

VOL. IX.—No. 6]

NEW YORK, NOVEMBER 6, 1885.

[WHOLE NUMBER, 214.

Single Copies, - - - - -	5 Cents.
Subscription Price, - - - -	One Dollar A Year.
Clubs of Six, - - - - -	Five Dollars.
European Subscription - - - -	5 Shillings.
COMBINATION OFFERS.	
Bicycling World and THE WHEEL,	\$2.00 a year.
Outing and THE WHEEL, - - -	\$3.00 a year.

Published every Friday morning by
THE 'CYCLING PUBLISHING COMPANY.

Box 444, 12 Vesey Street, N.Y.
and entered at the Post Office at second class rates.

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 1886 meet of the Iowa Division will be held at Des Moines.

Mlle. Armaindo and T.W. Eck are traveling through Missouri in company.

A Rhode Island Division L. A. W., is one of the probabilities of the near future.

A. P. Engleheart the premier safety-rider, has won 26 out of 30 races entered this year.

A movement is on foot among Detroit wheelmen, to build a quarter mile bicycle track next year.

The Detroit B. C. will offer prizes to the members making the best road records during 1886.

The Foreign trade is booming. A Chicago firm recently shipped one of their machines to Jerusalem.

N. H. Van Sicklen has twice won the Pope Cup, and one more win will make it his property.

The *Cyclist and Athlete* suspended publication last week. The old story of the survival of the fittest.

It is stated that S. G. Whittaker will shortly attempt the hundred mile track record. He thinks he can down it.

W. P. Cramer, of Albia, Iowa, recently rode from McCook, Neb., to Denver, Col., a distance of 256 miles, in two and one-half days, on a 56 inch Columbia.

The "Demon Drill" Team of the Kings County Wheelmen, edified the audience present at the opening night of the Palace Rink, Brooklyn, with one of their inimitable drills.

The Keystone's, of Pittsburgh, Pa., now number twenty-eight members. The club will shortly hold its annual banquet at Keating's, somewhere on the other side of the Perryville plank road.

Two members of the Pennsylvania B. C. recently rode from Philadelphia to Reading and return, distance 124 miles, in 21 hours, over bad roads. Though a meritorious performance, we fail to see where the "fun" comes in.

Messrs. A. W. Aves, and John Hanley, of Detroit, recently started out with the intention of riding 100 miles within daylight. They rode to within a short distance of Dealtown, Canada, and return, the cyclometers registering 104 miles.

On October 7th, Mr. T. R. Marriott was presented with a gold medal by his friends, in honor of his plucky record-breaking ride from Land's End to John O'Groats. A party, including many notable riders witnessed the presentation, and afterwards partook of an informal supper.

The Manchester, N. H., B. C., held its annual hill climbing contest on October 16th. The *venue* was at Lowell street hill, one-quarter mile long and quite steep. Captain Sheriff made the quickest time, one minute; J. A. Pearsons, 1.25; W. H. Upham, 1.26. There were six contestants. A. S. Campbell officiated as Referee.

R. H. English has spoken on the Springfield records, through the English press, assuring the unbelievers that all the records were *bona fide*, and attributes them to the track and atmosphere. If there was a shadow of doubt regarding the times in Bob's mind, surely he would not credit Webber with beating so many of his own records.

Mr. Sam. T. Clark, of Baltimore, the president of the Maryland Bicycle Club, sailed yesterday for England, on the *Germanic*. Mr. Clark is one of America's pioneer riders, and has long been identified with the cycling interests of this country. He expects to investigate the English market very thoroughly and will bring home a number of surprises for next season.

The Indiana Division has made a move in the right direction. Chief Consul Wainwright has appointed a Touring Board, consisting of, A. B. Irvin, (chairman), Rushville, and Josh Zimmerman, Indianapolis, who shall have full charge of touring in the State, and shall make a survey of some desirable route each year, over which, when expedient, they shall conduct a division tour.

Mr. Henry C. Blair, of the Philadelphia B. C. was welcomed home by his club on October 22d, after a year's European outing, in search of health. Mr. Blair is one of Philadelphia's pioneer wheelmen, and was the President of the P. B. C. prior to his departure. He was given a fitting welcome, the club holding a moonlight run to Wayne, a distance of 11 miles, where supper was served, and return, in his honor.

J. F. Rall, a member of the Iowa Transportation Committee, appointed by Mr. Ayers, has secured free transportation for wheels over the following railways in that State: Des Moines and Fort Dodge R. R.; St. Louis, Des Moines and Northern R. R.; Central Iowa R'y; Minneapolis and St. Louis R'y; Burlington, Cedar Rapids and Northern R'y; Wisconsin, Iowa and Nebraska R'y; and Chicago, Iowa, and Dakota R'y. Mr. Rall is to be praised for the diligence he has displayed.

There were four cycle exhibits at the "Franklin Institute Novelties Fair," that closed on October 31st. The "Crescent" bicycle was shown by L. S. Perkins, its patentee. It is after the pattern of the Star, but is described as heavy, rough and uncouth looking. Uglands motor for Star bicycles and tricycles, fitting any size machine, as an innovation received much attention. The invention is apparently a good one, though we have never seen it tested. The H. B. Smith Machine Co. had an interesting exhibit of six Star bicycles, together with a miscellaneous line of sundries, of their own manufacture. H. B. Hart showed a lot of sundries, and the various machines for which he is agent. This fair is a marked contrast, in a cycling line to that which closed on October 14th, when Geo. D. Gideon was the sole exhibitor.

When cyclists, in the course of a year or two, have discovered how very superior the roads are in France, Switzerland and Italy to those of England; and how easy and jolly a thing it is to ride abroad visiting cities as old as Verona and as beautiful as Venice, there will arise a need for a new kind of Bradshaw which will give in a very small bulk the routes from London to all the principal cities of Europe, with what the English Bradshaw does not give added—namely, the name of some inn or hotel at each place passed, and the prices, just as Baedeker does in his handbooks. The cyclist will have many advantages over the ordinary traveler, because he carries less luggage, and can visit places—a waterfall, a ruined castle or abbey, a quiet lake, a gem of blue set in the Alps—without the bother and expense attendant upon the ordinary methods created by the present system of "going abroad." At present, even cyclists are too little aware of how much may be done, and at how small cost in a fortnight's holiday, when they bring to their aid in running about a bi-

cycle or tricycle. Of course the bicyclist can run the faster, but he is at this disadvantage—he cannot carry as much luggage with him as is actually necessary for a run on the continent, while the tricyclist, on his machine, may carry enough for all his wants—of course those wants being of a modest character. Perhaps at no distant time the bicyclist will only need to carry a tooth brush and a comb about with him—all other necessities being supplied by the hotel keeper, on the same principle adopted by Captain Marryat. In the new “Cyclists’ Bradshaw” how curious it will read, “To Venice from Chiasso, by Como, Milan, Brescia, Teschiera, Verona, and Padua, seven days, probable cost, £3.”—London *Standard*.

HUB HAPPENINGS.

MUNGER FAILS TO MAKE A 24-HOUR RECORD
BUT WILL TRY AGAIN—A SUPPER TO PAPA
WESTON—NOTES AND GOSSIP.

A week of usual liveliness has been succeeded by one of like quietness. With McCurdy's 24-hour ride, ceased the oft-occurring headline in our daily papers of “Another Bicycle Record Broken.” Munger's attempt at the 24-hour record was a failure, not from any lack of ability on his part, but from an unfortunate accident by which he sprained his ankle. He started last Tuesday evening just before McCurdy completed his grand performance, and felt confident of doing something even better, but, unfortunately on his first fifty mile circuit he slipped his pedal, which, when it came up cramped the foot in such a way as to badly strain his ankle. He rode on, however, and at 2 o'clock had rolled up some 214 miles, with still three hours to spare. His ankle then pained him greatly, and his friends persuaded him to give up and return to the hotel, and not run the risk of seriously injuring his leg. When he finished he could easily have continued on and beaten Ives and Rhodes' record, but it would have been impossible to touch McCurdy's record. In my opinion McCurdy will hold the record until next week, although Munger says that he is confident of capturing it in another attempt he intends making this week. He has carefully nursed his ankle since the accident and hopes to be all right in a day or two. He would have tried the feat to-day, but the bad weather has made the roads unridable. Wednesday will probably be as soon as they are again fit to speed over.

Rhodes says that he is “not satisfied,” and I infer that he intends having another try for the record. He wants to wait for the next moon, but if he waits until then he had better wait until next spring for the cold will make of him a solid icicle, before he has traversed many miles after the sun has hid itself. It is even now very cold after dark, as I learned to my cost while returning from a run yesterday to Lynn. I don't know when I was so cold before, and to day I have a bad case of the snuffles. During this season of the year, a rider's hands suffer most, and any one who intends doing much more wheeling this year, should provide himself with as warm a pair of gloves obtainable. Arrayed in proper clothing, however, wheeling is delightful during the month of November, and no one should think of putting his wheel away in vaseline for many weeks yet.

If the roads will permit, McCurdy will on Thursday try what he can do in the way of smashing the present 50 and 100 miles records. Since Webers time cannot be allowed, it will not be a difficult matter to reduce the 100-mile record. A twenty-five mile course is to be laid out somewhere about the Newtons.

Of course good roads will be chosen, and McCurdy is just the boy to make a Columbia fly, so look out for some surprisingly fast records.

The New York *Clipper* announces that it will not allow cycling records made against time to displace those made in competition. The *Clipper* ever was presumptuous in claiming a right to dictate how cycling affairs should be managed, but never received much attention from anybody. If the *Clipper* wishes to have its opinion considered by cyclists it should make some attempt at furnishing news, and take some apparent interest in the sport. Some weeks ago I interviewed about every prominent wheelman in Boston about this proposed classification of records. I could find but two who favored it, and they could give no good reasons for making the change. The *Clipper* or any other sporting paper has never refused to accept records made against time, in horse records or athletic contests of all kinds save cycling, regarding which the average sporting paper has so often shown itself to be wholly ignorant. A record is the best that can be done, and it is absurd to say that it cannot be accepted when made under unusually favorable circumstances.

There was an exceedingly pleasant occasion at the Boston Club last Saturday evening when a complimentary chop supper was tendered Frank Weston, popularly known as “Papa Weston.” The tables were spread the length of the two parlors, around which were seated about 40 gentlemen. Many more would have liked to have attended had there been room. Mr. Tombs presided and the affair was a very jolly one, especially after the solids had been disposed of. The supper was given to celebrate the return to health and club membership of Mr. Weston, who it will be remembered was a few months ago dangerously ill for many weeks. When Mr. Weston was called on for a speech the members were really boisterous in the manner of their enthusiasm. They recklessly pounded on the table till the cups and glasses danced about most alarmingly, and it is a miracle that the table itself which was of rather treacherous formation, did not collapse upon the parlor carpet. It was certainly difficult to fittingly respond to such a royal welcome, but the Papa did nobly. President Hodges was called upon next and responded in his usual happy vein. Mr. Tombs was made to say something, and he availed himself of the opportunity to solicit members for the chop club. Mr. Thayer was even more than ordinarily funny, and his sallies though sometimes rather sharp, were taken in the spirit they were given, and everybody was happy. Papa Weston spoke briefly, and so did Mr. Lambert, who was introduced as the only Boston club man who has this season won a race. Messrs. Butler, Turner, Edmunds, Wakefield and others responded briefly to various toasts.

Secretary Pratt, of the Mass. Club is compiling a road record book which cannot fail to prove of benefit to the club members. It is proposed to have the book contain a correct description, not only of all the roads about the city, but throughout New England, as far as possible. To accomplish this, each member is requested to report to Mr. Pratt a description of the roads he is acquainted with, and also of the tours he has made.

Dr. W. G. Kendall, who was so successful in promoting the Corey Hill climbing contest, has been repeatedly asked to get up a 100-mile road race before the close of the season. The race of the Boston club proved so unsatisfactory that it is claimed the riders are desirous of another trial against one another. It is now so very late in the season that it is doubtful if the Dr. will decide to give the race. It

is not improbable, however, that a road race of some kind will be given here about on Thanksgiving Day.

Jas. Gilligan has severed his connection with the Pope Mfg. Co.

Rowe has applied for membership in the Mass. Club. The rumor that he intends taking up his residence at Springfield is without foundation.

Woodside never made so many records until he mounted a Columbia. “Blood will tell you know, and there must be something in it.”

Williams, the colored rider, who has of late been smashing the tricycle records on a Quadrant was at Springfield last week, and did up a few records in private. He intends to try the 100-mile road record in a few days. His ride of 50 miles last week was done in 4 hours 27 minutes, instead of 5 hours 27 minutes, as incorrectly printed in these columns. There is no doubt but what everything about his ride was all right, but it was such an impromptu affair that it would hardly seem right to accept it for a record.

On Nov. 11, the Somerville Cycle Club will hold the first of a series of assemblies, to be given at Odd Fellows Hall, Cambridge, during the winter.

The Cambridge Club is out with neat cards for its third annual reception at Armory Hall, November 13. The previous affairs proved most pleasant.

The Mass. Club will give a dramatic performance on the last Saturday night in December.

There is said to be lots of undeveloped talent among the club members.

Mr. Stuart C. Miller of the Massachusetts Bicycle Club, winner of their recent tricycle road race, with his wife sailed for Europe from this city Saturday. A delegation of the club, consisting of President Henry W. Williams, Lieut. A. D. Peck, Jr., A. S. Parsons and others, saw the pair off and presented them with an elegant bouquet.

In the ladies' run to Bailey's at Natick, on Sunday, there were 11 bicycles, 7 tricycles and five tandems. On the tandems were Mr. and Mrs. Stall, Mr. H. M. Sabin and lady, Mr. Harry Wilson and lady, Mr. and Mrs. Gideon Haynes, Jr., and Messrs. Dean and Smith. The party made Bailey's in good time, and found some hundred wheelmen there waiting for dinner.

C. S. H.

Boston, November 2, 1885.

THE IXION'S ROAD RACE AND DINNER.

One of the important cycling events of the past week was the fourth annual road-race of the Ixion Bicycle Club from Yonkers to New York on Election day. The day broke clear, cold and windy, and a cutting blast from the north blew mournfully through our whiskers as we wended our way through the vast numbers of political mugwumps, that invariably invest the streets on Election day; the proprietors of the many political “band-boxes” found on every corner, were bellowing forth the merits of their respective candidates, and the chattering of their teeth made a most pleasant accompaniment. But few riders were out, and though these, as a rule, were encased in heavy clothing, they looked none too comfortable. At 11.30 A. M. a light drizzling rain fell, but let up in a few minutes, and the howling wind had undisputed possession for an hour, when the rain again commenced to fall, this time in large, frequent drops. The road between New York and

Yonkers was one vast pool of mud and water. The wind in a fit of playfulness would occasionally lift up a sheet of water, and with resistless force thoroughly drench any pedestrian, so unfortunate as to be passing at the time.

It was expected by some, that, owing to the inclement weather, the road-race would be postponed until a more propitious date; but such was not the case.

At precisely 12.15 p. m. the contestants were started from in front of the Peabody House, Yonkers, and five athletic forms bent over five brightly nicked wheels, and made the first mile at a rattling pace. They were: W. C. Herring, C. A. Thayer, Ed. S. Robinson, P. M. Harris and John Tripler, all members of the Ixion B. C. Harris was the favorite, or rather, was regarded as a sure winner, as he had captured all other club races in which he contested. The details and arrangements of the race had been kept in such stygian darkness, that but a few were on hand to witness the finish, at the junction of the Western Boulevard and 59th street. Among them we noticed Messrs. Frank A. Egan, Pres't Moses, B. G. Sanford, Will. R. Pitman, and we had almost forgotten to mention sixteen small boys. Garvey & Herring's well-known and popular "Bicycle Shop", served as a head-quarters for the spectators, prior to the appearance of the riders, and it proved a very acceptable shelter from the rain.

It was in the midst of a herculean debate on the respective racing qualities of the contestants, that a person outside excitedly announced their appearance. The debate was unanimously laid upon the table, and a simultaneous rush made for the door, then out into the pelting rain and across the street, where partial shelter was found under a porch of the Manhattan Skating Rink.

Two wheelmen were discerned in the distance and proved to be Harris and Robinson, the latter having a slight lead. It was wheel and wheel the rest of the distance. Harris spurted when about 100 yards from the finish, but Robinson manfully held his own, and won by half-a-wheel. His time, as taken by Messrs. Frank A. Egan and M. G. Peoli, who officiated as time-keepers, was 1h. 11m. 11s., excellent, considering the state of the road and weather which militated so severely against the riders.

Robinson rode strongly, and as the only man that has ever beaten Harris in a club contest, commands attention as a sterling road-rider.

Harris claims that he is entitled to the race and prize as (he says) Robinson had not entered for the contest properly. Of this, we have heard nothing further. From the appearance of his face, Harris had evidently spent a few seconds in close study of mother earth during his ride.

It was fully five minutes before another pair of riders appeared, and it was spent by two members, in a highly edifying manner to the spectators, in endeavoring to settle a bet. The wager was made Monday evening and stood "Harris vs. the field." Harris' backer claimed that Robinson had not been entered for the race, and Harris therefore won; while the other member thought as Robinson rode the race he belonged to the field, entered or not. Mr. Egan's opinion was asked on the case, and he supported the latter view. Five minutes elapsed before the next man was seen. He was C. A. Thayer, and John Tripler was only a short distance in his rear. The two would probably have finished in the order named, had not Thayer's large wheel come in contact with a small stone, throwing the rider. Thayer sat in the road for several minutes before his friends came forward and picked

him up, an old lady meanwhile having offered the use of her smelling bottle.

At 8 p. m. a select gathering of club members, and wheelmen generally, gathered at the Grand Union Hotel and partook of a bounteous feast.

The committee in charge of this latter part of the days enjoyment consisted of: Fred C. Ringer, Chairman; Will. R. Pitman; P. M. Harris and W. C. Herring.

The Ixion's fourth annual will long be remembered.

THE "KANGAROO" RACE.

100 MILES ROAD RECORD PULVERIZED.

Postponed events seldom turn out so successful as the original venture, but the oft-postponed "Kangaroo" contest proved the exception to that rule. After all arrangements had been made for Monday, 19th October, it was, owing to the sticky condition of the roads, put off till the next day (Tuesday), when the elements were very favorable, and at 7:35 a. m. by Larrette's watch the following were despatched from Holbeach, and ultimately finished in the order named, and made the times quoted:—

Name.	Club or Place.	Time for 100 Miles.		
		h.	m.	s.
1 E. Hale	Gainsboro'	6	39	5
2 D. Belding	St. Barth. Hp'tal.	6	52	25
3 E. Milthorpe	New'stle-on-Ty.	7	1	19
4 U. Fraser	Liverpool	7	6	25
5 D. Albone	Biggleswade	7	9	58
6 W. Travers	L.A.C.	7	18	58
7 E. Barmore	Coventry	7	19	6
8 O. G. Duncan	Berretta	7	30	58
9 — Smith	—	7	36	58
10 C. King	Salisbury	7	44	46
11 H. Buckingham	Brixton Ramble's	—	—	—

A tremendous pace was set up from the start, and the lead was held by several in turn. Buckingham was going well and feeling very confident, when his chain wheel shifted and he was thrown out of the race. King, when well in front, was delayed a long while by an accident. The appointed marshals failed miserably at Wisbech, and never took the trouble to be at their posts, consequently several riders went wrong, rode over the cobbles and lost a lot of ground. At the half-way—the 89th milestone—the men passed H. H. Griffin (*Bicycling News*) as follows:

H. M. S.			H. M. S.		
1 Travers	3 15 39	....	6 Fraser	3 26 50	
2 Albone	3 16 48	....	7 Duncan	3 33 1	
3 Milthorpe	3 16 49	....	8 Smith	3 36 19	
4 Belding	3 17 35	....	9 Barmore	3 37 18	
5 Hale	3 19 59	....	10 King		

Barmore having informed the timekeeper he was last, the watch-holder left, but when near Stukely was overtaken by King, who went wrong, a cross road, got lost and lost miles before getting right again. Owing to a fair being held at Hithcin, the men were turned outside the town, and the distance short of the original point—doubled—was added to the previously-arranged finishing place. Owing to the absolute accuracy of the measurement not being exactly verified, the performance cannot go down as a record until definitely proved. However, we feel certain it will be proved right. To make sure, Hale rode—and Larrette ran—some 600 yards further, where his time was 6 hrs. 42 min. 17 sec. As soon as possible the odd distances will be chained, so that there will be no doubt about the performance. In any case, Hale has at last proved himself the best [medium distance] road rider of the day, and simply pulverized the previous records, and fairly earned the magnificent £66 piano and gold medal. Belding's performance is also a very fine one, and qualified for the extra £10 10s. prize for beating seven hours. The finish took place half a mile outside the village of Girtford, near Sandy. C. J. Fox officiated as judge, C. H. Larrette and H. H. Griffin as timekeepers.—*Bi. News*.

TRICYCLE RECORDS BEATEN.

SPRINGFIELD, MASS., Nov. 4.—Geo. M. Hendee made a quarter mile at Hampden Park this afternoon on a tricycle in 42 seconds, and a half mile in 1.21 4-5, thus beating Cripps's record of 43 3-5 for the quarter and 1.25 for the half. Both these times are world's records.

TANDEM TRICYCLE RECORDS.

On Saturday October 31, Messrs. John C. Wetmore and D. B. Bonnett, of Elizabeth, N. J., established a 50 mile Tandem tricycle road record riding a "Humber." The course was from the corner of Fairmount avenue and the Boulevard, to a point two-and-a-half miles out, and return, a total of five miles. It was the original intention to try for the century record also, but the unfavorable wind caused them to stop at fifty miles.

At the end of the tenth circuit, fifty-one and one-quarter miles were found to have been covered. The times were:—

5 miles,	0 hours,	26 minutes.
10 "	0 "	51 "
15 "	1 "	13 "
20 "	1 "	39 "
25 "	2 "	7 "
30 "	2 "	32 "
35 "	2 "	59 "
40 "	3 "	27 "
45 "	4 "	10 "
50 "	4 "	41 "

Messrs. Bonnett and Wetmore take the records from twenty miles up. Geo. D. Gideon and A. G. Powell hold the records from one to twenty miles, having accomplished the latter distance in 1h. 25m.

RACING NOTES.

PHILADELPHIA.—Some eight hundred persons gathered at the Philadelphia Cricket grounds on October 17th, the occasion being the athletic games of the Chester A. C.

Three bicycle races were on the programme, and were well contested by local riders.

For the one mile bicycle, only R. A. Rice and Geo. C. De Lannoy turned out. The race was close from start to finish, De Lannoy having the lead till the fourth lap, when it was wrested from him by Rice, the latter winning by a short distance in 3.31 1-4. The prize was a gold badge.

The two-mile bicycle was the feature of the day, G. A. E. Kohler and B. G. Hancock contesting. For two laps the pair were even, each in turn taking the lead and then falling back, till at the sixth lap Kohler seemed to have secured a permanent lead. Hancock, however, slowly began to decrease the distance between them, but, as he was turning the curve he took a severe header, the wheel bounding into the grand stand among the audience and injuring a small boy on the head. Kohler, of course, after his opponent's misfortune won, in 7.31 1-4. During the interval in the races Prof. Geo. S. Hart gave an exhibition of fancy riding, performing some very difficult feats. The last event of the day was a one mile consolation bicycle and was won by George C. De Lannoy.

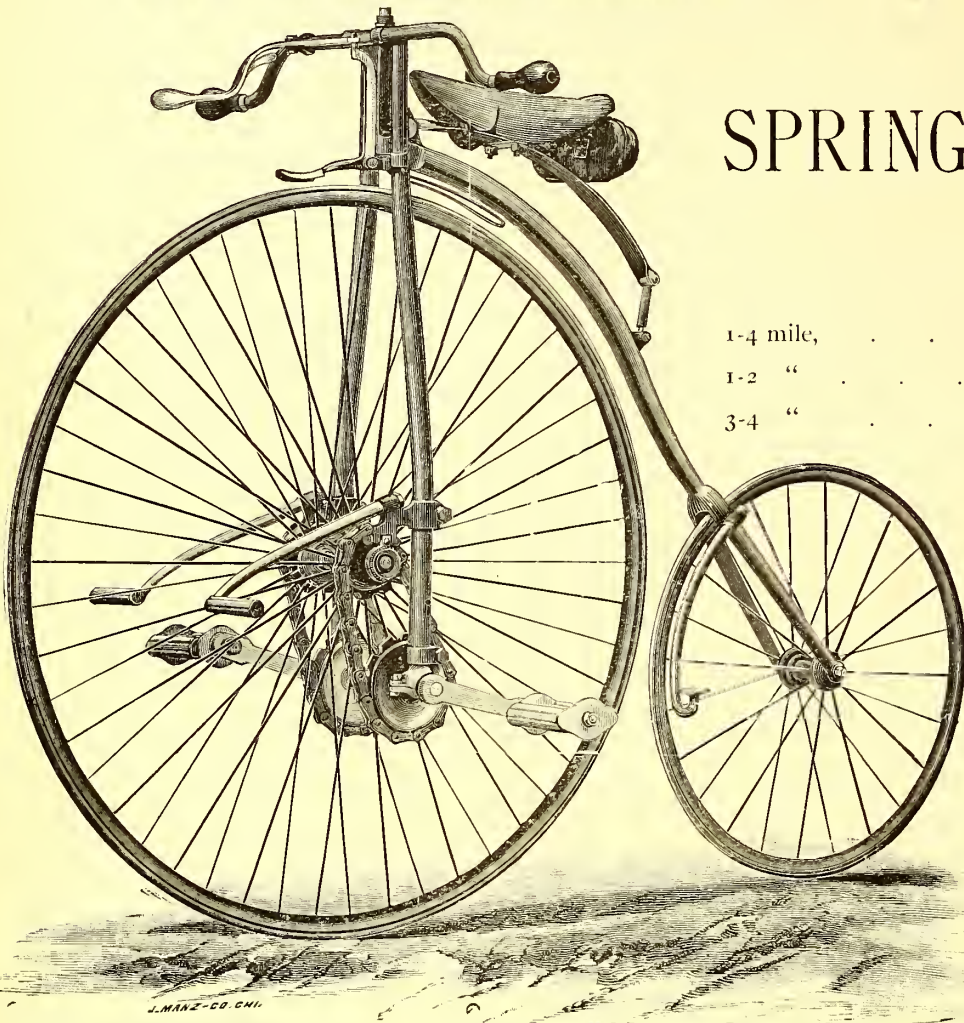
The bicycle races at North Adams, Mass, on the 23d inst. at the fair grounds were very successful as far as racing goes, but an utter failure financially. A strong wind was blowing across the track on the homestretch, rendering fast time impossible. The first event was a half-mile dash, with four starters. and was won by A. P. Dunn of Troy, N. Y. after a hot race in 1.38 2-5; A. L. Dewey second. The three miles county championship was contested by

"KANGAROO" RECORDS

—MADE AT—

SPRINGFIELD AND

HARTFORD.



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

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

A. G. Spalding & Bro.

241 Broadway, New York.

108 Madison St , Chicago, Ills.

Remember these are Amateur Records

 Before you buy a BICYCLE, send to H. B. HART, 811 Arch St., Philadelphia, for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.

Wheelman's Autograph Album MY 'CYCLING FRIENDS.

DESIGNED AND COMPILED

FOR COLLECTION OF AUTOGRAPHS

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

PRICE, ONE DOLLAR, POSTPAID.

WILL. C. MARVIN, Ovid, Michigan.
Sole Agent for the United States and Canadas.

Sportsmen's Wear.

Bicycle Suits

Made from Cassimere Corduroy, Flannel, and Jersey Cloth.

Catalogue and Samples

free to any address.

GEO. BARNARD & CO.,
181 Madison St., Chicago.

YOU CAN BUY A NEW BICYCLE

LIGHT ROADSTER, FULL ROADSTER OR RACER

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

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

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

BARGAINS EXTRAORDINARY

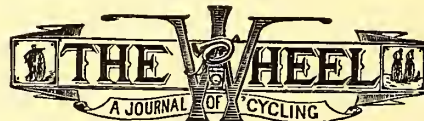
Send for descriptive price list and mention this paper.

S. T. CLARK & CO. - BALTIMORE, MD.

SUBSCRIBE TO

\$1 a Year.

LESS THAN TWO CENTS
PER WEEK.



\$1. a Year.

LESS THAN TWO CENTS
PER WEEK.

ACCURATE, COMPLETE, INSTRUCTIVE, AMUSING.
Sample Copies Free.

The American Star Bicycle.

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

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

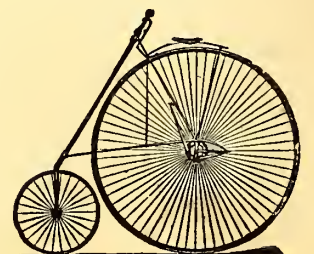
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

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

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



three starters, R. Dewey of Pittsfield winning, with C. P. Heath of Lee second. Time, 10.50 1-5. A. P. Dunn of Troy was the winner of the 220 yards dash out of five starters in 30 4-58 Edmans of Troy second. A. L. Dewey, one of the starters, took a severe header in the course of the race, wrecking his machine, but not injuring himself.

The one mile club championship had three starters and was captured by J. M. Darby in 3.26, Pierce second. In the mile County Championship six started, R. Dewey of Pittsfield winning, with C. D. Heath second. Time 3.22 1/2. The mile novice's brought out four contestants, and was taken by Homer Grant of Adams in 3.37, Barker second. R. Dewey won the three-miles in 11.26, with Heath second. The one mile team, club championship brought out Ashman, Sayles and Darby vs. Davenport, Johnson and Pierce, and was won by the latter team. The one mile consolation was won by Richmond in 3.55; Kilts second. The officials of the meeting were: Referee, H. S. Wollison, Pittsfield; Judges, Frank Reed, A. C. Barber and H. S. Wollison; timers, T. W. Richardson and D. T. Johnson, North Adams. Starter, Arthur Barber, North Adams.

At the Yale College Athletic games held at New Haven on October 24th, the two miles bicycle race was won by J. S. Kulp, '87, scratch; D. D. Bidwell, '86, 200 yards, second. Time, 7m. 22s. Kulp had made up the handicap at the end of the first mile, and won easily.

John Williams made an attempt on the two miles English tricycle record of 6.17 held by Sid. Lee, on the Crystal Palace track recently. His time was 6.34, failing by seventeen seconds. The American record is 6.03 4-5, made by Furnivall at Springfield.

At the recent Chicago races the judges all represented different makes of machines. An exchange suggests that at future meetings a "Star" man be one of their number, as many remarks were made by the audience on the Weber-Knapp decision as to the officials impartiality.

R. A. Neilson is "riled" at the shabby manner in which he has been treated by Prince, and challenges him or any other American professional for a race from one to twenty miles, for any sum under \$500 a side. Neilson is evidently in earnest, and we hope something will result.

The annual road race of the Brooklyn Bicycle club was run off Saturday, October 31st. The course was from Prospect Park to the Coney Island car course and return, over the Boulevard. Distance 11 miles. The day was windy and the road very heavy. The starters were L. W. Slocum, F. B. Hawkins, Elmer Skinner, Wm. Vail, and W. H. Meeteer. Slocum led from start to finish and landed an easy winner in 46m. 15s. Hawkins was second by about an eighth of a mile. Vail and Meeteer both took headers, spoiling their chances for places. The prizes were gold and silver medals, and a silver cup, the latter having to be won three times before it can be held permanently by the winner. The officials were Capt. H. R. Elliot, judge; Lieut. Howard Spelman, checker; A. B. Barkman, timer, and W. Adams, starter.

The races of the Kansas City, Mo., Bi. Club, were held on October 27, at the fair grounds. The racing was fair, though no fast time was made.

The mile novice's race was won by H. G. Stuart, 4.15. C. B. Ellis captured the mile Club-championship in 3.45.

H. G. Stuart, 1/4 mile start, was the winner of the mile handicap. Time 3.15. N. T. Haynes won the closing event, a half mile consolation in 1.41.

T. W. Eck will train in St. Louis, for an attempt on the tricycle records from five to twenty-five miles.

The Royal Rollicking Road Race, run on October 20, was won by John Kersch, Canal Dover, O. W. T. Beeson, second.

The Taunton (Mass.) B. C. held their bicycle races on October 29. The five-mile bicycle open, was won by J. M. Hardy, in 20m. 57s. George Williams captured the one-mile open in 3m. 45s.

One of the many ambitions of St. Louis riders, during the past three years has been to ride from St. Louis to Washington, Mo., and return, a distance of 120 miles inside of 24 hours. The road is described as simply agonizing. Hitherto it has been deemed an impossible feat; but on October 24, Messrs. Klipstein and Hildebrand commanded the admiration of all St. Louis by making the trip in twenty-one hours.

The Detroit, Mich. B. C. held a road race on October 27th. The course was from Windsor, Ont., to Tecumseh and return, a distance of eighteen miles. F. X. Spranger won in 1 hour 24 minutes; C. Kudnor, 1h. 25m. 30s.; A. F. Peck, 1h. 26m.

At the bicycle races held at Alliance, Ohio, on October 19th, the one-mile was won by F. A. Menches, Canton. The half mile by W. K. Pardee, Akron, and the quarter by W. A. Eyster, Canton.

At the fall meeting of the Harvard College A. A. the two-mile bicycle race was walked over by Dean '88, in 6m. 37s. It was Dean's intention to break the college record, of 6.17, but the unfavorable wind was a heavy handicap.

At the Athletic meeting, held under the auspices of the Boston Technology Institute, on October 31, the two-mile bicycle was won by W. J. Banes, '87 in 8m. 8s.; F. Brett, '87, second by 35 seconds.

A CLUB ROAD RECORD.

Editor of the Wheel:—In your issue of October 23rd, the following very flattering statement appears with reference to the club to which I have the honor to belong: "We doubt if a club record for road riding can be shown superior to that of the Elizabeth Wheelmen, with 20 members, during '85." In support of your assertion you make some extracts from the captain's record book for the month of September, and through an oversight allow the records to appear as the records for the nine months ending with September, and thus make an error which has no doubt caused a laugh from many of your readers. With your kind permission I will set you right. In the first place the active membership of the E. W. is 62 and not 20. It is the request of Captain Martin that each member hand in at the end of the month the number of miles he has made that month, together with the number of riding days and the longest days' ride. These records he puts in his club record book. The object of this is to increase and keep up the interest in road riding. Notwithstanding his repeated and urgent requests but comparatively few of the members take the trouble to keep and hand in their scores. His record is therefore necessarily fragmentary and incomplete. The records of those who report, however, are published each month in the local press as an incentive to the lazy ones to "go and do likewise." As you have made several complimentary statements with regard to the amount of road riding done by the E. W., I have taken pains to collect some figures from his books, not to boom the record of the E. W., for no doubt were the

figures known many clubs would surpass it, but simply to show the possible results a club captain may arrive at by keeping such a tally. The totals do not probably aggregate one half of the riding done were all the lazy ones to keep and hand in their scores. The records of those who have reported for the first nine months of 1885 are as follows:

	Number reporting.	Miles.	Average.	Largest report.
January	15	532	35	131
February	14	367	26	48
March	19	1272	67	170
April	25	2908	116	379
May	31	6164	198	428
June	23	5808	252	425
July	21	3819	181	441
August	23	3406	148	399
September	20	4689	213	400

The 191 monthly reports above, aggregate 28,965 miles. To further promote interest the club offers a badge for every member completing 1000 miles in a season, to which is added a bar for every additional 1000 miles made. Medals are also offered for century runs, the largest year's score, the best average per riding day, and the greatest number of club runs attended. The following members had from January 1st up to the close of September made 1000 miles and over:

	Miles.	Largest Monthly Record.
L. B. Bonnett,	2255	441
D. B. Bonnett,	2229	400
A. S. Roorbach,	1944	393
A. S. Brown,	1894	389
S. B. Bowman,	1448	400
T. H. Burnet,	1447	400
F. S. Miller,	1382	342
G. C. Brown,	1300	399
G. J. Martin,	1214	267
W. Leary,	1173	301
S. J. Berry, Jr.,	1155	400
J. C. Currie, Jr.,	1112	334
E. J. Runyon,	1044	311

From the above it will be seen that these thirteen men have made during the first nine months of 1885 a total of 19,597 miles, an average of 1,507 miles each. Mrs. D. B. Bonnett, one of the three lady members has a record of 648 miles for this year, up to the end of September.

Thanking you for the several compliments you have paid the E. W., which no doubt would prove to be undeserved were the records of other clubs known, I remain, fraternally,

JONAH.

MORE CLUB RECORDS.

In your issue of October 23, I read an article in regard to the distance traveled by the Elizabeth Wheelmen. I would like to give the record of our club. We have 25 wheelmen members, but of these only seven have cyclometers. These seven have ridden a total of 13,853 miles this season. We use Lakin's Cyclometer, which we believe to be as accurate as any. In town there are four or five other wheelmen that have cyclometers, and they have ridden over 5000 miles this season. I would like to see the records of some other clubs published, for we think that "we seven" have ridden about as far as any other club. Will send you full records at close of season.

Yours Resp'y,

R. L. Scott, Sec'y Westfield Wheelmen.

BEATING HIS OWN RECORD.

SPRINGFIELD, MASS., Nov. 5.—Rowe of Lynn made a quarter mile on a bicycle at Hampden Park this afternoon in 0.35 1-5, a second better than his and G. M. Hendee's previous record of 0.36 1-5.

WE GET THERE, TOO!

COREY HILL!

Even BOYS ride Corey Hill on Royal Mails.

IN the Hill-Climbing Contest of 24th October, Master W. M. HARADON, only 14 years old, rode his 48-inch ROYAL MAIL, with 5-inch crank, to the top of Corey Hill in 3 minutes 40 1-5 seconds, and was awarded Third Prize, there being but two old riders out of the eleven entered who made better time than Master Haradon. The fact of Master Haradon's age, and the wonderfully fast time made, show conclusively that there is "SOMETHING IN IT."

See these wheels at the offices of

CHAS. RENTON & CO., 229 Broadway, N. Y. City.

CHAS. SCHWALBACH, 132 Penn St., Brooklyn.

F. A. BROWN, 728 Chestnut St., Philadelphia.

WM. READ & SONS,

107 Washington Street,

Sole American Agents.

BOSTON.

T. HUNT STERRY,

IMPORTER AND DEALER IN

BICYCLES,

435 Flatbush Ave., BROOKLYN, N. Y.

Second Hand Bicycles Bought and Sold.

Bicycles sold on Commission.

Largest Stock of Second-hand Bicycles in the United States.
Repairing Done in all its Branches.

NICKELING, ENAMELING AND PAINTING.

Agent for all noted makes of Bicycles.

A full line of Sundries, all of our own manufacture on hand

Send Two-Cent stamp for list.



W. N. OLIVER.

FRED. JENKINS.

W. N. OLIVER & CO.,

SUCCESSORS TO



Bicycle Catalogues, Posters for Race Meetings, Programmes, and Every Variety of Club Printing.

12 VESEY STREET,

NEAR BROADWAY,

NEW YORK.

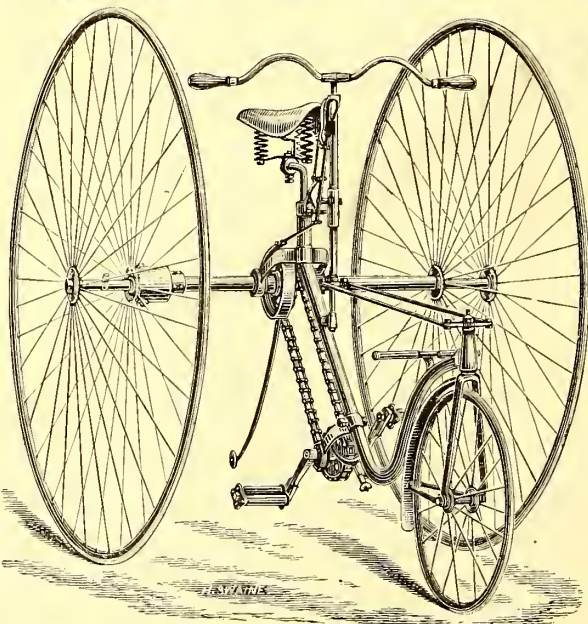
THE "RANELAGH CLUB."

NEW YORK
AGENT,

W.C. HERRING,

BROADWAY cor. 59th St.

Machines Sold on the Instalment
System.



NEW YORK
AGENT,

W.C. HERRING,

BROADWAY cor. 59th St.

Machines Sold on the Instalment
System.

PRICE, \$180.

SOME OF ITS ADVANTAGES ARE:

THE COMFORTABLE AND NATURAL POSITION OF THE ARMS.
OF BOTH ARMS AND LEGS.

THE RIDER IS IN THE BEST POSITION FOR EXERTING THE FULL POWER
THE ABSENCE OF VIBRATION TO ALL PARTS OF THE BODY. ITS GREAT SPEED.

This Machine is Unquestionably the Fastest Tricycle that has ever been built.

HEAD AMERICAN OFFICE

THE COVENTRY MACHINISTS' CO.,

239 COLUMBUS AVENUE,

BOSTON, MASS.

"BEJINGO AND BY GOSH."

I like to hear a fast man blow,
Like a spurter from the West,
Stand up and tell how they did go
And always beat the best.
Of fearful races they've gone thro'
Of things they did and didn't do.
Bejingo, we were at Springfield
And raced at Hartford too, by gosh.

I like the flush of honest pride,
I like to mark their cocky air,
I like the broad and swelling breast,
And polo cap set on a hair.
You talk to them of races still,
The answer through your soul will thrill,
Bejingo, we were at Springfield
And raced at Hartford too, by gosh.

And when they climb the golden stairs,
And meet the fast men who got thro',
And they begin to tell of how
They made the records all look blue,
The boys will simply wait awhile
Then answer with a pitying smile,
Bejingo, we were at Springfield
And raced at Hartford too, by gosh.

GEORGIUS.

WANTED—A TRACK.

Our late esteemed contemporary, the *Cyclist and Athlete*, advocates the construction of a "Springfield" track at Waverly, N. J., editorially countenancing the suggestion that if 1000 shares of \$2.00 each were issued, a capital of \$2000 would thus be realized, presuming of course that 1000 members of the New Jersey Division would take up the shares. However anxious we may be to get a record track nearer than Springfield to New York, we think such "bubble" suggestions as the above will do little in furtherance of such a project. Without pausing to observe that \$2000 would be but a drop in the bucket of money that would be expended in the construction a track of the size and elegance of the one at Hampden Park, we would ask our contemporary where it would get its 1000 subscribers in New Jersey. In the first place there are not 1000 members in Jersey, and when 99 per cent of existing cyclists refuse to pay a dollar per year for a live leading paper, like *THE WHEEL*, for instance, or stretch a point and say the *Cyclist and Athlete*, they will certainly never pay \$2.00 for the privilege of knowing that there is a first-class track at Waverly, N. J. When our contemporary selected Waverly as the site for a track, we were in doubt whether it was some wonderful town that had sprung up in a night, or whether the selectors were not interested in some real estate in the vicinity. But recollecting that editors never can, never shall own anything, we dismissed the latter solution, and dived into the records to find out what Waverly really was. Of course we expected to read in the guide-book something like this: a rapidly growing town of some 349 inhabitants on the Catchem and Killem R. R., eighteen miles from nowhere; noted for its mud, milk and mosquitoes; the principal income of the inhabitants is derived from an unstinted use of the pump-handle. But after a most laborious search we found nothing—purely and simply nothing. We have therefore concluded that we must have a track; that our section of the country can support but one track, and when it becomes a question of the vicinity of New York versus the vicinity of Waverly, we fear the latter must take an extremely obscure seat. We intend to hammer at this track subject all winter so that a species of climax may be produced in the Spring. The track must be near New York and should receive the combined support of

New York, Brooklyn and Jersey City first and foremost and such contributory help as would certainly be forthcoming from the scores of towns around a half hours' ride of Gotham. The most reasonable plan must be the formation of an Amateur Track Association, such as now controls the Chicago bicycle track. There are already a number of bicycle dealers in New York, and many people agree with them, that New York and Brooklyn will in a few years become more prominent as manufacturing centres, than is Boston to-day. It is obvious that the existence of such a track where Yorkers and Brooklynites could be made acquainted with the sport, would materially advance their interest, and it is from these people that the nucleus of a construction fund should come. We are also given to understand that there are a number of enthusiastic gentlemen of means, who would contribute liberally to any fund for the advancement of racing. In regard to the site, but little could be said at this early date, and a thorough over-hauling of the typography of all the land within a radius of five or ten miles of New York would be necessary in order to speak intelligently of this part of the plan. The Manhattan Polo grounds, 110th street and Fifth and Sixth avenues, Jerome Park and the Brooklyn Driving Park are the only sites that at present suggest themselves. But if every man would organize himself into a committee of one and keep his optics particularly wide open on his rides it will not be long before many proposed situations will be reported. It is not necessary that the land should be in the heart or even the immediate suburbs of New York, Brooklyn or Jersey City, for Hartford has taught us that people travel out into the country to witness fast racing. As soon as a particularly desirable plot of land is brought before the cycling world's notice, the cycling world will yearn after that plot with awful yearning, and from simply yearning they may come to a state of doing. So in conclusion, let us remind every individual that he is now a "committee on new track," and if the thing be entered into with the spirit of "we must and will have a track," we may assure ourselves that we shall have one next year. Chicago, Cleveland and St. Louis have succeeded and why not such a combination as New York and Brooklyn?

OUTING FOR NOVEMBER, 1885.

The November issue of *OUTING* is a particularly interesting number, the balance between general articles and contributions relating to the world of amateur sports being most carefully preserved. The leading article, by John Joline Ross, describes English Lawn-Tennis champions and notable players on the other side of the water. It is illustrated by admirable portraits of the Renshaw Brothers, R. H. Lawford, and R. D. Sears, the American Champion, and is one of the best Lawn-Tennis articles that has appeared. In "A Winter Cruise," John T. Wheelwright gives a delightful account of yachting experiences in the Gulf of Mexico, on a well-known Boston yacht, with frontispiece by Smedley, and other illustrations. Another yachting article by Alfred Varian, is entitled "Cat-Boat Cruising on Long Island Sound." The second instalment of Thomas Stevens' narrative of his journey around the world on a bicycle, "Germany, Austria, and Hungary," with capital illustrations by W. A. Rogers, appears in this issue, and is even more interesting than the previous paper. John Habberton talks about "Open-air Recreations for Women," and Charles M. Skinner draws some charming pen-pictures of the pleasures of "A Night-Walk in Town." General articles of more than passing interest are:

W. H. Gilder's "To the Pole on Sledges," with diagram illustrations; "The Truford Experiment," by an anonymous writer,—wherein the follies of village social clubs are dilated upon,—and there is a vivacious paper from the pen of Kate Field, entitled "The Human Race at the Derby." There is also a paper on the flora of Middlesex Fells, by C. E. Pease. Fiction finds a place in this number with "Katie Winterbud," by Maurice Thompson, and "The Midnight Riders of the Ku-Klux-Klan," by Thomas Kirwan. Dan O'Hara's camping papers are concluded with "Alia's Hour."

There are poems by Dora Read Goodale, Sylvester Baxter, and William H. Hayne, besides some pretty poetical contributions in "Amenities," from Frank Dempster Sherman and others.

The Outing Club and Editorial Departments, are particularly strong in this number, containing interesting matter relative to the Puritan-Genesta Races, the Springfield Race-meet, the triumphs in England, of Mr. L. E. Myers, the champion runner, and other topics. The Monthly Record of events in the fields of cycling, yachting, tennis, and general athletics, is full and complete, and this feature of the magazine alone is worth the price of subscription.

MINNESOTA'S THREE-QUARTER CENTURY.

Editor of the WHEEL:—The following account of the longest straight-away run yet taken in this State, may prove of interest to your numerous readers, especially to any who may have had the pleasure of touring over some of the so-called roads this newly settled country abounds in. October 25th was the appointed day, and 8 A.M. the time for starting, but as usual in such cases, 8:45 was nearer the actual hour we got away at. We started with eleven, and greatly plumed ourselves on so large an attendance, but light breakfasts and a rapid pace soon began to tell on the riders unaccustomed to long runs, and at Minnehaha Falls, 6 miles out, one rider turned back on account of a pedal out of order, and another seemed glad of the excuse of going back with him, to aid him in any further trouble. Roads were fine to the Falls, but from there to Fort Snelling, two miles further on, riding on the prairie or any place hard and smooth enough to bear a wheel, was in order. The view at Fort Snelling, especially from the bridge across the Mississippi River, is a beautiful one, and the whole place has a very picturesque look from below. From a hasty glance, the grounds and buildings appear to be very neatly kept, and the colored soldiers stationed there bear themselves in a very military manner. We scrambled down a steep and rocky hill that would put any "Corey Hill" to shame as a place for a hill-climbing contest, took the ferry over the Minnesota River, and were soon on our way again, and after wearily climbing one or two bluffs, found a very fair prairie road. Two of our party began to show signs of an inclination to linger behind, and at Westcott, a small station twelve miles out from Minneapolis, they decided to wait for the next uptrain. But more concerning them later on. It had been intended to meet some of the St. Paul boys, either at Fort Snelling or Rossmount, but we were behind time, and so saw nothing of them at the Fort. On we pushed, up hill and down, finding the roads generally quite rideable, and varying the monotony by drinking about a quart of milk apiece at one farmhouse, which we reached just as the inmates drove in from church. Rossmount, 22¼ miles out, was reached at about 12:45 P. M., but no St. Paul boys were seen. Here we learned that their

THE WHEEL.

number had dwindled down to two, and that about 45 minutes earlier they had ridden on to Farmington, seven miles in the opposite direction from Hastings, our proposed point. We decided in favor of Hastings as being the largest place, and more likely to have good hotels, and pushed on, with a very good road at starting. The day was warm and bright, and our way led through a well cultivated country with a rolling surface, and frequent farm-houses dotting the surface. It is by far the prettiest part of the State your correspondent has been in. The roads will not admit of unmitigated praise, but were mainly ridable. What few teams we met showed a decided fear of our wheels, and our Captain evinced so much willingness to lead refractory horses safely by, that that duty was delegated to him by a silent, but a unanimous vote. No ugly words or looks were encountered, though one old woman did tell us that we "ought to be ashamed of ourselves." About 3 P. M., the towers and battlements of the town of Hastings hove in sight, and our captain, nearly wild with hunger, went flying down a long steep hill, and over a bridge into the principal thoroughfare, where some minutes later we found him, the center of an admiring crowd, greedily devouring pears, dates, &c. We gradually collected our party, and on visiting both hotels, found that the dinner-hour was past. But there was still left a restaurant and we descended on it *en masse*. The ancient proprietor was disposed to be surly at first, but soon opened his heart, and we were discussing oysters, coffee, etc., with the appetite that only wheelmen know. Just as we had finished, the door slowly opened and in walked the two left behind at Westcott. You should have heard the howl that went up as they explained that there was no train from Westcott, and they had accordingly ridden on by a shorter and more sandy road, with the usual accompaniment of "headers," etc. They looked tired and thin, and we forebore to quiz them until they too were fed and rested. It was found that no train left Hastings till 5:20 the next morning, and as one of our number had once on a time ridden the road from Hastings to St. Paul and pronounced it good, we five of the original eleven, leaving four to wait for the morning train, took the ferry-boat for the east side of the river, with a large and sympathetic crowd to see us off. Let me say here that we met no other riders during the whole trip, and saw no wheels or riders in Hastings. The streets there are a good enough excuse for no riding, especially in the business centre. Evidently they had been paved with small round cobble stones, which gradually work up to the surface, leaving the road-bed in an indescribable condition. Even a horse and carriage would find difficulty in driving at any speed.

The road for a mile or two was good, then came a long climb up the bluffs, and when the top was reached, darkness began to settle slowly but surely down. None of us had any lamps, and it took a large amount of faith to ride, when we could ride at all. Our best men pushed on as fast as possible, yearning for the light of the moon, and the more cautious riders, among whom was yours truly, followed as fast as they dared. I can testify that night-riding in the dark, and on a strange, bad road is no fun. One can feel the cold sweat start out on his face, and the road seems to have vague and unknown depths and widths that no road ever possessed in daylight. "Headers" were numerous, but the ground was soft, and luckily no breakages occurred. As was often remarked, the "walking was good enough for us," at least five or six miles of the distance being covered in that manner. Let me draw a veil over this part of the journey. It makes

me tired to even think of it now. Suffice it to say that St. Paul was reached about 9:30 P. M., and as the moon was now pretty well up, we went into the city over cedar block pavements at a good rate. The first restaurant we found open was invaded, and the proprietor's heart made glad. At 10:15 P. M. we were again ready to venture the road, but two more concluded the Manitoba R. R. was the road they preferred, leaving but three of our original number. We resolved we'd get there if it took all night. The road to Fort Snelling was found to be excellent, and as the moon gave a fine light by this time, the 7 miles were covered in 40 minutes, that is, the two head men made it in that time. As the race description's say, "no time was taken" for the third man. Here we retraced our old road from Fort Snelling to Minnehaha, getting over it even better than in the morning. From the Falls to Minneapolis, a distance of six miles, was covered in 23 minutes by our Captain and racing man. We followed at our best speed, but only occasionally saw a dim shadow in the distance, as some hill was surmounted by him. Determined to make at least 75 miles, Lake street was ridden as far as Hennepin avenue, and the city reached by that street. It was 12:15 P. M. when I dismounted at home, and having had quite an extended experience in long rides on Eastern roads, I can truthfully say that the amount of exertion put forth in this day's run would have served to easily carry us twice the distance on good roads. For that reason we think it the more creditable to the Minnesota riders, and the Mercury Bi. Club, in particular. This distance covered, as measured by Butcher cyclometers, was 75 3-4 miles, both the "petite" and regular forms agreeing perfectly.

The longest run made before in the State is said to have been but 70 miles.

L. G. B.

FROM THE CLUBS.

[Club secretaries and others are invited to contribute to this Column and keep us well posted as to runs, races, elections and other events of interest.]

ALLEGHANY:—The "Alleghany, Pa., Cyclers," organized on October 10th, have chosen these officers: President, F. T. Hoover; Secretary and Treasurer, A. R. Neeb; Captain, W. D. Banker; Color Bearers, J. F. Gray and C. F. Weiland.

HARTFORD.—A new club was formed in Hartford, Conn. on October 6th, having forty members. At the first meeting a committee was appointed to secure suitable quarters for the club; one to prepare a constitution and by-laws, another on nominations. It was decided that the club should join the L. A. W. in a body. The title of the new club has not yet been decided upon.

INDEPENDENT.—Our club, the Independent Wheelmen, Brooklyn, N. Y., have elected officers as follows: Henry Hornbostel, Captain; John W. Schoefer, Treasurer; Ed. Hornbostel, Sec'y; Fred. Lang, Color-bearer.

LOS ANGELES:—The Los Angeles, Cal., Wheelmen organized on September 29th with ten members, and officers as follows: President, G. A. Von Brandis; Vice-President, D. C. Wilgus; Secretary and Treasurer, R. C. Woodworth; Captain, Nathan White, Lieutenant, O. C. Smith; Bugler, J. F. Plank.

VESPER:—The "Vesper Wheelmen," of Philadelphia, have chosen the following officers for the ensuing year: President, C. W. Welsh; Secretary-Treasurer, W. H. T. Reeves; Captain, H. R. Wray; Lieutenant, Walter J. Harris.

MONTCLAIR:—At a recent meeting of the Montclair, N. J. Wheelmen, officers as below, were chosen to serve for the ensuing year, Captain, Ross W. Weir; Lieutenant, J. M. McFadden; Secretary-Treasurer, A. J. Wright; Executive Committee, John Wilde, J. M. Myers and the three officers, with the Lieutenant as chairman.

TIOGA.—The Tioga Cycling Club, Philadelphia, was organized some three months since, and has eighteen members; officers: President, Clarkson Clothier; Vice-president, Geo. D. Gideon; Secretary-Treasurer, J. H. Adams; Captain, John F. Simons; Lieutenant, John C. Boyd. Club Committee, E. Van Deusen, John F. Simons, E. A. Wright, C. N. Dunham and J. H. Adams.

Both Wood and Howell have arrived in England and were welcomed by enthusiastic crowds on landing.

The Richmond County S. I. Wheelmen held a very agreeable entertainment, on the evening of October 23d, at Griffith's Hall. It was a success financially, netting the club \$100.

The good people of St. Louis, of course the inhabitants of so saintly a town must be good, have taken time by the foremost of forelocks. They respectfully beg to announce that their city is a candidate for the L. A. W. meet of 1887. They also presume that Boston's voracious appetite will not devour that, as well as the 1886 meet. We assure our Western cousins that the cultured palates of the Bostonians do not "hanker" after me(a)ets; but G. Whittaker—not the racing man—they air "big" on beans. To return to the 1886 meet, however, we would remind the St. Louisans that Brooklyn has grumbled for it, Baltimore has growled for it, Washington has shouted for it, Chicago has shrieked for it; and Gotham, alone, the chosen city, has been dumb, even to the pitch of clamness. But we must have a meet, and on the part of our ten thousand wheelites, we respectfully, yet firmly beg to announce that Gotham is a candidate for the 1903 L. A. W. meet. We base our claim on the facts that our "finest police in the World" have achieved a clubbing reputation that refuses to give way to the boastful claim of the law-minions of other cities; and that our fire department has been known to send engines to a fire three miles distant, in minus 1 3-4 seconds, this, by the way, happened when we were trying to show off before some English swells. This department would be of great value in case the parade took fire. If Jay Gould and Jake Sharp lay any more underground, onground or overground railroads and telegraph wires before the meet occurs, this offer is to be considered null and void, and no charge will be made therefore.

DISSOLUTION NOTICE.

The co-partnership heretofore existing between RICHARD GARVEY and W. C. HERRING is dissolved by mutual consent. The business will be conducted by

W. C. HERRING,

SUCCESSOR TO

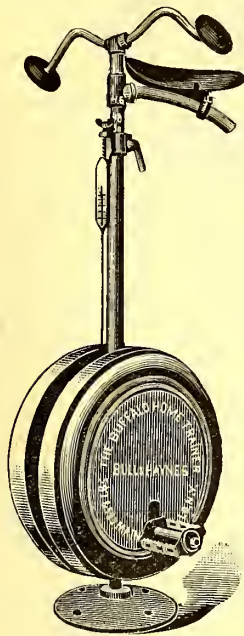
GARVEY'S BICYCLE SHOP,

Broadway corner 59th Street,

NEW YORK.

THE WHEEL.

THE BUFFALO HOME TRAINER!



Most Complete in the Market.

Adjustable all around.

Cyclometer with Alarm Attachment

PRICE \$40.00

BICYCLES

—AND—

TRICYCLES.

All the Leading Makes, New and Second-Hand.

Repairing a Specialty.

We have every appliance, and are prepared to execute properly, with immediate dispatch, the most difficult repairs. Brazing, Forging, Nickel-Plating, Painting, etc., at Moderate Charges.

BULL & BOWEN,

Cor. Main & Chippewa Streets, Buffalo, N. Y.

MATCHLESS METAL POLISH.

A clean, pure creamy white paste, warranted free from acid, poison or grit. Its SUPERIOR merits over the Red Pastes are apparent to all who have used both. Mailed free on receipt of 25 cents. Send for sample box and you will use no other.

Address **T. HUNT STERRY,**
435 Flatbush Ave., Brooklyn, N. Y.

ASSIGNEE'S

SALE.

Trunks, Traveling Bags,

SILK UMBRELLAS,

POCKET BOOKS.

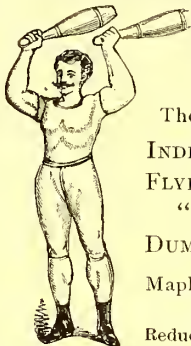
GOODS SUITABLE FOR WHEELMEN

Extraordinary Bargains!

WILL BE OFFERED, IN ORDER THAT THESE GOODS MAY BE IMMEDIATELY DISPOSED OF.

BRYANT BUILDING,

Cor. Nassau and Liberty Streets, N.Y.



BORNSTEIN,
King of Clubs!

The Only Man in the City who sells

INDIAN CLUBS, any size, \$1 pr pair.

FLYING TRAPEZE, " \$1 each.

" RINGS, " \$1 pr pair.

DUMB BELLS, any weight, 5c. pr lb.

Maple Wood Dumb Bells, Wands, &c., for Calisthenic Exercises.

Reduction made to Schools & Gymnasiums.

Salesroom, 17 Ann Street, New York.

EVERYBODY WANTS

—A—

Complete Record Book

UP TO DATE.

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

PRICE, TEN CENTS.

Remit in two-cent stamps to THE WHEEL, Box 444, New York.

BICYCLES—EASY PAYMENTS.

Bicycles, \$8 to \$160; Tricycles \$7.50; Velocipedes \$3 and upwards. Columbia, Victor, Facile, Royal Mail, American Challenge, Otto and other bicycles sold on the installment plan without extra charge except for interest. Send for large new illustrated catalogue of wheel goods, including many novelties in sundries and particulars of our installment plan of interest to every actual or prospective wheelman. Many in the Atlantic States are finding it to their interest to deal with us. Freights equalized. Second hand wheels handled. Geo. W. Rouse & son 13 G St., Peoria, Ill.

NOVELTIES IN SUNDRIES.

Schools for Dancing and Deportment

No. 578 FIFTH AVENUE

(Opposite Windsor Hotel.)

New York City,

Hartford, Conn.,

Springfield and

Worcester, Mass.

Re-opens for organization of Classes Sept. 1, 1885.

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

For further particulars send postage for circular to

P. HARVARD REILLY Prin'l,

Reilly's School for Dancing and Deportment,

No. 578 Fifth Avenue, New York City



THE "PARADOX" OILER
A BOON

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

Nickel, 25 c. Gilt, 30 c.

H. B. HART,

No. 811 ARCH STREET, PHILADELPHIA.

LIBERAL DISCOUNT TO DEALERS.

MISCELLANEOUS.

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

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.

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.

IF YOU WANT ANYTHING

IN THE BICYCLE OR TRICYCLE LINE OR SUNDRIES OF ANY DESCRIPTION,

Call or Write to

ZACHARIAS & SMITH,

Oraton Hall,

Newark, N. J.



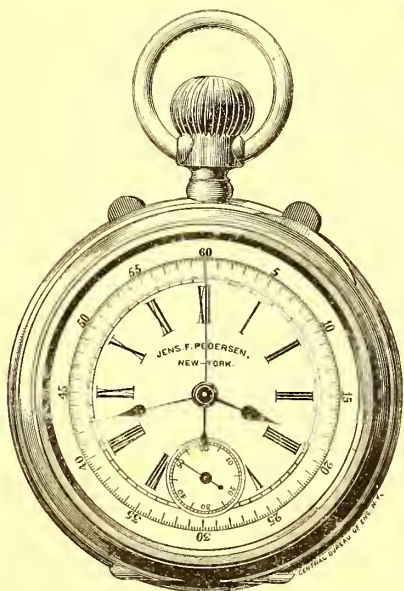
"Home Exerciser"

For brain-workers and sedentary people.

Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular.

"HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. Dowd.

Send 2-Cent Stamp for Catalogue and Price List.



TWENTY DOLLARS!
—FOR—

The latest, lowest priced, and one of the best
CHRONOGRAPH WATCHES
in the market.

IT IS OPEN FACE, STEM WINDER AND STEM-SETTER, AND
CASED IN COIN SILVER.

START, STOP AND FLY BACK.

ACCURATE AND GUARANTEED BY

JENS F. PEDERSEN,

Manufacturer of Medals

and **IMPORTER OF WATCHES.**

13 MAIDEN LANE, NEW YORK.

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

W^{M.}A.R^{O.W.E.} ON RECORDS.

Unquestionable and Accepted Records Made on COLUMBIAS.

The Greatest Distance ever made Inside the Hour,
20¹/₂ miles 396¹/₃ ft. by Wm. A. Rowe, Springfield, Oct. 19

WORLD'S RECORD,	1-2 Mile,	WM. A. ROWE,	1.12 4-5
WORLD'S RECORD,	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

Chicago, October 16, 17.

19 out of 22 First Prizes, 30 out of the entire 40 Prizes, taken on COLUMBIAS.

4 MILES PROFESSIONAL RECORD,	11.29 2-5
5 MILES PROFESSIONAL RECORD,	14.23 3 5
6 MILES PROFESSIONAL RECORD,	17.28 2-5
7 MILES PROFESSIONAL RECORD,	20.25 3-5
8 MILES PROFESSIONAL RECORD,	23.23 4-5
9 MILES PROFESSIONAL RECORD,	26.19 4-5
10 MILES PROFESSIONAL RECORD,	29.12 2-5

By W. M. WOODSIDE, at Springfield, October 24 and 26.

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

CATALOGUE FREE.

THE POPE MFC. CO., 597 Washington Street, BOSTON, MASS.

BRANCH HOUSES: 12 Warren Street, New York; 115 Wabash Avenue, Chicago.

GEO. R. BIDWELL, 4 EAST 60TH STREET, NEW YORK.

We rent Rudge and Columbia bicycles and tricycles to responsible and competent riders at reasonable rates.
We sell Rudge and Columbia bicycles and tricycles on easy terms.
We have the most complete and varied stock of wheels and sundries in the city; showing six of the leading makes—**ALL WINNERS.**

We have a large riding hall, where we teach bicycling free to purchasers and at reasonable rates to others.
We have a well equipped repair shop and guarantee our work and prices.
Send for our catalogues, terms, etc.