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NEW YORK, MARCH 19, 1886.

[WHOLE NUMBER, 233.

## PLEASE NOTE.

We do NOT control the wheel business.

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

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

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

We do NOT fear competition.

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

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# ROYAL MAIL

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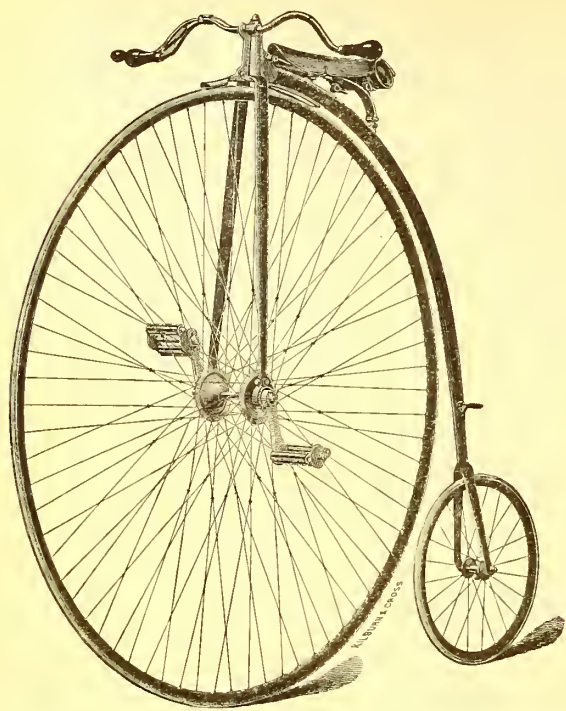
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— Adopted by Many of the Principal Clubs.

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AS is well known and a matter of record, ROYAL MAILS have won in the past few years a large share of the most important events throughout the country, and obtained the FASTEST RECORDS—not in private trials under peculiarly favorable conditions, with pace-makers and no competitors allowed, but on all kinds of tracks, East and West, and in road races, in actual competition with other makes and riders in open contests.

In 1884, the ROYAL MAIL won the TWO FASTEST WORLD RECORDS, by different riders, in actual competition. NO OTHER WHEEL IN THE WORLD has accomplished this nor has such to its credit to-day!

Also won the FASTEST 100-MILE ROAD RECORD, and many other important competitions of that year.

In 1885, the ROYAL MAIL won New Victories at the Principal Meets.

At HARTFORD, Burnham, on a ROYAL MAIL, won more Races in competition with the English riders than any other American.  
At TROY, EVERY OPEN RACE won on the ROYAL MAIL.  
At WEEDSPORT, N. Y., Eight Firsts won on the ROYAL MAIL.  
At PITTSFIELD, Four out of Seven Races won on the ROYAL MAIL.  
At SCRANTON, PA., Five Races won on the ROYAL MAIL.  
At GREENFIELD, GA., Southern 5-mile Championship won on the ROYAL MAIL.  
At SPRINGFIELD, O., Three Firsts and Two Seconds won on the ROYAL MAIL.  
At ATTLEBORO, in September, Two Firsts and One Second won on the ROYAL MAIL.  
At DANVERS, September 19, 1-mile County Championship Race and 3-mile Race won on the ROYAL MAIL.  
At BROOKLYN, Sept. 15, N. Y. State Tricycle Championship won on the ROYAL MAIL.  
At LEWISTON, ME., Sept. 25, \$500 Championship Cup won on the ROYAL MAIL.

At KINGS COUNTY MEET, BROOKLYN, 3-mile Race won on the ROYAL MAIL.  
At WOODSTOCK, CANADA, July 1, 1-mile and 5-mile Races won on the ROYAL MAIL.  
At BUFFALO, July 3, 2-mile Race won on the ROYAL MAIL.  
At HOLYOKE, July 4, 1/2-mile Race won on the ROYAL MAIL.  
At BOSTON, July 4, 2-mile Race won on the ROYAL MAIL.  
At MEMPHIS, in May, Eight out of Twelve Races won on the ROYAL MAIL.  
At SPRINGFIELD, Hunter won the 1-mile and 5 mile Races on the ROYAL MAIL.  
At NEW HAVEN, the Pope Cup was won, for the second time, on the ROYAL MAIL.  
At BALTIMORE, Crist won on the ROYAL MAIL.  
At BROOKLYN, Haven won 3-mile Handicap Race on the ROYAL MAIL.  
At BOSTON TOURNAMENT, 13 out of 21 Races won on the ROYAL MAIL.  
At SPRINGFIELD, the 10-mile L. A. W. Championship Race, the 3-mile Record Race, and the 2-mile American Amateur Record Race, won on the ROYAL MAIL.

In ENGLAND, in Two Years, ROYAL MAILS won over 125 Races!

We mention the above to show that the ROYAL MAIL is as fast as any, and because so much prominence is made in advertisements of the records of a few fast salaried riders in order to influence purchasers of wheels, whereas such should not have sole weight. Better look to the qualities of a wheel—its staunchness, fittings, proportions, improvements, and fitness for road work. In these points we claim

### THE ROYAL MAIL HAS NO EQUAL!

THE BEST OF ALL RECORDS.

#### The LAKIN PRIZE Just Awarded the ROYAL MAIL!

5056 MILES IN 1885 ON ONE WHEEL.

WESTFIELD, MASS., February 1, 1886

We have this day awarded our CYCLOMETER PRIZE to C. M. GOODNOW of Westfield, he having made the greatest number of miles (5056) on one wheel using our Cyclometer in 1885.

J. A. LAKIN & CO.

Messrs. WILLIAM READ & SONS.

Gentlemen—I have used a number of different makes of bicycles, but the past season have ridden the ROYAL MAIL Light Roadster, and I consider it the most satisfactory of any I have used and I recommend it to any one wishing a first-class machine. My wheel is in as perfect condition as when purchased. I have ridden it over 5000 miles the past season, winning the LAKIN GOLD CYCLOMETER PRIZE. Wishing you much success with these excellent wheels,

WESTFIELD, MASS., February 4. 1886.

Yours truly;  
C. M. GOODNOW,  
Captain Westfield Wheelmen.

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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 CENTRAL PRESS & PUBLISHING Co. We cannot use stamps other than the two or one cent issue.

The enthusiasm and interest taken in the organization meeting of the Team Road Racing Association auger well for the success of this undertaking, as well as any other idea for the advancement of cycling in this vicinity, that may be submitted this year. We congratulate the clubs on the zeal that brought the representatives of so many of them together. The clubs in the neighborhood of the Metropolis have been a bit sleepy in cycling matters; such as holding inter-club runs, road and path races, social entertainments, and other means of cementing and increasing the fraternal feeling which should exist between them.

Our presence at the meeting merely as a member of the press prohibited us from taking any part in the discussion, and voicing many suggestions that occurred to us.

In the first place the communication from the Ixions should have been acted upon, not merely laid aside. This club maintains that long custom has privileged them to hold road races on May 30th and Election day, and naturally they are unwilling to join an association which threatens to interfere with these privileges. At once there is a confliction of interests, the very last thing a new organization ought to invite. We think both of the Ixion's races are club events, which could be run off just as well on any Saturday afternoon. We feel sure that if the Association had referred the Ixion's communication to a committee, they might have induced them to change the date of their races, join the Association, and thus secured the support of a strong and popular club.

In regard to the name, we think neither of the three suggested hit the bolt. A club

name should be short and catchy, and should convey an idea of the reason for the club's existence. The N. Y. and N. J. Inter Club etc., is too long and besides would include all the clubs in New York. The Metropolitan Cycle Club is indefinite, but the Metropolitan Inter-Club Team Road Racing Association would do. The constitution limits membership to clubs within thirty miles of New York city, which will include parts of New Jersey, New York, Long Island, as distinguished from New York, and Connecticut. As all these districts cannot be included in the title, but the name Metropolitan would localize it and yet prevent ill-feeling.

Another point neglected was the length of the race. This we think should not be less than thirty miles, as a medium between short and long distance riding; the winner is likely to possess a combination of speed and endurance.

The suspension by the L. A. W. Racing Board of a number of amateurs believed to be riding in the interest of bicycle manufacturers, will no doubt resurrect this question and perhaps bring about its ultimate settlement. In another part of this paper, we present a lengthy discussion, perhaps vindication, on the subject, in which we reiterate our belief that the maker's amateur should not be professionalized, presenting the reasons why we maintain this position, and prophesying that the gentlemen named will not lose their amateur status. We wish to distinctly state that we have been actuated by no other motive than a sense of justice and reasoning, based on what we know and have read of maker's amateurs. It is not our desire to oppose or belittle any attempt of the Racing Board to purify or elevate the sport, which in our unprejudiced opinion is reasonable, but our function as a public monitor—which is essentially that of the Editor—compels us to put pen to paper when the proposed measures are hasty, unjust or inutile.

According to the Racing Rules, it was the bounden duty of the Board to suspend the suspected riders, even though such action clashed with their individual opinions as to the wisdom or folly of such move, so that it is not the Racing Board that we discuss and condemn, but the merits or demerits of the law which compelled them to act as they have. The amateur definition, which was conceived in the early days of English athletics, had for its object the separation of the aristocrat and the plebian; the collegian and gentleman's son from the clerk and the tradesman. When common sense began to assert itself, the distinction was no longer recognized, as for instance, when Mr. E. E. Merrill, a jewel manufacturer of Boston, went to England in 1881 and won the seven miles walking championship, the cad who attempted to point the finger of scorn at his calling, was ignominiously squelched by the press. But there were two reasons why the amateur definition was and should be continued in force. The condition of English sport was unsavory and even decent plebians

did not care to assimilate with the professionals of the time, so minute was their perception of moral distinctions. Another reason was, that the professional led the amateur in point of ability, by reason of his devotion to physical development, and it is obvious that his proper sphere was among those who devoted as much time as himself to perfecting his running jumping or walking abilities, as the case might be. But the foremost of these causes for distinction is almost swept away, while the latter is at the present time entirely unworthy of note. The wave of moral elevation which is conceded to have swept over every civilized country within the last ten or twenty years, has exerted its influence on athletics, amateur and professional alike, so that the morality and the breeding of the average professional is apt to be quite as acceptable as that of the representative amateur. The second cause, the superiority of the professional, no longer holds good. Indeed such is the state of affairs, that were professionals as fearful and as much addicted to complicated legislation as are amateurs, they would immediately take steps to prevent the admission of the latter to their ranks.

We think the present amateur definition with its innumerable clauses should be swept away and something more simple substituted. Something like the following would do away with many petty and unjust distinctions and yet accomplish that purpose which is rightly the first and most important consideration to the guardians of amateur sport.

An amateur is any person who has never raced nor exhibited his skill for a public or private stake or purse, or for gate money or under a false name, or has backed or allowed himself to be backed in a public race.

The important consideration referred to above is the purification of the amateur race path, the separation of those who are known to be dishonest from those who are supposed to be honest; to remove from the amateur any temptation to rope or in any way mulct or mislead each other or the public. Listen to some of the unquestioned things that may be and are done under the present definition. A man may back or allow himself to be backed either publicly or privately. He may delude the handicapper by riding below his form. He may race for a new hat, a new bicycle or a thousand dollars worth of silverware. Will any one attempt to say that the man who races for a new bicycle or a new suit of clothes, is doing it for sport's sake. Is he not as avaricious as the man who rides for money, but is not allowed to admit it by reason of ridiculous restrictions. Who of us having any acquaintance with racing men, can select one out of any ten, who can be safely set up as one who does not care whether he wins a laurel wreath or a tandem tricycle? The men who ride for "sport" only—in its literal sense—are few and far between. The majority, the very large majority ride for "sport" and all they can get besides. It is human nature and the word amateur in its present interpretation is a misnomer. If a racing man is a gentleman it should be enough to satisfy us of the present day. And yet how many real gentlemen might we find among this long list of suspensions, and how many unworthies have been left unscathed. The definition we have proposed is quite sufficient for the purification of the racing path. If a man is not racing for gate money, or for a stake, or purse, and is not backing, nor allowing himself to



be backed, he has no temptation to "rope," "hippodrome," or otherwise act dishonestly.

We have endeavored to show that the amateur definition is a misnomer, imported from England at a time when it might have had some excuse for existing. The tendency of those who have investigated the amateur professional controversy is toward a radical change in the present ruling. We have placed ourselves on record, fearlessly, disinterestedly and we ask other members of the press to do likewise. A new and simple definition is what we want.

#### MAKER'S AMATEURS SUSPENDED.

The most important legislative step ever taken in cycling affairs, was the wholesale suspension manifesto issued last week by the Racing Board. The manifesto which was published in the *Bulletin* last week, and which all our readers have undoubtedly read, is divided into four voluminous forms. Form A is a notice to each of the wheelmen named below, that the Racing Board is in possession of certain evidence, which renders their amateur status a matter of reasonable doubt. The men are charged with receiving money gifts or benefits for riding a certain make of machine. Form C is gotten up for the especial benefit of the manufacturer. It is a certification that neither he nor his representative has never, either directly or indirectly, remunerated any wheelman with any money or its equivalent, or with gifts of any kind whatsoever, for riding his machine in any competition, or for breaking, or attempting to break, a record on the road or path; neither has he paid any salary to an employee while not engaged in his ordinary avocations, and no employee has ever been allowed to devote his time to racing or training, either on the path or at the gymnasium during business hours, nor has he been paid wages, when attendance at race meets absented him from business. Form H charges the amateurs named below with having their hotel bills, railroad fares and traveling expenses paid by manufacturers. Form F is a certification of the manufacturer that he never paid hotel, board or traveling bills, of any kind, for any amateur while in attendance at race meets. In brief, the first and third forms charge the amateurs to whom they are sent, with receiving money or its equivalent for riding a certain make of machine, and with having their expenses paid by the owner of certain makes. The second and fourth forms ask the manufacturers to deny these allegations. The second series of forms are sent to the amateur himself, thus leaving to him the task of proving his innocence. If his own denial and the manufacturer's denial of the charges are not returned to the Chairman of the Racing Board within thirty days, the negligent amateur will be declared a professional and of course loses all his rights as an amateur. The names of the men charged with irregularities are as follows:

Wm. A. Rowe, Lynn, Mass.; Geo. M. Hendee, New Haven, Conn.; Edward P. Burnham, Newton, Mass.; Andrew O. McGarrett, Springfield, Mass.; Wm. A. Rhodes, Dorchester, Mass.; F. F. Ives, Meriden, Conn.; Fred Russ Cook, San Francisco, Cal.; Alfred A. McCurdy, Lynn, Mass.; John Williams, Dorchester, Mass.; Wm. H. Huntley, Newton, Mass.; F. W. Westervelt, Springfield, Mass.; I. M. Horton, Macon, Ga.; C. F. Cope, Philadelphia, Penn.; John Green, Philadelphia, Penn.; J. Rexford Smith, Washing-

ton, D. C.; Ed. Taylor, Washington, D. C.; Will Robertson, Washington, D. C.; Asa Wendell, Lynn, Mass.; S. G. Whittaker, St. Louis, Mo.; Geo. E. Weber, Smithville, N. J.; Joseph Powell, Smithville, N. J.; L. D. Munger, Detroit, Mich.

The following Foreigners have also been debarred from racing in America:

Robert Cripps, Reuben Chambers, Percy Furnivall, A. P. Engleheart, M. V. J. Webber, R. H. English, W. A. Illston, F. Allard, Sanders Sellers and A. H. Robinson, all of England.

Within the past few years maker's amateurism has attracted more attention than any other subject. The discussions printed in the cycling press, would, if collected, make a fair sized book. The question which now agitates England's wisest statesmen—the amicable settlement or the Irish question—is scarcely more complicated to them, than is the proper and final disposition of the maker's amateur question to the cycling legislators of England and America. There are very few people who have either the time or the opportunity to read all its published pros and cons, but those few who have carefully read the English and American papers—especially the former, which have treated the question voluminously, and from all standpoints with great depth—fairly appreciate the difficulties of adjusting the matter. There are those who advocate the execution of the amateur definition in the strictest sense; others—more liberal—who do not object to slight deviations, such as the payment of railroad expenses and hotel bills to traveling amateurs; and still others who would abolish the amateur definition entirely. Each one presents an array of facts in support of his views, and candidly, all of them contain more or less plausible and unanswerable assertions.

As we have intimated above the question has been more fully and more learnedly discussed in England, and we confidently hoped that a solution of the difficulty would emanate from the country which gave birth to the evil. But notwithstanding their long experience and unquestioned ability to successfully cope with difficult legislative problems, they have as yet arrived at no practical result, with the exception that they have a clearer view of the issue. All manner of expedients have been suggested to eliminate or at least limit the evil of the kept amateur system, but all have proved ineffectual.

Among the latest and best plans for its suppression were two suggested in the *Cyclist* of November 18th. The first premised that there was not sufficient inducement offered to fast amateurs to change their coats. The number of professional races was very small, and the money to be gained by following them up was far outweighed by the money to be obtained from makers in need of a flesh and blood advertisement, added to that realized from the sale—perhaps the hypothecation—pawn is vulgar—of the valuable prizes offered in amateur races. Another drawback to the professional events was, that with Howell, Wood and others in the way, few, if any amateurs would secure any portion of the prizes. To induce the amateur to declare himself a professional, the *Cyclist* suggested that each club bind itself to give one or more professional events at their race-meets. This suggestion was never carried out.

The second plan was the appointment of one delegate from each race-giving club in Great Britain, to form a Vigilance Com-

mittee. Their duty was to get up a black list, to contain the names of such men as were known to be in the employ of makers. The entries of these men were to be returned to them by every club whose races they entered. This Vigilance Committee was formed. It has not yet put its plan into practice, but it will probably prove unsuccessful, because *all* the clubs did not send delegates. People will not attend a meeting to see duffers compete. They want quality, which is principally the attribute of the maker's amateur. Therefore those clubs who wanted to make money at their meetings would not compact to return the entries of the men who are the prime factors and necessary adjuncts of a money-making meet. It is apparent that if the maker's amateur has his entrance fee returned, the club rejecting it will alone be the loser, and that without debarring him from competition with legitimate amateurs, for while one club may have nerve enough to taboo him, dozens open wide the arms of welcome.

Thus it will be seen that up to the present writing no effective plan has been discovered, and now our Racing Board explodes a veritable bomb by unexpectedly suspending or at least threatening to suspend the *creme* of the racing talent of this country, as well as a brilliant constellation of racing stars from the "old" country. Was this move advisable? No. Will it prove successful? Never. And yet if justice is made a secondary consideration, if common sense is dethroned and given a seat in the back-ground where its utterances cannot be heard, it may. Did the N. C. U. after numberless meetings, at which powerful arguments were made in favor of a wholesale suspension of besmirched amateurs, take any such step as that? Did it abolish the amateur definition, when men learned in every phase of the sport, made unanswerable speeches in favor of such a move? To both, no. They waited and still wait, deeming either plan unjust, unprofitable, perhaps uncertain to accomplish the end in view. It may be asserted that we of America, to whom traveling connoisseurs have attributed progressive ideas and chain-lightening execution, are supposed as a matter of course to go ahead of the plodders of the Old World. Indeed we have no doubt that the national characteristic for hurry in some measure determined the Racing Board to attack the maker's amateur evil by a radical move. But for once our national impulse has proved an evil. The N. C. U. does well to wait. We have arrived at a time when none can tell what a day may bring forth to throw a new and perhaps different light on this subject.

We have thus far coupled the term evil when referring to the Maker's amateur question, but we spoke from another standpoint than our own, for we believe all the evil to be imaginary. We will try and briefly state what conclusions we have come to on this subject, based on such knowledge as Editor's limited time could afford him to glean from the endless disquisitions that have seen the light.

Last year—see THE WHEEL, August 14th,—we took a pioneer position in favor of the maker's amateur, summing up the question in the following manner.

"But there are cases when we think it would be the height of injustice to refuse the entry of a maker's amateur, and this is, when the meet is an important one, and amateurs come from all over the country to battle for supremacy. A glance at the men who enter a race meet of the Hartford or Springfield calibre will fortify the position we take.



Let us look at the names and occupations of some of them. A is a well known maker's amateur. B is a student at Know-All University, has as much time as he pleases all the year, and in the racing season generally has four months in which to train. C is an amateur whose expenses are paid by an admirer. D works for his father, and can and does get away from business as often as he desires to indulge his racing proclivities. E is a "Pa's rich young man," owns several different machines, and spends all his time indulging his hobby. F is a wealthy English amateur, to whom confinement in an office is an unknown experience. G is an English maker's amateur. H is an American agent for an English manufacturer, clears his \$5,000 per year, yet finds plenty of time to train. K has made a big reputation, and his townsmen start a subscription and send him to have a shy at the best of them. And so it goes on through a long category of men, who for the time being have as much time, and are as fit, as the fastest professional in the land. This is no imaginative case, for we can supply a dozen names to each of the classes we have mentioned. As the only well-grounded objection to the M. A. is that he has more time to train than the bonafide amateur, it is not unfair to allow him to compete with any of the class we have named, for the conditions of each are radically the same, and we think the M. A. should have unreserved rights at all meets which are national in their entry list, or at which amateurs from different States are allowed to compete, the question of right being always decided by judgment and common sense."

Though much new light has since been thrown on the question, we have no reason to withdraw a jot from the position taken in the early days of the controversy; *per contra* we have become the more firmly convinced that this hounding of the maker's amateurs is founded neither on justice nor common sense. There is a class of people who ceaselessly hunt for something or somebody on whom to overturn the vials of the unlimited stock of righteous indignation they always keep in stock. We will give below a few reasons which will fully explain why we have declared against these suspensions.

Those whose positions and knowledge of the subject give authority to their published conclusions, may be ranged into three classes; those who favor the strict enforcement of the present amateur definition and its accompanying provisions, those advocating its entire abolition and those content to let things remain as they are. The first class is composed of what might be called "cads." They are the sort of people who regard trade "with contempt," who pride themselves on being "gentlemen" and regard all racing men, always with suspicion, often with contempt. The most powerful press advocate of the strict enforcement policy is the *Cyclist*. The *Cyclist* is undoubtedly a highly respectable paper. To question the ability of its Editor would savor of absurdity. Its writers have had a large share in guiding the sport from its infancy; naturally they are fearful of anything which would tend to degrade it and they look askance at any departure from regularity. But, like many other eminently respectable and able people, they are apt to cling to their old traditions. This was forcibly illustrated in the recent position they took in the "springfield times" controversy. The records made were improbably fast therefore they were not correct. And so the *Cyclist* has set itself up as defender *par excellence* for the purity of the sport, adopting as its war cry, down with the maker's amateur. On the other side, as opposed to the disenfranchisement of the maker's amateur, there are those whose claims to integrity and ability are no more to be assailed than those of the *Cyclist*. Mr. C. W. Nairn, who, we believe, writes "Notes of the Week" for the *Cyclist*, discuss-

ing the Vigilance Committee above referred to writes; that professional race-meetings in London don't pay, and that he is opposed to the inquisitorial propositions as regards maker's amateurs. We refer the reader to the last issue of the WHEEL for the able defence of the maker's amateur, made by the Editor of *Wheeling*. The same gentleman, whose portrait the Chairman of the Racing Board published in his paper a few weeks since, and whom London W. characterizes as one of the most educated, clear-headed and able men on the English press, writes as follows:

"We can sympathize with the man who, at the outset of his career in life, with the world before him and his own fortune to carve, seeing on one side the purse and employment of a maker, and on the other the fractionally understood rules of a self-constituted athletic association unable to interpret its own laws, chose the matter-of-fact path of self-advancement and threw down the gauntlet of defiance to that body.

This seems to us an intelligible view. We have not arrived at it suddenly, though, perhaps, we have been finally influenced by the want of backbone displayed at the last Council meeting, when an effort of our own to force on the Union, a bold stride towards amateurism as we understand the term, was frustrated by various members of the Executive whose cry of "*Pestina Lente*" was accompanied by the usual fiddling with "recommendations," and other rubbishy triflings with the question, which served to distract attention from the real point at issue. If the maker's amateur is to be suppressed, so should be the start-finessing pot-hunter, and we happen to know that some of the principal members of the A. A. A. were in hopes that the five-guinea prize limit would have been accepted by the N. C. U. in order to provide the A. A. A. with a precedent for doing likewise. What we object to, and what a great many men apart from the genus cycling celebrity object to, is the tinkering with these questions which is exemplified by the dilatoriness of the Executive over makers' amateurism, and the half-heartedness which declines to strike at pot-hunting at the same time as the minor *moral* offence of promateurism is grappled with."

In the latter portion of the above quotation, the writer refers to the unsuccessful effort made by Mr. Hogg, at a late meeting of N. C. U. executive, to abolish the amateur rule. This clear headed, able-minded Editor thus puts himself on record in favor of the entire abolition of amateur distinctions. The address of Mr. Hogg, on the occasion referred to above, elicited not a single reply, so powerful were his arguments, far too copious to reproduce here.

The whole gist of the question narrows itself down to either abolishing the present distinctions, or letting things remain as they are. We are in favor of the latter course. The maker's amateur is not, does not wish to become a professional, and as an amateur he does no harm to the sport. He rides for victory, advancement and profit at the same time. He is the last man to be accused of roping or otherwise misleading the handicapper to benefit himself on later occasions. A defeat imperils his means of livelihood. The larger start he can give in handicaps and the better the men he can defeat from the scratch may increase his income, as well as the fame of the wheel he rides. The definition should not be abolished as yet. Among our professionals, few there are who have not been suspected, and reasonably, of crooked practices and these men should be debarred from amateur competition. To be sure there are so few of them that they know each other's capabilities, and can "fix" things before a race comes off, but if admitted into competition with amateurs they would meet opponents with whose form they were entirely unacquainted, thus compelling

them to ride "straight" to win. This is why we conditioned our statement "for the present at least," for the time may come when a sweeping away of the present distinctions might be profitable to both amateur and professional.

And so we will close this long discussion. We hope the suspected amateurs will resist this attempt on their privileges, this effort to pry into their private and personal affairs. To the manufacturers we would say the same, and even advise them to protect the men who have done so much to put their machines before the public. We prophesy the maker's amateur will not be suspended in this country if popular opinion bases itself on good judgment.

## HUB HAPPENINGS.

What do the wheelmen of New York think about the bold step taken by the L. A. W. Racing Board, in suspending from the path every first class, so called, amateur racing cyclist in America? Did it create much of a stir there? It produced almost a riot here. Of course you have not so many of the species known as maker's amateurs in your village, but you have a few and I am willing to wager a bottle of Massachusetts club milk, that there was deep sorrow in their hearts when they read the circulars sent them by their beloved Bassett what a time there was here on Saturday morning last! I cannot begin to describe the effect it produced in the interested circles. I would not for the world attempt to repeat to you the epitaphs they applied to our respected friend Mr. Bassett, suffice it to say that they did not approve of the course adopted by him and did not hesitate to express their disapproval in language which might not look well in print. Mr. Bassett announced some time ago, that the Board would soon spring something on the racing fraternity which would have a startling effect, but no one thought that it would be anything so very strong as this wholesale sale slaughter of self-termed innocents so without the least warning the thunder bolt fell among them a number of Boston wheelmen are included in the list of suspects, and I have talked with a number of them, since they received notice of their prospective execution; and, to tell the truth, find them decidedly down hearted, and also exceedingly wrathful. I saw a Springfield wheelman this morning and he said that he did not think it would have been safe for Chairman Bassett had he been in Springfield when the news was first received. Some of the most popular members of the club have been struck, and the rest are fairly wild with excitement and threaten a withdrawal from the League, and all sorts of direful acts of revenge. It is not likely, however, that the club will go out of the League for President Ducker has too much interest in that quarter.

I had a long talk with one of the leading Boston suspects this morning, and he talked very frankly to me. Said he: "Between you and me there is no use denying that I have received money from B for riding his machines, but what of it? What I received was very little more than what it actually cost me for expenses. Perhaps you won't believe me when I say that I ride solely because I enjoy it. I don't do it for the money I make from riding. I could go to work at my regular business and make far more than I can from riding a bicycle as a maker's amateurs



but I like to race, and if I can make during the summer months, enough to support me, I am contented. If I could afford to pay my own way, I would do so, but I cannot. I am ambitious, and desire to be as fast as any man on the path; to accomplish this I must devote a large part of my time to training; that I cannot do unless some one pays my expenses for me. Until last season I never receive a penny for my racing from any one. I devoted all the time I could to training, but that wasn't much, and I was not considered a crack until late last fall. Now the matter stands just this way with me. I want to race next year and have promised to ride B's machines, and he is to make it all right with me; but I tell you honestly that I shall not race if I have to enter the professional ranks. perhaps I have no right to be stuck up, and I don't think that I am, but I do think myself considerably above the class of men in this country known as professional bicyclist's, and object decidedly to being considered one of them. I was forced to see a good deal of them at last season's tournaments, and I could tell you some surprising tales of how races were won and lost at Hartford and Springfield, you never heard of me being suspected of selling a race, and I do not intend that you ever shall. I love the sport and every race I enter I shall ride to win, and if I get defeated it will be because the other man is a better rider than I am, and not on account of the acceptance of any monetary inducement. I am very sorry that the Racing Board has taken this step, and I do not think that it will benefit the sport. I flatter myself that I have done a little something to increase the public interest in cycle racing, and all the good the new rule will do in my case is to make me retire from the path; for as I said before, I will most positively not race as a professional, and I think that there are others who feel the same about the matter as I do."

I think it unjust to epell a man without proof of his guilt, and make him establish his own innocence. That is something that is contrary to all law, and would not be allowed in the courts of any civilized country, but I tell you frankly, that it is impossible for me to prove that I am innocent of the charges against me; it is impossible for it is true; yet I challenge the Racing or any other Board to prove that I am guilty; they cannot do it. This morning I went into the office of B to see him about this matter. The first thing he greeted me with was:—"I suppose you have brought us one of those Racing Board certificates to sign, stating that we have never paid you anything for riding our machines? Very sorry but that we cannot do. We promised you that we would never tell any one we paid you for riding, and we have never done so, and never intend to; but it is a different matter to certify that we haven't paid you anything."

I had no intention of asking him to make such a statement, and told him so. If I could get clear by telling a lie myself I would not do so, much less would I try to make any one else lie for me. I wish I had known that this thing was to happen, so I could have announced my intention of withdrawing from the path before I was expelled. I think I could name certain men in this town, who got the tip and saved their names from appearing on that list by the announcement of their retirement."

I must acknowledge that of all the maker's

amateurs I have talked to, few were troubled with the honest scruples that this one seems to have. The others loudly bemoaned the fact that they could not induce the dealers to sign the certificates required by the racing board, and said that they thought it very mean they should be deserted in this way by them. I have talked to several of the leading dealers, and most of them seem but little affected over the matter, saying that it would be just as cheap for them in the future to hire professionals, as it has in the past been for them to keep their amateurs.

A Boston lawyer who is very prominent in League affairs, said to me yesterday. "To any one at all familiar with law, the course adopted by the racing board is seen to be wholly illegal, and contrary to all precedent; but as an organization has the right to make its own laws so far as its membership is concerned. I should advise the racing men to make no reply to the letters sent to them. If they do not care to enter the professional ranks, which I presume they do not, let them band together and race among themselves. As there are few genuine amateurs, and those few are such poor riders, it is uninteresting to see them race, the natural consequence will be that most races in the future will be known as maker's amateur races, and an intermediate class be thus established."

I had a talk with chairman Bassett himself. Said he. "You know what my opinion of the amateur rule is, and how I should like to see the whole rule thrown out, so far as League membership is concerned; but I do believe in consistency, and so long as I hold the position I now have, I shall endeavor to enforce the rules as adopted by the league. Various measures have been tried, and have proven unsuccessful. It remains to be seen how this will work. I think that there is no doubt but what the action of the Racing Board will be ratified by the general body of league members. You cannot begin to appreciate how strong the feeling is against professionals. The members at large have got the mistaken idea that professionals are a disreputable set of fellows, not fit to associate with. We have not gone into this matter without careful consideration, and intend to prosecute it to the end, no matter what happens. The amateur rule and its enforcement has heretofore been a farce, and we do not intend that it shall continue so longer."

## POINTS.

The Massachusetts Club will have some moonlight runs next week.

It is rumored that a new cycling paper is soon to be started in Boston.

The Harvard Bicycle Club will have a dinner in a few days.

John Amee has been appointed League consul for Cambridge.

The Hyde Park Ramblers have joined the League.

The Nonantum Cycling Club has threatened to withdraw from the League, on account of the suspension of Burnham and Huntley, by the Racing Board.

Work has been commenced on the Lynn Cycle Club's track, and it is expected to be completed by May 1.

All the local clubs are planning for runs on fast day.

BOSTON, MARCH 15, 1886.

C. S. H.

## TRADE NOTES.

Messrs. Gormully & Jeffery will present Schock with a gold medal in commemoration of the long distance record made by him on their "Champion" bicycle.

At the meeting of the Inter-Club Racing Association, designs for the cup were submitted by two firms. That furnished by Mr. Jens. F. Pederson was of unique design and carefully executed. It was much admired, and Mr. Pedersen will probably make the cup.



The above cut illustrates Messrs. Zacharias & Smith's adhesive tire tape. This was one of the most successful of their last season's inventions.

Mr. Jens. F. Pedersen has moved from his old headquarters, 13 Maiden Lane, to No. 1 1/2 Maiden Lane. Mr. Pedersen's new store will give him the room which his rapidly increasing business demanded. Mr. Pedersen has acquired an enviable reputation by the attention he has given to manufacturing handsome medals. He enjoys the patronage of the leading bicycle clubs, and also does a large business in stop-watches. Those who may think of getting a split second watch would do well to note that Mr. Pedersen is selling a first-class chronograph for \$125 to \$160.

"The rage at the present day is all for lightness in machines, and bearing this fact in mind, Mr. Boothroyd, of Facile fame, has placed upon the market a front wheel which is, in its way, a perfect marvel. It is constructed on the Tangent principle, and the laced spokes are made of piano wire, which is laced through the hub and fastened at the rim to screws which are drilled through the lower portion of the rim. By this means all drilling of the spokes is avoided, which, of course, greatly adds to the strength of them, and any cyclist who happens to break a spoke, if he has but the harmless necessary wire, can mend in a moment, and the wheel is equally easy to adjust if it gets out of the true. As the spokes in a 54 inch wheel only weigh 5oz., it is obvious that there is a great saving in weight, and if it can only bear the wear and tear of road work, we shall expect it to be very largely used in the coming season."—*Wheeling.*

## THE "STAR" CATALOGUE.

The H. B. Smith Machine Co. have published their first formal catalogue, of the "Star" machines. It is an unartistic thirty-seven page pamphlet, containing the history and growth of the Star bicycle, descriptions and classifications of the different styles, illustrated with cuts, directions for learning to ride and take care of the machine, together with a list of their sundries, including, Tyre Cement, Automatic Torch, Bells, Alarms, Paradox Oil Can, Bundle Carrier, Lamp, Cyclomotor, Touring Bags, Tyre Tape, Step and Cradle-Spring. The performances accomplished on the "Star" machine last year by Messrs. Weber, Kluge and Powell, both on the path and road, have done much to show its capabilities, and those wishing to investigate the superior points claimed for it by its manufacturers, would do well to send to them for a catalogue.



## AT MINNEAPOLIS LAST WEEK

1009 miles and 3 laps in six days of 12 hours each, the World's long distance record, won by Albert Schock on the first American Champion shipped, Woodside on a racer nearly 100 miles behind.

### WHEEL GOSSIP.

Success to the Metropolitan Inter-Club Team Road Racing Association.

The mileage of the Chicago B. C. for January was 666 miles. A good beginning.

Dr. Gordon Stables' new book "Rota Vi-tæ" is selling "like wild-fire" in London. It has not yet been received on this side.

•Karl Kron says look out for "X. M. Miles" early in May. We await the flowery month with impatience.

Messrs. Kaufman, McAnney and Canary continue to attract large crowds of English people to their fancy riding exhibitions.

Whenever we read that a little picayune cycling event will be "one of the grandest successes of the cycling age" we invariably ejaculate, "Rot."

Mr. F. Cathcart, Manager of the Alexandra Park Track of London, announces an International Tournament for May 21st. and 22nd.

An English paper announces: "The 1887 L. A. W. Tournament will be to Italy." Another proof of the old saw. "Go from home to get news."

The Speedwell Show, an exhibition somewhat on the plan of the late Stanley Show, was opened in Birmingham on March 13th. It will close on the 20th.

Mr. D. H. Renton denies the report which recently appeared in a contemporary, that he had been privately married at Trinity Church, this city.

The total receipts in the Minneapolis six-day race were \$2,087.50. The rink receives one half, Shock and Woodside receiving 65 and 35 per cent. of the remainder.

If you want anything in the line of Cycle Sundries you will do well to send to Stoddard, Lovering & Co., 152 Congress St., Boston, for one of their large Catalogues.—*Adv.*

S. G. Spier of New Lebanon, will leave Albany on June 1st., for a bicycle trip to San Francisco. We hope he will enjoy himself but we fear trips of such length are a waste of time and muscle.

Members of the Cleveland B. C. are rejoiced over the improvement of their Captain, Mr. F. P. Root, who has been very ill all winter. This club has nominated C. B. Brownford, for League Representative.

Karl Kron received on Saturday last a postal card from Thomas Stevens, dated at Teheran, Persia. Feb. 1st, which says: "Future letters and papers from America should be addressed to me at Delhi, India, to be kept till called for."

Every rider of the Bicycle or Tricycle should have a reliable lamp. Stoddard, Lovering & Co., 152 Congress St., Boston, are the Sole Agents of the celebrated King of the Road Lamps. Send at once for one of their large price lists.—*Adv.*

An interesting five mile race was contested at the Globe Rink, St. Louis, on the evening of March 3rd., by H. H. Morris and R. E. Belcour. A close rivalry existed between both men, and a number of members of their clubs, the Ramblers and Missouri, witnessed the race. Morris won by six yards in 15 m. 29 s., but the race was given to Belcour on a claim of foul.

The Kings County Wheelmen drill team somewhat astonished the large crowd who witnessed the games of the Brooklyn A. C. at Madison Square Garden last Saturday night. Many of them had never before seen a bicycle drill, and when the team had gone through their many graceful and difficult figures, they received a storm of applause. The two mile bicycle race was won by P. M. Harris, of the Ixion B. C.

The new track of the Lyon B. C., will be located at the corner of New Chatham street and Western avenue and will be three laps to the mile. On each side a straight away course, 409 feet in length, is arranged for, and the ends measure 940 feet and give a 150 foot radius. A grand stand will be erected to accommodate spectators which will measure 300x30 feet. The work is in the hands of a good committee and will be pushed forward as fast as the weather will permit and it is hoped that by May 1st. the work will be completed.

The cycle season seemed fairly opened at Hartford last Sunday, the wheelmen being out in force. Their are a number of rumors afloat in regard to the construction of new racing paths. The most authoritative is that the Connecticut B. C., will build a half mile track at Charter Oak Park. This would be a great improvement on the present mile track which is too big to properly enjoy a race. A feature of wheeling this season is the large number of lady tricycle riders. It is said that they contemplate forming a club.

John S. Prince arrived on the "Arizona" last Tuesday. He is full of his English experiences. He explains his sudden departure as follows: He has been in America nine years, and though often promising himself to visit his old home, he had never done so. A letter from his father, announcing his severe illness determined him to satisfy his longings, and he took the first steamer for home. He will race Woodside at Minneapolis in April, for a \$250 stake, the distance to be twenty-five miles. He is done with long distance racing, but is open to race any American professional from one to twenty-five miles for \$500 a side. He has decided views on maker's amateurism, and thinks if they were all suspended, "what a jolly lot of us professionals there would be."

The Nonantum Cycling Club of Newtonville held its annual dinner at the United States Hotel Friday evening. After the viands had been discussed, toasts were responded to by Vice-President Fisher, Capt. Williams, Secretary Lewis and Treasurer Glines. An amusing recitation was given by Mr. Bryant, and music was furnished by Mr. Needham. President Wentworth presided with his customary grace and dignity. The pleasure of the evening was marred by the announcement that the League Racing Board had suspended Messrs. Burnham and Huntley, two prominent members of this club, alleging that they are "maker's amateurs." If the charges are proven they will hereafter be deemed professionals and will be expelled from the L. A. W. The members present discussed the subject in an informal manner, and the sentiment was strongly in favor of withdrawing the application of the club (which is now pending) for admittance to the League. Definite action will be taken by the club at its regular meeting, which will be held Monday evening of next week. It is fully believed the club will stand by its members rather than the League.

### FOR SALE. EXCHANGE. WANTS.

[Advertisements inserted in this column at the following rates: Under 16 words, 30 cents; three insertions, 75 cents; under 21 words, 40 cents; three insertions, \$1.00. Special rates on application.]

52 INCH second-hand machine of a standard make. Expert preferred. Address with price and particulars,

D. Mc L., P. O. Box 444, N. Y. City.

### BUFFALO HOME TRAINER. RECORD RACE.

Time extended to May 1st. Scores will be published in The L. A. W. Bulletin. For particulars apply to Mr. JOHN A. WELLS, Referee, 321 Chestnut St., Philadelphia, or to the Editor The L. A. W. Bulletin, Box 916, Phila., Pa.

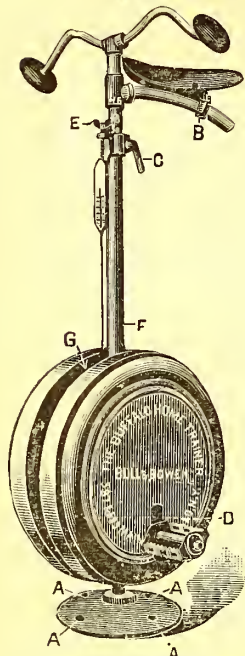
BULL & BOWEN,  
578 & 589 Main Street, Buffalo, N. Y.



# THE WHEEL.

## One Mile Open

## TIME RECORD RACE.



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

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

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

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



## NERVOUS DEBILITATED MEN.

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



## "Home Exerciser"

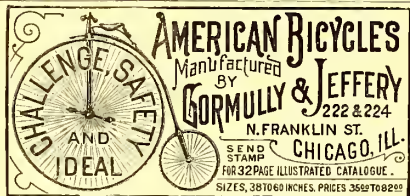
For brain-workers and sedentary people. Gentlemen, Ladies and Youngsters; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City.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



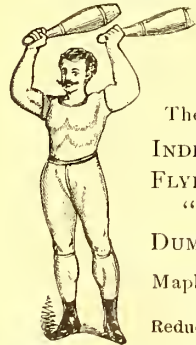
## THE "PARADOX" OILER A BOON

To Wheelmen, Skaters and Sportsmen; also made for Sewing Machines. Its Hinged Screw Stopper (und 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.



**AMERICAN BICYCLES**  
Manufactured by  
**GORMULLY & JEFFERY**  
222 & 224  
N. FRANKLIN ST.  
CHICAGO, ILL.  
SEND STAMP FOR 32-PAGE ILLUSTRATED CATALOGUE.  
SIZES, 28 TO 30 INCHES. PRICES 35c TO \$2.00



## 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.

## MISCELLANEOUS.

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

**RACING MEN**, if you want to buy a good racing machine, write to us. All sizes in stock. Prices low.  
**STODDARD, LOVERING & CO., BOSTON, MASS.**

**FOR SALE**—"BRITISH CHALLENGE," 50-inch, never been used, nickel and enamel, everything complete. Price \$90.00. Address Box 5319, Boston, Mass.

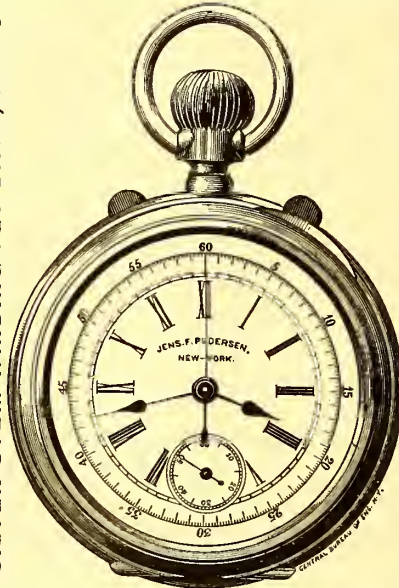
**FOR SALE**—"RUDGE LIGHT ROADSTER," 52-inch, good as new, warranted, balls over all. A bargain. Price \$110. Address Box 5319, Boston, Mass.

**FOR SALE**—"RUDGE SAFETY," only slightly used, good as new, cost \$140.00 Price \$115.00. Address Box 5319, Boston, Mass.

**BICYCLES AND TRICYCLES**, shop-worn and second-hand. Write for list before buying. Prices low.  
**STODDARD, LOVERING & CO., BOSTON, MASS.**

**FOR SALE**—A 50-inch full-nickel Expert Columbia Bicycle, in good condition, \$80. An accurate (tested) McDonnell Cyclometer and a good King-of-the-Road Lamp given along to the purchaser. Reason for selling, too small. Address communications to ED. HORNBOSTEL, JR., 39 Second Place, Brooklyn, N. Y. Can be seen at all times.

SILVER STEM WINDING FLY-BACK, \$20.00.



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

## Ira Perego

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

Respectfully announces that in order to close out his fine line of Imported Jersey Bicycle Pants, the price has been reduced from  
**\$5.00 to \$3.50 per Pair.**

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

## Novelties in Bicycle Shoes.



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

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

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

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

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

SEND STAMP FOR 32-PAGE ILLUSTRATED CATALOGUE.

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

The Only Supply Depot in America.



No. 150.  
\$13.50 per doz.



No. 151.  
\$1.25 each.



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



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

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

**JENS. F. PEDERSEN,**  
Manufacturing Jeweler,  
and Importer of Watches,  
13 MAIDEN LANE, N. Y.





## THIS IS SIGNIFICANT.

The first "AMERICAN CHAMPION" shipped took the World's long distance record at Minneapolis last week.

## INTER. CLUB TEAM ROAD RACING.

A number of cycling luminaries met at the very small parlor of the New York Bicycle Club House, 57th St. and Broadway, last Saturday evening for the purpose of forming an Inter Bicycle Club Team Road Racing Association. Sixteen clubs in the vicinity of New York sent delegates, each club being entitled to two. The parlor became so crowded that meeting was held at an hotel across the way from the club house.

The following is the list of clubs and the delegates representing them: Ilderan B. C., W. J. Savoy and L. B. Calkins; Kings County Wheelmen, E. K. Austin and M. L. Bridgman; Beroleroophon Wheelmen, W. W. Hill and E. J. Dean, Jr.; Mt. Vernon B. C., A. E. Fauquier and A. C. Jenkins; Morrisania Wheelmen, H. B. Hanford and E. C. Jones; Elizabeth Wheelmen, J. C. Wetmore and C. H. Halsey; Brooklyn B. C.; L. W. Slocum and T. C. Snediker; Long Island Wheelmen, H. H. Warner and C. H. Luscomb; Citizens B. C., Eliot Mason and Simeon Ford; Pegasus Wheelmen, J. H. Taylor and W. S. Gilson; Hudson County Wheelmen, C. E. Kluge and C. L. Meyers; Orange Wanderers, L. H. Porter and W. A. Belcher; New Jersey Wheelmen, D. M. Kurtz and C. R. Zacharias; New York B. C., Geo S. Daniels and Ed. J. Schriver; Harlem Wheelmen, names not given. Mr. Eliot Mason asked to be allowed to represent the Yonkers B. C. by proxy, but the question was decided in the negative. The Bedford B. C. had signified its intention of sending delegates but no one appeared for it. The Ixions sent a communication declining to join. It was their custom to hold road races on Decoration and Election day, and as the Association would probably select those dates they thought it to their interest to keep out.

Nearly every delegate was present, earnest and brimful of suggestions. The regular business was opened with the election, after several declinations, of Mr. E. J. Schriver as Chairman and Mr. M. L. Bridgman as Secretary. A draft of a Constitution and By-Laws was submitted by Mr. E. K. Austin. A motion was made to refer it to a committee of seven, but it was also decided to read and discuss it, in order to give the committee suggestions as to what would be most acceptable. The following three names were submitted to the Committee, the International Club Team Road Racing Association, the New York and New Jersey T. R. R. A., and the Metropolitan Cycling Association Membership of the Association to be restrict-

ed to any club within a circuit of thirty miles from the City Hall, New York City. The clubs shall only be represented at the road races by resident active members. A cup valued at \$250 will probably be the trophy. It must be won three times by any club to become it's property. It is to be paid for by an equal assessment on each club, and when a new one is to be provided, the funds for its purchase are to be procured in like manner. The annual dues are to be fixed at such an amount as shall cover contingent expenses. The officers shall be a President, Vice President and Secretary-Treasurer. All arrangements for the race meets are to be vested in a finance committee. Their shall be two races every year, each race to be held in a different locality than the previous one. Clubs shall be represented by teams of eight. In determining the winners of the trophy, the man finishing first shall receive a number of points equal to the total number of competitors; the second man shall receive one point less, and so on to the last man; the club receiving the highest aggregate shall be given the trophy in trust till the next race occurs. The first five men in every race are to receive gold souvenirs.

The above are the more important suggestions made to the committee, and they will be the salient points of the Constitution. The attention shown throughout the entire proceedings proved the interest taken in the project. The able manner in which Mr. Schriver filled the chair, the legal oratory of Mr. Luscomb and the impassioned eloquence of Mr. Wetmore were features of the evening. Shortly before eleven the meeting was adjourned, subject to the call of the chair. Mr. Mason offered the use of the Citizen's house for the next meeting, which was thankfully accepted.

## NEW YORK STATE L. A. W. ELECTIONS.

## FOR CHIEF CONSUL,

George R. Bidwell, of New York.

## FOR REPRESENTATIVES:

Dr. N. M. Beckwith, of New York; Wm. W. Share, of Brooklyn; W. S. Bull, of Buffalo; John C. Gulick, of New York; Gerry Jones, of Binghampton, Knight L. Clapp, of New York; Charles H. Luscomb, of Brooklyn; C. S. Butler, of Buffalo; J. W. Clute, of Schnectady; Edwin W. Adams, of New York; M. L. Bridgman, of Brooklyn; George Dakin, of Buffalo; Robert Thompson, of Rochester; Edward F. Hill, of Peek-

skill; Oscar G. Moses, of New York; Chas. Schwalbach, of Brooklyn; I. Reynolds Adriance of Poughkeepsie; Dr. A. G. Coleman, of Canandaigua; J. G. Burch, Jr., of Albany; Dr. Geo. E. Blackham, of Dunkirk.

The following clubs have indorsed the above ticket: The Long Island Wheelmen, The Citizen's Bicycle Club, The Buffalo Bicycle Club, The Kings County Wheelmen, The Ixion Bicycle Club, The Binghampton Bicycle Club, The Ariel Wheel Club, The Genessee Bicycle Club.

We felicitate the clubs on the selection of the ticket. Mr. Bidwell is well known among cyclists, not alone in the vicinity of New York, but all over the State. His courteous manner and pleasant bearing have endeared him to all, and a better man could not be found to head the Empire State ticket. The gentlemen selected for Representatives represent many different sections. Although many old and tried hands are nominated, we are especially pleased to notice that many of the nominees are new blood; young men of proven ability. Among these are Messrs. Share of Brooklyn, Luscomb, the legal member of the L. I. W., E. W. Adams, of this city, M. L. Bridgman and Charles Schwalbach, two popular and influential members of the Kings County Wheelmen, well known in connection with the splendid race meets given by that club, and O. G. Moses, the well known musician of the Ixions.

The vote closes on April 10th. The prominent and widely located clubs which have endorsed this ticket should be sufficient guarantee to those who are not personally acquainted with the men.

## GREAT SIX DAYS BICYCLE RACE.

Probably the greatest long distance race ever held in America was that between Wm. Woodside and Albert Schock, which was contested at Minneapolis, March 6-13. The race was won by Schock, who rode 1,009 miles, 3 laps, in the seventy-two hours—12 hours per day, beating Woodside by seventy-four miles. The score by days was:

	WOODSIDE		SCHOCK.	
	Miles	Laps.	Miles	Laps.
Monday.....	181	1	172	7
Tuesday.....	172	0	169	5
Wednesday.....	165	3	172	7
Thursday.....	158	1	166	4
Friday.....	141	1	166	2
Saturday.....	118	..	161	2
Total.....	935	..	1,009	3



Graceful. Stanch. Reliable.

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*For 1886.*

THE PEER of any HIGH-CLASS MACHINE, and positively the BEST and most DURABLE ROADSTER for the MONEY EVER PLACED upon THE MARKET.

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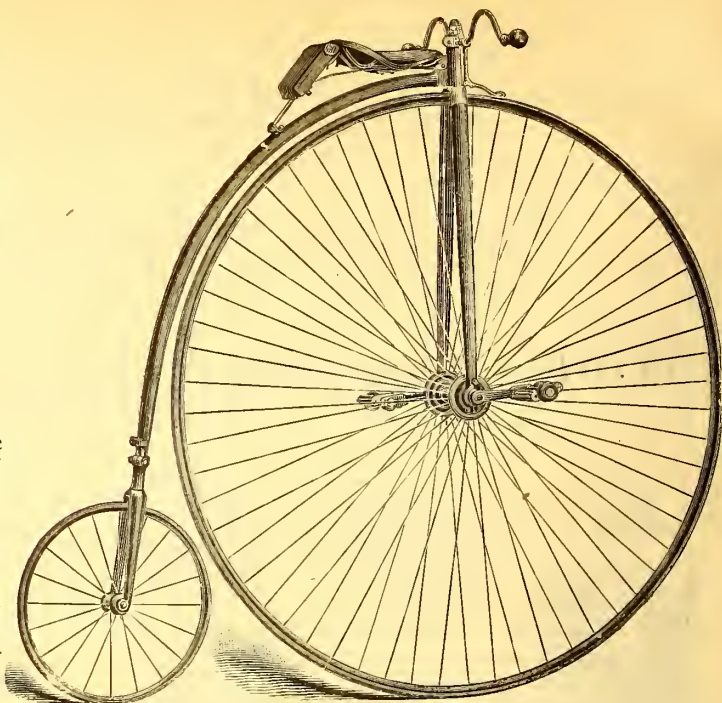
MESS. GORMULLY & JEFFERY, CHICAGO, ILL.:

GENTLEMEN: The AMERICAN CHALLENGE received through Col. Fenner is indeed a beauty, and creditable to the makers. I have refrained from writing until having tried it somewhat, and I now having registered my first 100 miles can express my entire satisfaction in it as a mount.

In appearance it is elegance itself, its running is extremely easy, and the ball bearings are perfect.

NEW ORLEANS, Feb. 10th, 1886.

WM. W. CRANE.  
Capt. New Orleans Bi. Club and Editor Bicycle South.



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Woodside averaged 15½ miles on the first day, beating all American professional records from 52 to 100 miles. Times: 52 miles, 3h. 5m. 15s.; 60 miles, 3h. 36m. 03s.; 70 miles, 4h. 14m. 56s.; 80 miles, 4h. 53m. 17s.; 90 miles, 3h. 32m. 33s.; 100 miles, 6h. 11m. 26s. The previous records made in races of this description are: 12 hours, J. S. Prince, 172 m. 320 yds.; 24 hours, J. S. Prince, 333 miles, 1120 yds.; 36 hours, J. S. Prince, 486 m. 1120 yds.; 48 hours, 560 ms. 270 yds.; Mille Louise Armaindo; 60 hours, 701 ms. 135 yds.; Mille Armaindo; 72 hours, 843 ms. 125 yds. Mille Armaindo. The World's record, 1,007 ms. 1,232 yds. was held by F. J. Lees, of England.

#### "ITALY FROM A TRICYCLE."

The *Century* for March contains the first part of Mr. and Mrs. J. Pennell's "Italy from a Tricycle," Mrs. Pennell furnishing the literary portion, and Mr. Pennell the sketches. The quaint easy style employed by Mrs. Pennell in a "Canterbury Pilgrimage" is also seen in this narration. The descriptions of the Italian scenery and quiet peasant life are full of beauty, and the effect of the word painting is only heightened by the splendid sketches of Mr. Pennell, which are masterly as usual, and being printed in the *Century* show especially well. The first installment of the tour is so charming that it is with anticipation bordering on impatience, that readers of it will await the appearance of the second paper.

#### A VERY REMARKABLE RECORD.

The report for the year 1885 of one of the members of the Essex Bi. Club, of Newark, N. J., is so remarkable that I cannot forbear offering it to your readers. Robert D. Mead rode during the year, on two hundred and fifty-four days, a distance of five thousand and forty miles on a 48-inch Harvard, having an Excelsior cyclo-meter. The greatest distance in one month was eight hundred and fourteen miles in October, of which Mr. Mead, on his two weeks' vacation, rode five hundred and eighty-two miles in twelve days, five of the twelve being stormy. His course during the vacation was from Newark northward *via* Paterson and Canterbury, to the Hudson at New Paltz Landing; thence eastward *via* Poughkeepsie and Dover to the Housatonic River; thence northward *via* Stockbridge, Williamstown, and Hoosac to Lake George; thence southward along the eastern side of the Hudson to Fishkill thence westward *via* Newburg, Monticello, and White Lake to Cohecton; thence (for lack of time) by train to Port Jervis; thence by wheel down the Delaware to Dingman's Ferry and across New Jersey to Newark. In variety and beauty of scenery and fair roads Mr. Mead thinks this course for a two weeks' ride cannot be excelled. The greatest distance reported in one day was from Lake George to Schodac Centre, seventy and twelve-sixteenths miles, and the fastest riding from Fort Edward to Schuylerville, N. Y., twelve and seven-eighths miles in one hour ten minutes."—*Bulletin*

#### CROCHETED BICYCLE CAP.

Below will be found directions for making a crocheted bicycle cap. Of course double crochet and treble crochet, together with loops, bands and circles is so much Greek to us, but it will probably be plain sailing for some cyclist's sister or *fiancee*.

Materials—One skein star light Scotch yarn, any shade. A small-sized bone crochet hook.

First row—Make a chain of 5 stitches join into a circle

Second row—Double crochet 2 stitches into each loop.

Third row—2 treble crochet in each loop, making 22 round.

Fourth row—Double crochet, taking the loop nearest to you.

Fifth row—32 treble crochet, increase by making 2 treble crochet in every other loop. In this round the loop at the back of the preceding row is worked.

Sixth row—2 treble crochet in every other stitch, making 48, work the loop next to join throughout.

Seventh row—64 treble crochet, two stitches between the increase.

Eighth row—80 treble crochet, 3 stitches between the increase.

Ninth row—96 treble crochet, 4 stitches between the increase.

Tenth row—112 treble crochet, 5 stitches between the increase.

Eleventh row—120 treble crochet, 6 stitches between the increase; then increase, miss 13, then increase, miss 13, and so on. This



# THE AMERICAN CHAMPION IS A ROADSTER

but it holds the World's long distance record, won by Albert Schock at Minneapolis last week, Woodside, in a racer nearly 100 miles behind.

round completes crown of cap.

Finish the ends of each row by drawing the loop on the needle through the loop of the first treble. This loop must be drawn the same height as the treble.

For the band round the head: Twelfth row—120 double crochet, then 12 rounds of double crochet, taking the stitch through both loops of the chain. Another round of double crochet finishes depth of headband.

On the chain above this last round work a row of d. c. also round the crown. These last 2 rows form a pretty finish to the cap, which must be lined with sarcenet.

## THE ORANGE WANDERERS' TOURNAMENT.

The Orange Wanderers attempted on Monday evening, March 15th, to give at the Park Rink, Orange, one of the most elaborate bicycle exhibitions ever given in this vicinity, and their attempt was successful to a marked degree. The great rink was filled with an audience that numbered in the neighborhood of three thousand. The ladies were out in full force, of course, and the wheel clubs of the vicinity sent large delegations in uniform. The night was a clear moonlight one and numerous club runs were organized with the exhibition as the objective point. A particularly large party wheeled over from Elizabeth and thus inaugurated the E. W. moonlight runs of 1886.

The programme embraced every form of wheel sport and was begun by the drill of the Hudson County Wheelmen squad. As usual their performance was received with deserved applause. In addition to their own evolutions they introduced two or three of the novel movements originated by the Elizabeth Wheelmen.

The next bicycle event was a safety race between L. H. Johnson of the O. W. and a club mate, which was productive of numerous races at the turns. Johnson finally emerged from the contest as the more fortunate one and the winner.

The Star polo teams of the Elizabeth Wheelmen now came upon the floor. A. D. Roorbach and J. C. Currie, Jr., sported the red sashes and A. T. Brown and S. J. Barry, Jr., the blue. In the first game Roorbach and Brown "rushed." The former "got there" first. After two or three minutes of sharp and lively play Roorbach saw a difficult chance at goal, made the try, and was successful amid great applause. Currie and Barry now rushed. Then followed a fine exhibition of daring riding and skillful playing. The skirmishes were close and exciting. The

riders, however, had perfect control of their machines and even in the thickest of the fight there was not a tumble or a collision. The strokes and stops evoked loud applause. Roorbach finally won the second goal for the reds by a good shot.

The open mile race had five starters, among whom was Kluge, who had been allowed by the chairman of the racing board to compete under protest. Three run in the first trial heat. E. H. Lawrence of Orange finished first with Kluge second. In the second heat were Lemeris of the N. J. W., and Fred Yates of the Plainfield B. C. The former took the lead and maintained it for three quarters of a mile, when Yates came on with a rush and won by two yards. In the final heat Yates, Lawrence, and Kluge started. Yates jumped away with the lead followed by Lawrence ten feet behind, with Kluge the same distance behind him. These positions were maintained until near the finish when Lawrence fell, letting Kluge in for second. Yates won with something to spare in 3.46.

The victory of Yates is especially creditable as he had dismounted from his machine but a very little while before the race after a sharp run up from Elizabeth. Finlay on the Star and Leopold on the crank went through their meritorious and well known exhibitions. Kluge essayed to play polo with W. P. Smith of Jersey City, but his machine got out of order early in the game and he was compelled to take another, the arrangement of whose levers bothered him. He, however, finally won. Kluge next tried his hand at riding the Kangaroo against one of the Wanderers on a Rudge safety. He had bad luck with his machine and got a crop of tumbles, which killed his chances. The Giefort Bros., in juggling and athletic feats, a skating race, and struggles with the trick mule bicycle were the other features of an exhibition, which was a delight to the audience and a credit to its promoters. It will do much toward making the wheel even more popular in Orange than it is at present and that is saying a great deal.

JONAH.

The New Haven correspondent of the *New York Herald* publishes a telegram in Monday's issue, the substance of which is an interview with Geo. M. Hendee in regard to his suspension. Hendee characterizes the action of the Racing Board as ridiculous; he had not made up his mind whether to reply to the charges or be suspended. Hendee's remarks are synonymous with the expressions of three or four racing men who have spoken to us about the suspensions.

## THE LEAGUE MEET.

A number of the Committees which are to have charge of the league meet, held a meeting at the New Marlboro Hotel, Saturday evening. Chief Consul Ducker presided, and there was a large attendance. It was an enthusiastic meeting and the utmost confidence was expressed while discussing the proposed plans, that the meeting would prove the greatest of successes. The entertainment committee had a number of plans for making everybody have a good time. They recommended for the first evening a popular concert at a music hall, where the visiting wheelmen could become acquainted with one another. For the second evening there would be an entertainment at the Skating Rink, and on the third evening, the banquet. The committee on the banquet reported that no hotel in Boston would be large enough to accommodate the probable number who would want to attend the feast, and it would therefore be necessary to hold it in some hall. The committee on runs and tours have planned for various runs to points of interest about the city. The Hotel Vendome will be the headquarters, and at that and other hotels reduced rates will be secured. A first-class band of twenty pieces has been secured for the parade, races and banquet. The races will probably be run on the Union Athletic Grounds. The following new committees were appointed: Finance, W. G. Kendall, Chairman, S. A. Merrill, H. E. Ducker and J. T. Williams. Storage, Charles S. Howard, Chairman, E. R. Benson and W. S. Atwell. Photographs, W. B. Everett. League Programme, H. E. Ducker, Chairman, A. E. Pattison and L. Barta. Hall for Business Meetings, Charles S. Howard, Chairman, Abbott Bassett and A. D. Salkeld. The reception Committee was authorized to increase the number of its members to forty-five, and the press committee was increased by the addition of Charles S. Howard, of the *Boston Globe*, and W. E. Gilman, of the *Boston Advertiser*. Sanford Lawton was made Custodian of all moneys which may be raised for the meet. The meeting adjourned to meet at the same place March 27.

The Missouri B. C., of St. Louis, held its annual meeting on the 4th inst., and elected the following officers: President, Louis Chauvenet; Vice-President, A. P. Cook; Secretary, Ed. Sells; Treasurer, Fred. W. Beecher; Captain, W. A. Brewster; First Lieutenant, J. A. Lewis; Second Lieutenant, J. O. Hunnicke; Color Bearer, E. F. Woestman; Bugler, J. H. Williamson.



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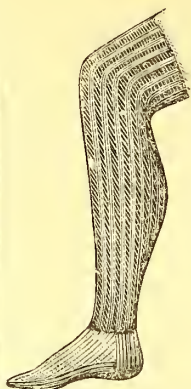
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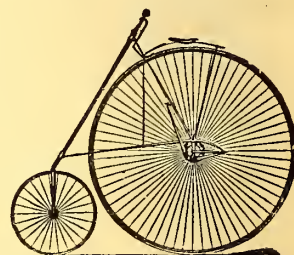
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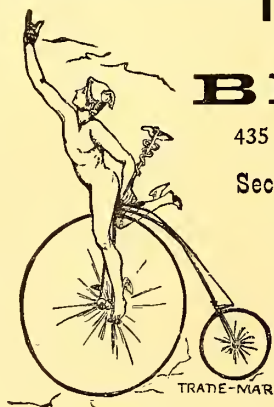
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### FROM THE CLUBS.

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

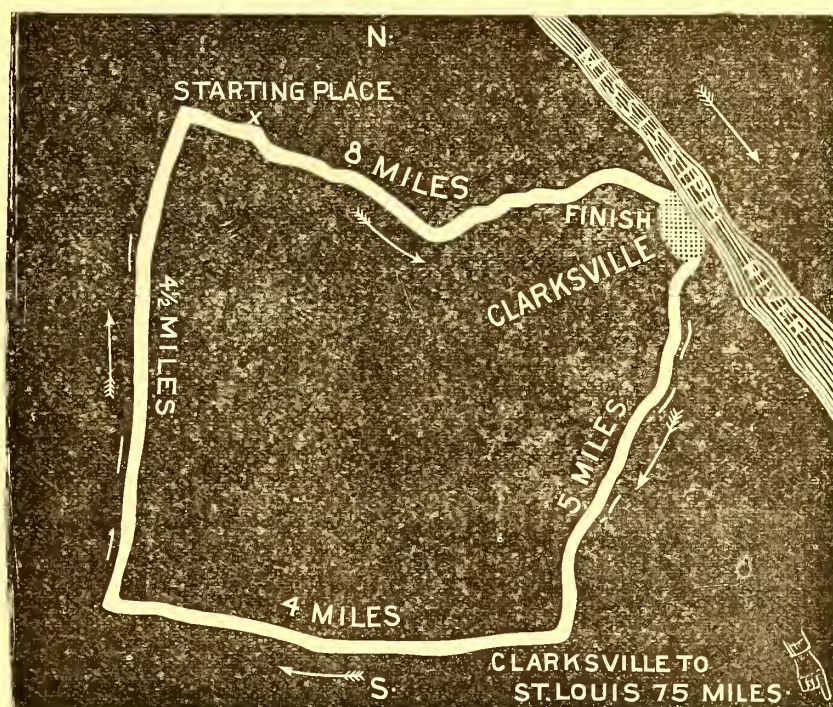
The Chicago B. C. will give an athletic entertainment the last Tuesday in March.

The Detroit Bicycle Track Association filed articles of incorporation on March 1st. The capital stock is \$3,000 divided into 200 shares of \$25 each.

The Elizabeth Wheelmen have fifty-nine active members, of whom seven are ladies. The club is thinking of giving a tournament. The Elizabeth's are "big" on road riding. They propose to total 60,000 miles this year. One of the many spirits of the club, "Jonah," is on the alert to find a team to ride against a team of Elizabethans.

The Binghamton. B. C. held its annual business meeting March 9th. The following officers were elected: President, M. C. Craven; Vice-President Austin S. Bump; Treasurer, W. F. Sherwood; Secretary, M. J. Corbett; Trustees: Chas. E. Craven, Chas. E. Titchner and Gerry Jones; Captain, Gerry Jones; Lieutenant, C. M. Bloomer, Color Bearer, John B. Boyers and Bugler, L. J. Kingley. After the elections the club members, to the number of twenty-five sat down to their annual dinner. Under the direction of Mr. Stone, the following toasts were responded to: "Our Club," Mr. Titchener; "Our Wheelmen," Captain Jones; "The Law," W. F. Sherwood, "Our Club Dude," W. E. Kilmer; "Ups and Downs of Wheelman's Life," Captain Hicox and "The Ladies," Lieutenant Bloomer. Impromptu speeches and stories prolonged the merriment until the "wee sma."

The Waterbury Wheel Club held an enjoyable reception and entertainment, on March 4th. A large and fashionable audience filled the City Hall, and seemed much interested in the various numbers of the programme. A drill by the Elm City Club was followed by a slow race for members of the Waterbury Club, Captain L. A. White winning the prize. T. R. Finlay then gave his excellent fancy riding exhibition on the Star and subsequently played a game of polo with L. B. Star, winning in three straight goals. An orange race was the closing feature of



### THE AMERICAN WHEELMAN ROAD RACE COURSE.

#### THE CLARKVILLE BELT ROAD.

The above map is an illustration of the Clarkville Belt road, over which the great national fifty-mile road race now being arranged by *The American Wheelman* will be run on Saturday, April 24. The road is a gravel turnpike, and has long been known as the most pleasant spin in Missouri. The six short lines—three of which are marked outside the east section of the road and three outside the west section—show the only hills on the road, and none of these are at all severe and all can be ridden at top speed.

entertainment. Four boxes of oranges were placed at one end of the hall, and four empty boxes at the other end. Four men started in the race, the winner to be the first man who transferred all the oranges from the full box to the empty one. The fortunate man was Captain White.

At the annual business meeting of the St. Louis Ramblers, held March 4th; the following officers were elected: President, J. S. Rogers; Secretary, A. K. Stewart; Treas-

urer, R. C. Gordon; Captain, R. E. Lee; Lieutenant, C. C. Hildebrand. Additional Trustee, G. Glover. It was decided to give a mile entertainment on April 15th. The club also decided to rent out their club house during the season, as the it was beginning to be more patronized than the road.

The New Orleans B. C. has the Springfield fever. It proposes to build a half-mile track and give a mammoth tournament this spring.



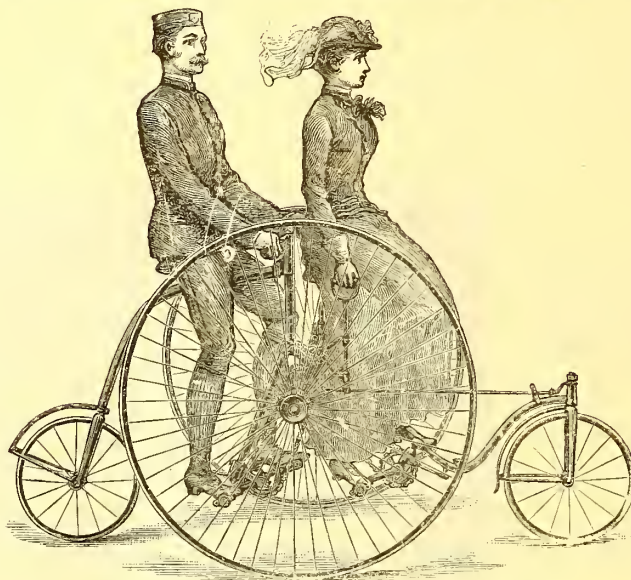
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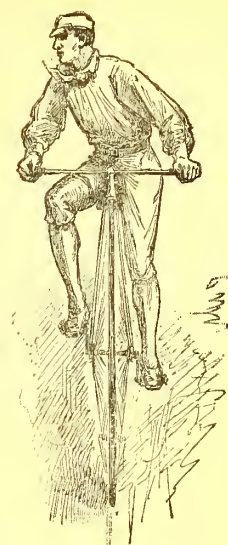
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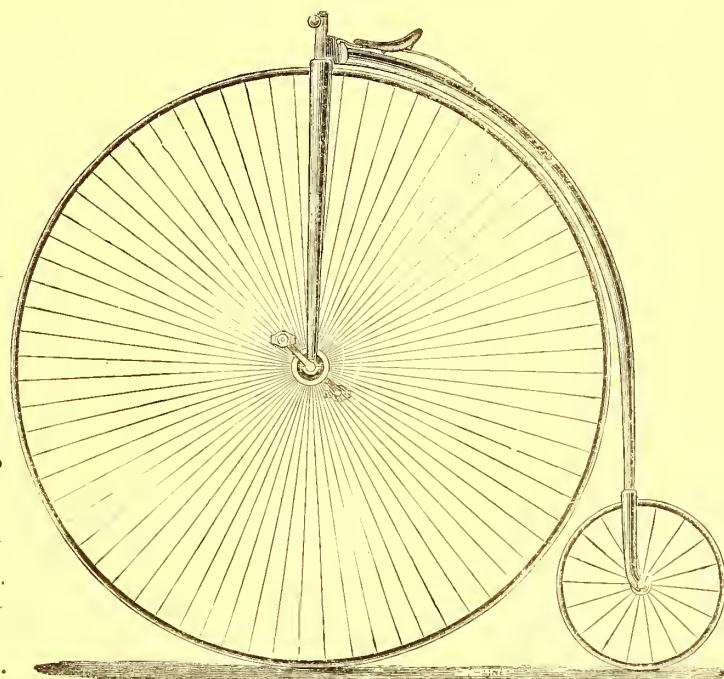
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