in blue trunks and a green, knitted, tight-fitting shirt with a broad band of yellow extending over one shoulder and under the other arm. He wore red socks. Eck wore blue knee-pants, slate-colored socks and a black and yellow striped jacket. Both wore black caps.

Eck was disappointed in not receiving his Rudge racer from St. Louis, and appeared on the track with a 53-inch Columbia light roadster weighing 36 pounds, while Woodside started on a 58-inch Rudge, weighing 23 1/4 pounds.

It was not until 8.15 o'clock that the contestants appeared on the track ready to start,

and to prevent any trouble which might arise in computing the time, all the watches were set back to 8 o'clock, and from that time the record was made up.

E. A. Savage started Woodside, while E. J. Hale did like duty for Eck. The latter took the lead, with Woodside a few feet in his rear. Before riding a mile Woody changed his Rudge racer for a 57-inch Columbia, having broken his saddle. Eck had gained two laps on the delay but Woodside soon made up one, and secured a position right behind Eck's little wheel.

The order of the procession continued unchanged till the 16th mile when Woodside again stopped to change his Columbia for the Rudge racer. When he resumed work Eck had a lead of four and one-half laps. Woodside passed Eck at the beginning of the latter's 19th mile, but Eck repassed at 25 miles and made a terrific pace for Woodside, who was on his wheel. At 35 miles, just two hours after the start, both men made a spurt, and laps were made in the fast time of twenty-three seconds.

At 1.30 a. m. Wednesday morning, Woodside had covered seventy-five miles, his time from the start being 4h. 59m. 35s.; while Eck had made fifty-one miles in 3h. 49s. making a new American professional record. He then stopped and ate a hearty supper of stewed chicken and drank a large quantity of milk. He was shortly after attacked with a severe headache and nose bleeding. The latter continued at intervals during the night and when Cardiff, his trainer, arrived at the rink Wednesday morning, he found him in very poor condition. He administered proper remedies, and by degrees got him in shape.

Woodside who was but a few minutes behind Eck at this point, saw and grasped the golden opportunity, and revised the record table from 52 to 66 miles, inclusive, putting a set of good records to his credit. Here Woodside was three minutes and some seconds ahead of the record, but he stopped for a few minutes to take a much-needed rest, then intending to put the century record in the shade. His trainer, however, made a grave error in failing to call him, and thus the opportunity escaped. Woodside still held the lead, as Eck did not appear until late in the day.

Wednesday afternoon the race was more of a procession than race, as the same relative positions were occupied by the two throughout the day. Eck was eight miles in the rear.

Of the two Eck appeared to be in the best condition, Woodside feeling very tired and exhausted. Eck made several laps in twenty-three seconds, while Woodside made his 200th mile in 3m. 8s. From this point on, Woodside continued to gain steadily spending much more time on the track than Eck. At 235 miles Woodside saw that Josh Young's record for 26 hours, of 257 miles, lay within his grasp, and took it easy until the finish. At 262 miles when but about half-an-hour of the twenty-six remained, both he and Eck dashed into their work with a vim, with some of the pluckiest spurting ever seen. As they passed and repassed the crowd present jumped to the rails around the track with excitement. Many cheered themselves hoarse and the members of the fair sex present waved their handkerchiefs.

Eck gained a lap on Woodside, the latter doing likewise a few minutes later. As the riders neared the finish of the race, the band struck up Woodside's favorite riding music, "The Wearing of the Green" which seemed to inspire the Irish boy, for he put greater force on the pedals, and sent his machine flying around the track for a few laps at wonderful speed. Eck stopped at the 223d mile, just one minute this side of the 26 hours. Woodside, however, rode out the time, and as the bell

struck, had covered 266½ miles. The following times were all made by Woodside, except the 51-mile, by Eck, and are the

BEST ON RECORD.					
	H.	M.	S.		H. M. S.
51 miles	3	0	49	59 miles	3 35 41
52 miles	3	6	54	60 miles	3 39 43
53 miles	3	11	59	61 miles	3 43 53
54 miles	3	15	16	62 miles	3 48 5
55 miles	3	19	27	63 miles	3 52 20
56 miles	3	23	23	64 miles	3 56 25
57 miles	3	27	18	65 miles	4 12 . .
58 miles	3	31	21	66 miles	4 20 22

These records compare very favorably indeed with the American Amateur track records, of F. F. Ives, beating them by several minutes from 51 to 64 miles, inclusive.

The officials of the race were: Scorers, E. J. Hale, E. A. Savage, B. W. Harmon and Charles Le Graves in turn; Judge for Woodside, E. A. Taylor; for Eck, S. F. Heath; Timers, E. A. Savage, Jas. Alger.

CYCLING LITERATURE.

Karl Kron's latest circular (5,000 copies printed Nov 12, as "a last call for dollar subscriptions") devotes all its available margin to a free advertisement of the other American books on cycling "in the hope that the publishers thereof will do as much for his. We so far adopt his method of the matter as to reprint list of titles and prices of the publications in the belief that the facts will be of interest to our readers.

"In and Around Cape May," wheelman's guide (Aug., 1885, pp. 100, eleven engravings, cloth bound, about 30,000 words); mailed on receipt of postal-note for 75c., by the author, John S. Webber, Jr., Gloucester, Mass. "Rhymes of the Road and River," by Chris. Wheeler (Nov., 1885, pp. 154, cloth, price \$2); Philadelphia: G. Stanley Hart & Co., 321 Chestnut st. "Road-Book of Penn. and N. J." (June, 1885, routes of 8,000 m. tabulated); sent for \$1 by E. M. Aaron, P. O. Box 916, Philadelphia. "Canadian Wheelmen's Ass'n Guide" (April, 1884, pp. 128, 2nd ed. ready in May, '86); sent for 50c. by H. B. Donly, Simcoe, Ont. "Lyra Bicyclia; Sixty Poets on the Wheel" (2nd ed. March, 1885, pp. 160, cloth); mailed on receipt of postal-note for 85c., by the author, J. G. Dalton, 87 Boylston st., Boston, Mass. "Wheel Songs," poems of bicycling, by S. Conant Foster (July, 1884, pp. 80, nearly 50 illustrations, cloth, price \$1.75); N. Y.: White, Stokes & Allen, 182 Fifth Av. Hotel. "A Canterbury Pilgrimage," ridden, written and illustrated by Joseph and Elizabeth Robins Pennell (Aug., 1885, square 8vo paper, 50c.); N. Y.: C. Scribner's Sons, 743 Broadway. "First Annual Hand-Book, 1884-5, of the Mass. Div. of L. A. W." by E. K. Hill (June, 1884, 21 routes, 36 pp.); sent for 25c. by H. E. Ducker, Springfield, Mass. "The Cyclist's Road-Book of Boston and Vicinity" (April 11, 1885, 41 routes, 24 pp.); sent for 15c. by the compiler, A. L. Atkins, 17 West Walnut Park, Boston, Mass. "The Wheelman's Hand-Book of Essex County" (Apr., 1884, 48 pp.) sent for 20c. by the compiler, Geo. Chinn, Marblehead, Mass. "Road Book of Western New York" (June, 1885, 44 routes of 1,200 m. tabulated 2nd ed. ready in May, '86) sent for 2c. by Bull and Bowen, Buffalo, N. Y. "The American Bicyclist" (1879, 2nd ed., 1880, pp. 226, cloth, price 60c) by Charles E. Pratt, Boston, Mass. "Ten Thousand Miles on a Bicycle" (600 pp. of 400,000 words, cloth and gilt, 3,500 subscribers names in appendix, to be published early in '86); mailed on receipt of money order for \$1.50 by the author and publisher, Karl Kron, at the University Building, Washington Square, N. Y. City. "Around the World on a Bicycle", by Thomas Stevens, republication in 1887 of the illustrated articles printed each month by *Outing*.

Prof. Stone, who is, we believe, father of the deceased Cola, will shortly open a riding school at the St. Louis Star Rink.

W. F. Knapp, the ex-Cleveland flier, is making things fly in Denver. He has drawn out the racing material in the boys, and some high times are had.

The recent N. C. U. championships held in London on the Crystal Palace track netted eighty dollars; while the Newcastle races cleared over five hundred dollars.

Maltby says that he will be glad to cover any money put up by Hutchinson for the fancy riding championship of America. The fact that Dan Canary is in England seems to have been the cause of the challenge first appearing.

A full report of Eck and Woodside's 26-hour's bicycle race at Minneapolis, will be found in another column. We learn upon good authority that the curb was a raised one, although we have no definite information to that effect. The records, will, of course, have to be fully proven before they are accepted. Washington Rink, the scene of this contest, is the same in which Woodside made his doubtful 50-mile record.

From the voracity with which our English brethren have seized everything relating, pro or con, to the Springfield records, that will stand, you know, we have been greatly surprised at their failing to "catch on" to the difference in the times as reported by the 'cycling papers. For instance, the *WHEEL* and *Bi World* report Wood's 3-4 mile record as 1.52 2-5, while the *S. W. Gazette* persists in incorrectly crediting him with the even 1.52.

A two mile bicycle race for the amateur championship of Santa Clara County, and twenty-five dollars, took place at the San Jose, Cal., rink, recently. The contestants were W. H. Wood and R. C. Bailey, both riding 58 inch machines. On the third lap, the tire of Bailey's machine loosened, and the experienced judges ordered the race run over. The men kept close together on the second attempt, until the last lap, when Wood broke one of his pedals. The race was decided a dead heat, while the time was 8.32.

The second of the weekly series of races held by the St. Louis Ramblers B. C. were run on December 26th, at the Globe Rink. There were seven entries for the two-mile handicap, which was the event of the evening. The men were handicapped as follows: Percy Stone, scratch; Morris, winner over Whittaker in last week's three mile handicap, three quarters of a lap; Harry Gordon and H. Oellien, one and one-half laps; G. E. Hilderbrand, two laps; E. N. Sanders, two and three-quarter laps. The two latter novices came to grief early in the race, by means of being way in the rear, and were practically out of the race, while Oellien slipped a pedal and took a back-seat. The race was thus one virtually between Stone, Morris and Gordon. Stone set out at a rattling pace in an endeavor to take the "lead" but he was successful only in passing Morris, being compelled to play second fiddle to Gordon, who finished first, Stone but a short distance in his rear, with Morris, who had taken a flopper sixty feet from the finish, third. Gordon's time was 5.33, truly marvellous for a boy of seventeen, and in a rink. We have a vague idea that either the track was not properly surveyed or the timing was incorrect. Truly, it is marvellous that in St. Louis, as in no other city, a veritable beginner, whose name north-erners have never heard, will do two miles with ease from the lap-and-a-quarter mark, in 5.33.

At these races Messrs. R. C. Gordon and C. F. A. Beckers held the chronometers. Fancy riding by E. C. Klipstein and Hal Greenwood, varied the sport, the latter's being especially meritorious. He rides over tilting boards, up flights of stairs that defy even the boy from Springfield, Nash, and rolls beer kegs all around the floor,—empty ones needless to add, as kegs containing anything in the liquid line would not long remain in that condition in the presence of a St. Louis man.

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NOTHING so good for a Holiday Present as a BICYCLE. Get the best because they are the cheapest in the end. These are as follows:

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THE KANGAROO.	Faster than a bicycle, safer than a tricycle.	-	-	-	Price, all sizes, \$130.00
HECLA SPECIAL.	-	-	-	-	
		44-inch,	46-inch,	48-inch,	50-inch,
		\$45.00	\$50.00	\$55.00	\$60.00
HECLA YOUTHS.'	-	-	-	-	28 to 42-inch, \$12.50 to \$35.00
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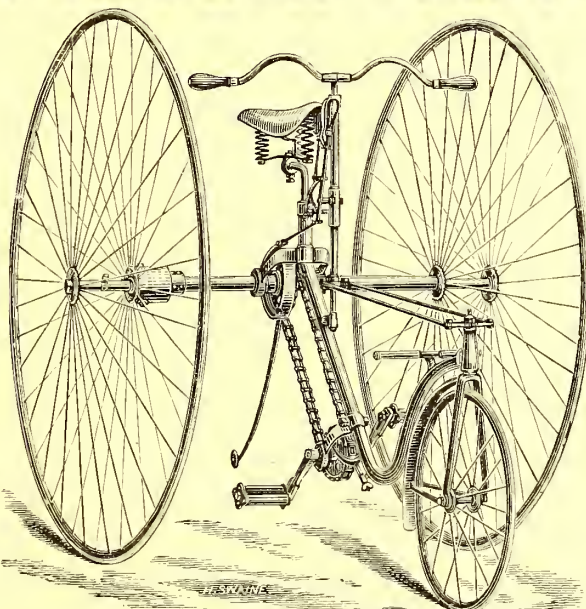
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WORLD'S RECORD,	-	-	-	-	1-4 Mile,	-	-	-	WM. A. ROWE,	.35 1-5
WORLD'S RECORD,	-	-	-	-	1-2 Mile,	-	-	-	WM. A. ROWE,	1.12 4-5
WORLD'S RECORD (Amateur),	-	-	-	-	3-4 Mile,	-	-	-	WM. A. ROWE,	1.55 1-5
WORLD'S RECORD (Amateur),	-	-	-	-	1 Mile,	-	-	-	WM. A. 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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