



VOL. IX.—No. 12]

NEW YORK, DECEMBER 18, 1885.

[WHOLE NUMBER, 220.]

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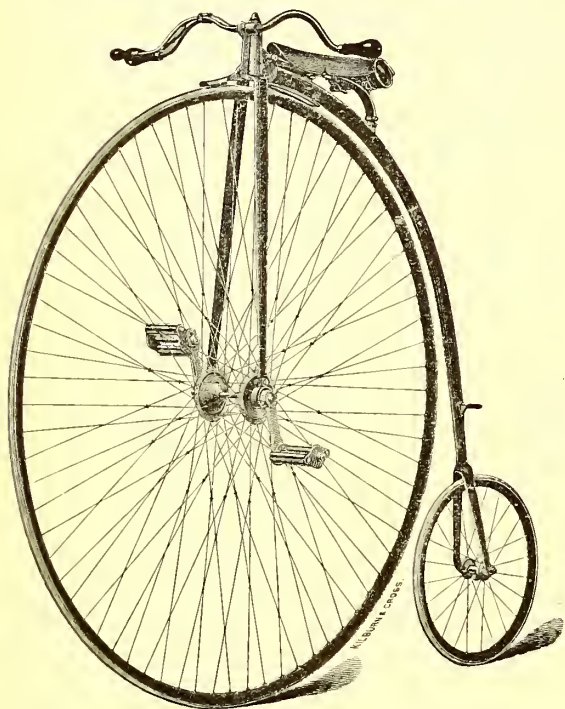
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LIGHT OR FULL ROADSTER.

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FRED RUSS COOK,

The Noted Californian Wheelman,

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

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A Superbly Built Wheel, Rigid, True Running.

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

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

From Bicycling World.

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

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

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

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

See them at the offices of

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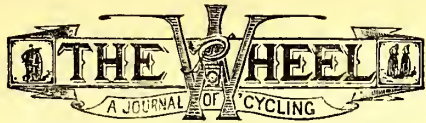
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# THE WHEEL



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## To Subscribers and Correspondents.

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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 THE 'CYCLING PUBLISHING COMPANY. We cannot use stamps other than the two or one cent issue.

## WHEEL GOSSIP.

A Tennessee State Division is one of next seasons possibilities. They are working for it.

S. C. E. Dormeedontoff, is the latest applicant for C. T. C. membership from Moscow, Russia.

They have it down fine in Great Britain. A line is drawn between grass, dirt and cinder records.

Messrs. Browning, King & Co., L. A. W. tailors, have supplied to League members seven hundred and sixty-six suits.

*Bicycling News* lauds Percy Furnivall as the amateur champion of the world. He had that honor once, but we fancy that W. A. Rowe will claim part of the pie next season.

The Philadelphia Times, is of the opinion that the politician of the future will canvass on a bicycle, thus making the machine a really necessary adjunct to the man who aspires to prominence (or gold) through politics.

L. C. Perkins, of Philadelphia, Pa., inventor of the "combination Star-crank bicycle," is looking for some manufacturer, to place it on the market. He claims it to be superior to any machine yet brought before the public.

Hal Greenwood, of St. Louis, is having hard luck with his Star. After his bad beating in the 18-mile road-race recently, we are informed that he has sustained several bodily injuries, from the breaking of the vertebræ of his machine.

Llewellyn H. Johnson, the Orange dealer, has returned from his European trip. Mr. Johnson was absent about two months, during which time he traversed some 800 miles on a tandem, with Mrs. Johnson, through England and Wales.

Adol Escens, the western tourist, arrived at Fort Hays situated in western Kansas, the great Cattle Country, on November 5th. Thus far his trip has has been devoid of exciting in-

cidents, though furnishing us with a good idea of the character, roads etc. of that section.

The Nottingham B. C., a very prominent English Club, has led the way by withdrawing from the N. C. U., as a consequence of the useless battle that is waging between that organization and the A. A. A. Others will probably follow their example. Where will it end?

The introduction of railway tricycles in England, dates back as far as 1873, the first one being used to carry Her Majesty's mail from Llantrissant to Cowbridge, both in Wales, on the railroad track between these points. The system is yet in vogue, and is worked by the same man.

The "Essex Bicycle Works," Messrs. Fish & Co., is located in Newark, N. J. From the cimmerian darkness that has hitherto enveloped the firm and its doings, light has come. We are informed by the New York State Division organ that the business is in a flourishing condition.

The New Jersey Wheelmen will hold forth in all their glory at the Belleville Rink, Newark, on the evening of Dec. 18th. Many odd bicycle contests are on the programme, but the event of the evening will be the first public appearance of the Drill Corps, consisting of eight wheelmen, who are said to have the thing down fine.

Chicago boasts of a certain South Park that abounds in splendid drives, always open for wheelmen. Circular Drive is however, the favorite, being seven-eighths of a mile in circumference, and as its name indicates, of circular shape. The drive is often the scene of local racing contests, and also that on which John Bell distinguished himself last season by riding ten hours without a dismount.

Australia, the Island Continent, has her quota of cyclers and consequently record-smashers. A. J. Foote, of Warnampool, has just completed a journey of 170 miles, taking but two days for its accomplishment. Mr. Foote is evidently Australia's best road-rider for the long distance. He holds the century record, making the distance in 9 h. 54½ m., as well as longest ride without dismount, viz., 75 miles in 6 h. 24 m.

A cycling meeting was held in Southern France recently. The good audience present was sufficient testimony of the popularity of the sport amongst French ruralists, and everything passed off to the complete satisfaction of every one. 2½ miles bicycle race was won by Charles Terront, 9.45 2-5. Knowles won the 1 3-5 miles tricycle race to the tune of 7'11. Keller the 1 3-5 miles bicycle, and Terront the 1500 metres.

The old Revolutionary village on Long Island,—Flushing, has experienced a boom in wheeling, and still survives. The staid inhabitants have welcomed the new sport with open arms, and have caused a flourishing B. C. to be organized. Besides its quota of wheelmen, Flushing possesses a number of blushing (rhymes, you know) lady trikers, who fraternally welcome the male sex, especially if they hail from New York and sport side-boards.

From San Francisco we are informed that Mr. Ashley Garter, the great, good, and we suppose, only bicycle champion of the California Military Academy, has sprained his precious ankle, and will not be able to ride for some time. Also that he is the man that successfully accomplished the herculean feat of riding a bicycle from his home, Red Bluff, to San Francisco. We expect that Mr. Ashley Garter will shortly come East in search of new worlds to conquer.

With a great waste of language, and space a Louisville paper intimates that if the L. A. W. does not do something in the case of the Princeton, Ky., student who was fined five dollars for riding a bicycle on the streets, the Kentucky Division will withdraw from the organization. What sickening talk. We advocate showing the power of the League when an important case is on the floor, but in such a one as is this, it is the business, solely of the State Division or resident cyclers.

The bicycle drill corps of Cleveland, Ohio, is progressing in its efforts toward making a good showing, and being dubbed "Champions of Ohio." The latter is the bone of contention between all Ohio wheel-centres, large or small, city or hamlet. The question was supposed to have been buried forever upon the *entree* of W. F. Knapp, whose superiority over all other riders was undoubted, but since his removal to Denver, it has been resuscitated with all its old time vigor, and now continues on as of old. Knapp, by the way, whose departure was greatly regretted seems to be dissatisfied with sunny Colorado, from reason of the boys being so slow.

A boom in cycling is being plainly felt in that great farming and milling state, Minnesota. Where but five years ago, a bicycle was an object of curiosity and gossip, is now regarded as a practical, every-day sort of vehicle, chiefly useful for fattening calves. Three hundred wheelmen, chiefly in the large cities like St. Paul, Minneapolis and Winona, but some scattered all around in the many small hamlets, now stand as evidence of the good and successful work of the pioneers. Minnesota possesses a creditable State Division, annually holding two state championships, a one-half and two-mile bicycle. From Grant Bell's (professional), accident, John Nicholson, now in Ireland, will undoubtedly figure as state champion.

The Thanksgiving Day meeting of the Los Angeles, Cal. A. C. was pre-eminently successful as regards the cycle contests. The time made was very good, (for the coast) considering the track, Baseball Park, etc. The one mile bicycle was captured by G. A. Von Brandis, in 4.42 2-5; J. P. Percival second; Robert Cope, third; J. F. Plank, o. Percival led till five yards from the tape when Von Brandis spurted handily and won by a short distance. For the half-mile bicycle, three riders appeared, J. W. Lancaster winning in 2.06; Von Brandis, 2; and Percival, 3. The race was a close one from start to finish, Von Brandis win, in the mile, stamping him as a good rider, while Lancaster was the favorite. The concluding bicycle event was the slow race, Percival winning, but no time was taken.

Rumor has it that next year, President Ducker, of Springfield, will take a party of American wheelmen to Great Britain for a tour through Europe. The programme as far as laid out is: Leave New York City about the middle of June per City of Rome landing in Queenstown, Ireland, make a thorough exploration of that country. Then to England where, (our premier racing men being of the party) it is proposed to meet and vanquish the giants on their own ground. France and Germany will next command attention, thence a raid will be made upon the romantic Alps of Switzerland. Reduced rates at the different hotels are said to have been arranged for, as well as railroads and steamship lines. A physician and machinist will accompany the party, which in all will number somewhere about fifty.



# THE WHEEL.

A Wisconsin man has been fined for keeping a bicycle. It belonged to a neighbor.

At the recent social of the Jupiter B. C. London, seven hundred wheelites smoked the jolly pipe of good fellowship.

A contemporaray, whose ball bearings are evidently a little loose, recommends almonds as a sure cure for indigestion.

Eck is now trying to arrange a half century bicycle race, Prince *vs.* Woodside, to occur in Minneapolis. Woody should win.

Thomas W. Eck invariably affixes "Champion of Canada," to his signature. Where comes in Canada's sterling men?

R. A. Neilson appears to be a jack of all trades. He refereed the notable skating race between Messrs Maddocks and Stone at Boston Dec. 3.

There are but four cycle tracks in France. The best is the eight-lap at Montpellier, but it will probably give way to the Bordeaux four-lap, now being constructed.

Already in Boston, preparations are being made towards providing amusement for wheelmen in the winter. A tricycle party on the ice of Jamaica pond, has been called for.

Asa Dolph, Ohio's professional rider, who made such a big but brief stir in racing circles a year since, and was subsequently downed by consumption, is said to be running a restaurant in Boston.

In Missouri, a favorite run for wheelmen is from Lake Contray, a suburb of St. Joseph, to the latter city, distance being seven miles. The average time consumed in covering the distance is thirty-five minutes.

Wheelmen of Edinburgh, Scotland, have not yet abandoned the track idea. They intend constructing a first-class championship dirt track, as soon as arrangements have been completed. Newington is the probable site.

J. Hassong, of Camden, N. J., has been granted a patent for an "Ice Velocipede." We are unable to furnish any particulars concerning its shape, speed, etc., as the inventor has seen fit to involve the machine in stygian darkness.

W. H. Huntley's recent record of 257 miles, (beaten three hours after by Munger) has been certified to by all the pacemakers that accompanied him on the different trips. The fun comes in where one of the gentlemen, in signing the certification, prefixes his own signature with a Mr.

A Boston sheet chronicles the proposed visit of John S. Prince to England next season, and gratuitously and generously advises him to "clean them out, John." It seems necessary to remind the aforesaid sheet of the bursting of Jno. S. Prince's bubble.

At the Elite Skating Rink, Philadelphia, on December 1st, Wm. Edwards, a comparative "unknown," beat Louis J. Kolb, the noted local rider, in a three mile race, the time being 12.28. Edwards was allowed half a lap start, which Kolb was unable to make up. Both rode crank racing machines.

The Connecticut Division, L. A. W., are seriously considering the advisability of issuing a road book of that state next year. Blanks have been sent around and local consuls as well as other wheelmen in the state are asked to contribute their mite. How they do fall in line since the edition of the Pa.-N. J. book.

The Lane Brothers, of England, have been in Boston the past week, giving exhibitions at the Olympian Rink. They are billed as, "the skilled artists of skating, bicycling, and jugglery." They are reported to give a really clever entertainment, meeting with great favor from the patrons of the rink, being "quite English, you know."

L. D. Munger, of Detroit, on being interviewed, expressed his wish to compete in a 24-hour straight-away road race, for all ambitious pedallers, to be run on the roads about the Hub. Munger can afford to be generous, as no one man in the country could approach him in such a contest. Here is a good chance for St. Louis fliers.

Four members of the Taunton, Mass., B. C. have this season, each ridden over one thousand miles. They are Captain W. C. Williams First Lieutenant G. R. Williams, 1600 miles each: Second Lieutenant Wm. Pendleton. and Bugler J. Hardy, 1000 miles each. The fact that all of the men are officers, is worthy of note. Evidently the officers of the club are chosen for their road-riding abilities.

Richard Howell has at last succumbed to fate. Love was his conqueror. Leicester was the scene of the marriage ceremony, and Miss Clara Heeley, daughter of the proprietor of the Red Cow Hotel the blushing bride. Reuben Chambers, the noted triker officiated as best man. Howell has our best wishes. May his life as a benedict be as happy and successful, as his career as a racing wheelman.

Joseph Butcher, manufacturer of the cyclo-meter that bears his name, makes very serious charges against A. A. Mc Curdy. He says that Mc Curdy's record (now broken) of 255 1-8 miles was not that distance, as he rested while his pacemaker mounted the wheel, and rolled up the miles. This charge is not a trivial one. Mr. Butcher must have authority for the statement, or he would not have caused it to be published in the public press.

Mr. R. J. Hogg, who hails from the Northern part of England, and is quite prominent in cycling circles is of the opinion that the amateurs rule, and everything hindering the fraternization of the professional with amateur riders, should be abolished. Many think with him, even in this county, but it is hardly probable that such a transformation in cycling would be either politic or practical.

The Boston *Bi. World*, has a great aptitude for inventing stories. Its statement *re* Harry Etherington, to the effect that he obtained a free passage to America for bringing the English party over, and that he presented a similar bill to the Springfield B. C. is a pure fabrication. Sanford Lawton, Sec'y S. B. C. has written the *Cyclist* a denial of Mr. Etherington ever having presented such a bill to the club.

The annual meeting of the Ohio State Division, L. A. W., was held at Massillon, Dec. 7 and 8. The only important business transacted was the selection of Canton for the coming division meet and a number of changes in the constitution and rules. Canton wheelmen have fought hard for the meet, and they deserve the distinction and probable boom that it will give to wheeling in Canton next September.

Anticipating the near approach of winter, cyclers are taking their last rides of the season. Though the enervating but chilly air brings the wheelman out, and sends him along at a brisk pace, making him feel like a "King of all he surveys," for the time being, yet his spirits fall some hundred degrees, when his

mind reverts to the famed "last rose of summer," which long 'ere this, has ceased to bloom. But with a determination of,—no, not a better cause,—riders are working their steeds for all they are worth, and even at this late day, are yet met on the road.

The Boscobel B. C., of Lynn, is a good example of the success that can be attained by a club, with thrifty and energetic members. Organized September 20th, of this year, with thirteen members, they now number thirty, and are rapidly climbing upwards. The club-rooms on market street are elegantly and commodiously fitted up, a pool table and other conveniences for winter sport, being amongst the most desirable features. The B. B. C. is a strong competitor of the Lynn Cycle Club, of which Rowe is a member, naturally giving it the lead, though the friendliest of feelings exists between the two organizations.

"The Society of Cyclists" which was organized early this season, with Dr. B. W. Richardson as president held a meeting two weeks ago in London. The society was formed for the purpose of promoting socialism among wheelmen, and from its present flourishing condition promises to be long-lived. At the meeting referred to a number of interesting and instructive papers were read, including "Our Sentimental Journey," delivered by Mr. Jo. Pennell. J. Glover also exhibited and explained a new sort of tricycle. At the next monthly gathering, Mr. J. C. Marsh who has completed his tour through Italy, will deliver "A peep at Italy from the Tricycle."

## HUB HAPPENINGS.

HOW ROAD RECORDS ARE MADE AT THE HUB.

—THE LEAGUE ACCEPTS THE MASSACHUSETTS CLUB'S INVITATION TO MEET IN BOSTON.—POINTS AND PROPHECIES.

About the only approaching event of interest that local wheelmen have to discuss is the carnival of the Massachusetts Club next Wednesday evening. Everything possible that would add to its success has been done, and it is no exaggeration to say that the affair will probably prove the grandest indoor event that the sport has ever known. Promises of large delegations from nearly all the clubs of the city and vicinity have been received, and many clubs from a distance will be well represented.

Much money has never, as yet, been made from a Boston cycling entertainment, either indoor or outdoor; but the Massachusetts Club expect to set an example in this matter, and net a sum which will add materially to the resources of the treasury, and enable the club to perfect various improvements in the club house. The gymnasium sadly needs furnishing, and it is understood that to this purpose, a portion of the profits of the carnival will be devoted. A gymnasium is a very necessary adjunct to a cycling club house for the use of its members during the winter months and does much to retain members and keep up an interest, during the long months of inactivity on the road. The Boston Club has sadly felt the need of a gymnasium, and hopes to have one before the end of another season. If what one may glean from the rumors which are wafting about here, the Boston Club will before long make certain announcements which will be likely to prove of rather a startling nature, and demonstrate the fact that the Boston Club intends to maintain its position as the leading cycling organization of America. In a week or two I hope to be able to give to you a prospectus of what the club really does intend to do. For the present, however, I must



be content with furnishing you hints only, for it is the desire of the club that its plans shall not be made public just at present. The Boston Club has not been altogether idle, as some seem to think, while the Massachusetts Club has been erecting a club house and more than doubling its membership.

A breeze of no small dimensions has been stirred up in this town over a communication sent to the *Bicycling World*, by Mr. James Butcher, alleging that McCurdy did not fairly make the 24-hour record which was allowed him sometime since, and which he held until L. D. Munger took it from him, by doing a half dozen miles better. While McCurdy no longer holds the record, any insinuation as to fraud on the part of himself, his backers or trainers, would naturally be snapped up with eagerness by the public. Road records have so frequently been slaughtered this season, and so few men who have tried for the 24-hour record have failed, that it is not surprising if suspicions of the most dreadful nature can be awakened. Mr. Butcher began his letter to the *World* with the evident intention of answering certain other letters published in the *World* which he thought reflected upon the accuracy of his cyclometers. As he got warmed up to the subject, however, he departed somewhat from his text, and pitched into McCurdy. This is a matter which requires the most searching investigation, for it not only reflects discredit upon this racing man, but upon all who were interested with him in the attempt, his trainers, backers, pacemakers, etc. The statements made by Mr. Butcher, are to the effect that McCurdy did not ride the full distance recorded by his cyclometer. He alleges that the wheel bearing the cyclometer from which McCurdy's record was taken, was, at one time, ridden by a pacemaker while McCurdy was resting, and thus a greater record was rolled up on the cyclometer than was really made by the Lynn man. If this is true McCurdy deserves a punishment equal to that of forfeiting his standing as an amateur. A man who will do such a thing as that is not wanted in amateur cycling competitions, or in professional ones, for that matter. If Mr. Butcher can substantiate these charges, and he claims that he can, he should do so at once. If he cannot substantiate them, then an explanation of his reasons for making the charges is in order, equally as expeditiously. As yet Mr. Butcher refuses to state where he obtained his information and on what grounds he believes it to be true. In conversation with your correspondent a few days since Mr. Butcher claimed that at one time during his run, McCurdy became tired, and to rest himself swapped machines with his pacemaker, Mr. Woodman of Chelsea, whose machine was of the same make, a Columbia light roadster, but was a 53 instead of a 55 inch. It appears, according to Mr. Butcher, that when Woodman started off on McCurdy's machine the latter was feeling so tired that he, Woodman, rode far ahead of him, and then returned again, thus rolling up an extra distance on the cyclometer. If this be true McCurdy made a blunder, but it is possible that it was an unintentional one, and while he is deserving of blame, he may not be so bad as the reading of Mr. Butcher's letter would lead one to infer. According to the racing rules he had a perfect right to change his machine as often as he desired, so the only question is whether or not his pacemaker rode ahead of him and then returned again. That is, of course, on the supposition that this is all that Mr. Butcher has reference to. If he has anything else, he should make it public.

I have also talked with Mr. Woodman about the matter, and while he admits that he changed machines with McCurdy, he states

positively that he kept by McCurdy's side all the time and that they both rode the same distance. I have heard rumors from several quarters that now the example has been set of doubting records, some very funny things will be revealed regarding various other records; so it is not unlikely that the little breeze created by Mr. Butcher's letter will develop into a ripping, roaring, smashing tornado.

A letter from Secretary Lawton of the Mass. Division L. A. W., notes that the invitation extended by the Massachusetts Club to meet in Boston has been accepted.

Yesterday's *Globe* contains the following:

The *Outing* magazine, which has been published in this city for the past four years or so, is to be published in New York, beginning with the February number, a controlling interest having been bought by Mr. Poultney Bigelow, an able young journalist of that city, and others. Mr. Bigelow is a son of Hon. John Bigelow, and has just resigned his position of editorial writer on the New York *Herald* to take charge of *Outing*, which he will edit and manage. Mr. Bigelow was formerly London correspondent of the New York *Herald*. Associated with him in the ownership are Messrs. Theodore Roosevelt and Cleve Dodge. A new company will be organized, called the *Outing* Company, provided with ample capital, and the magazine will be pushed vigorously in circulation. The offices will be at 120 Nassau street.

*Outing* was started in Albany by Mr. William B. Howland, and in 1883 was consolidated with the *Wheelman* magazine of Boston, and has since been published here by the *Wheelman* company, under the name of *Outing and the Wheelman* until last April, when the original name was restored. It has been printed by Rockwell & Churchill, and its handsome typography and presswork, as well as the fresh, healthy character of its contents, and artistic illustrations, have won it universal commendation, and a rank with the greatest illustrated magazines. Mr. Howland has been treasurer of the magazine until his recent resignation to take charge of the *Cambridge Tribune*, which he purchased last summer.

## POINTS.

Harry Corey is expected home to-morrow. He will probably be full of impressions.

It is rumored that an effort is being made to open the Institute building again this winter for the purpose of holding cycle races on a five lap track to be constructed there. It will be remembered that it was on the track in that building three years ago that the American mile record was first brought under three minutes by Mr. Ralph Ahl. Three minutes has never been broken in Boston outside that building.

Several local wheelmen inform me that they intend participating on Elwell's winter cycling tour to Bermuda.

The chop suppers of the Boston club are now under full headway and every Saturday night is sure to find a jolly party gathered about the several tables spread in the lower dining room. An excellent cook has been secured and everything passes off delightfully. The supper of last Saturday night was attended by an unusually large number, including several of the originators of these very enjoyable feeds.

The Wakefield club is preparing to give a Minstrel entertainment.

C. A. Hazlett of Portsmouth, N. H., still heads the list of long distance road riders

for New England. President Williams of the Massachusetts Club, is said to come next.

"I've got him on the list," sings a certain would be breaker of records young man, about another ditto. There's gentle music wafting through the air.

The Billiard and Pool Tournaments of the Boston Club are progressing famously. Games are played every evening, to the delight of the players and the financial benefit of the club.

Mr. W. W. Stall is building for a man out in the uncivilized sections of western Massachusetts, a six foot bicycle wheel, which will weigh some fifty pounds. It is for some sort of a patent extra speed developer bicycle.

Last Sunday Gid Haynes and his wife rode single tricycles to Waltham, a distance of some twelve miles in less than an hour and a half and returned home in about the same time. Mrs. Haynes is said to be developing into a regular flyer on the road, although she first mounted a tricycle but a few months since. It is perhaps a good thing for ladies to be able to speed over the roads at a lively pace, but to my mind the first consideration is to make sure that no faster pace is attempted than will bring one home without undue fatigue. A woman is not capable by her physical organization of standing any great amount of fatigue occasioned by tricycling, without the danger of serious injury. The tricycle affords the means of most delightful outdoor recreation for the gentler sex, and it behooves their male companions to see that they receive no injury from enjoying it.

Eck is said to be endeavoring to arrange a race between himself and Prince or Woodside. Why does he not try to get one on with Bob Neilson of this town? Perhaps it is feared that he is too fast.

The racing board of the L. A. W. has accepted all of Rowe's records, made at Springfield. The proofs furnished were so positive that there could be no possible question as to their acceptance. Other record breakers are now endeavoring to hunt up equally good proofs of their own performances.

Mr. W. W. Stall is having fitted up for the use of his wife a racing Crippler tricycle. It is not for racing purposes, but for every-day road riding. It will weigh about 45 pounds.

The headquarters of the Roxbury contingent of the Massachusetts Bicycle Club, have been removed to the Hotel Warren, on Warren Street, where Consul Savell holds forth in all his glory.

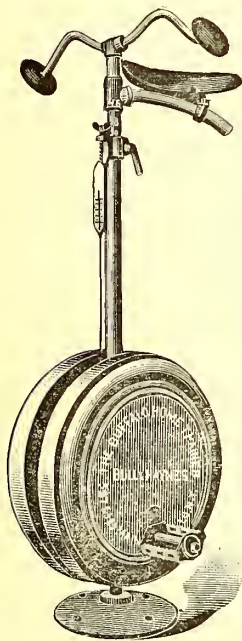
Fifty couples attended the Ball of the Somerville Cycle Club last Wednesday evening, and the affair proved a brilliant success. During the evening Captain Worthen who is about to leave for California, was presented with an elegant gold ring by members of the club.

At the meeting of the Newton Club held last Tuesday evening at the store of Mr. W. W. Stall on Tremont Street, it was voted not to hold the proposed Minstrel entertainment, and the committee appointed to take charge of the affair was discharged. Mr. Ralph Ahl was transferred from associate, to active membership, and several new members were admitted to the club. Like all gatherings of this organization the meeting was a jolly one, and the supper served after the business was transacted, had ample justice done to it.



# THE WHEEL.

## THERE IS SOMETHING IN IT!!



N. H. VAN SICKLEN, at Chicago, October 16, 17, won 7 Prizes, including "The Columbia 20-Mile Cup."

*THE above Excellent Record, made by "A Good Man upon a Good Bicycle," was the result of a thorough training on the*

### Buffalo Home-Trainer

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Yours respectfully,  
N. H. VAN SICKLEN.  
CHICAGO, ILL., Nov. 10, 1885.

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



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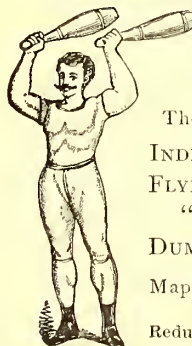
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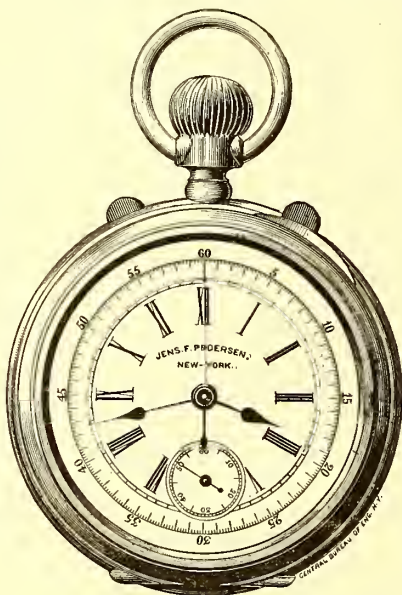
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ACCURATE AND GUARANTEED BY

**JENS F. PEDERSEN,**

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

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AND 87 Nassau Street, N. Y.,

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

**\$5.00 to \$3.00 per Pair.**

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

## Novelties in Bicycle Shoes.



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

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

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

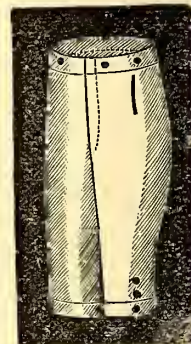
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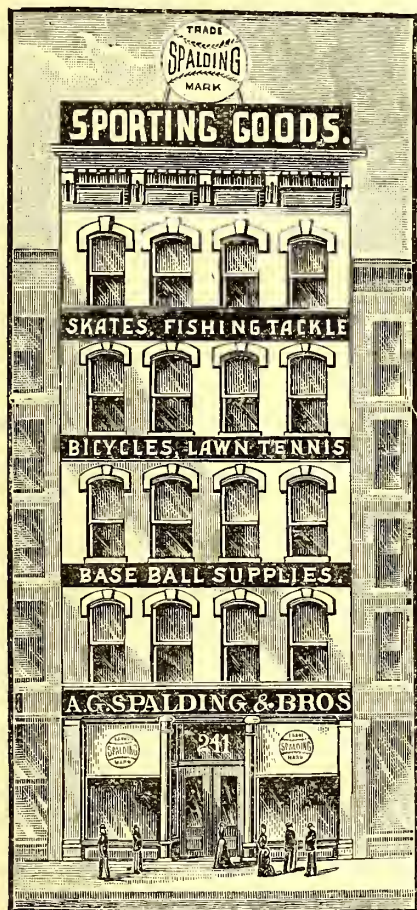




# THE WHEEL.

## MESSRS. A. G. SPALDING & BROS.

About the first of last January the enterprising firm of A. G. Spalding & Bros. whose reputation in Chicago has been that of the leading dealers in sporting goods, conceived the idea of establishing a New York house with the intention of making their bicycle interests a valuable adjunct to their large and rapidly increasing business. For awhile the securing of a suitable building that was centrally situated and commodious enough to hold all the good things that one now finds in their establishment, was a vexatious problem, but like everything else the matter was pushed



with vigor and the elegant building at No. 241 Broadway was leased for a term of years. The location could not be better. Facing City Hall Park, at one of the busiest portions of Broadway, the advantages of an ever changing stream of traffic and humanity are apparent. It is near both elevated railroads, and convenient to the Brooklyn Bridge. Once in possession, it required some little time to transform the building into its present elegant condition, but carpenters, painters and decorators soon left their mark, and about the middle of March the store was formally opened to the public.

The ground floor which is on a level with the street is entirely devoted to base-ball, archery, tennis, fishing, hunting and and general sporting supplies. It is elegantly and tastefully finished in polished cherry and the effect is both striking and in perfect good taste. The offices are situated in the rear, and the cellars are used for storage purposes. The bicycle department is of course of more general interest to our readers and is reached by a broad flight of stairs that leads up to the second floor, which is entirely given up to the purpose.

During the past season the Messrs. A. G. Spalding & Bros. have, while not lacking in enterprise been rather conservative in the matter of machines. They introduced the Spald-

ing without any flourish of trumpets or extravagant advertising. It worked its way forward solely upon its merits and has given complete satisfaction to many hundreds of riders who value a staunch, strong and easy running wheel.

The next season's campaign will be more aggressive, and Messrs. A. G. Spalding & Bros. are making extensive preparations for a large bicycle business for 1886. The rapid development of this branch necessitated the securing of a larger assortment of wheels embracing those of a high grade, and they with their usual foresight embraced the opportunity.

Appreciating the advantages of a personal inspection of the English market they sent their active and able manager, Mr. Frank N. White to Europe early in October, with instructions to secure for the firm the very best the market afforded. Mr. White has recently returned and in a general conversation a few days since gave us the following facts concerning their business:

In 1885 the Messrs. Spalding placed in the market for the first time the New "Spalding" bicycle, a wheel made on a different principle from any in the market. Its chief feature was direct tangent spokes, the spokes being screwed into the hub instead of laced, the idea being to have a wheel that could be made very light, at the same time very rigid and strong. They also put on an extra large tire set well out from the rim believing this the best for American roads. The remarkable success it has met with, and the satisfaction it has given in every instance proves the correctness of their judgment. The wheel although a medium weight roadster, is especially adapted for rough or sandy roads, and for hill climbing, its extreme rigidity allowing it to go with ease, where many others fail. During the last year not a wheel buckled, not a backbone or fork broke. This speaks volumes for the wheel, and for the workmanship of Messrs. Hillman, Herbert & Cooper of Coventry, who manufacture the wheel for them. Several improvements in the minor points will be made, but the main features will be the same for next season.

The "Kangaroo" which recently made a National reputation by covering one hundred miles in 6h. 39m. 5s., on ordinary roads, will be pushed as the "leading safety machine" should be, and justly merits all that can be said in its favor.

An important addition to the bicycle department will be the United States agency for the celebrated "Humber" bicycles, tricycle and tandems, made by Humber & Co., of which there are many imitations, but none equal to the original which this concern will handle. The thousands who examined the exquisite workmanship, the delicate adjustment to the bearings of the machines at the Springfield meet will feel gratified to learn that they are now within easy reach and can be thoroughly examined before purchasing. Their well known "Cripper" tricycle will be further improved, and will undoubtedly become as popular in this country as in England where it is quite the fashion.

In addition to the many good things described above, their supply of sundries will be the most complete in the country. Wheelmen can be satisfied of finding everything of merit that the market affords, and what is not always on hand, will be so quickly procured that the delay will not be noticeable.

A little nook will be fitted up for visiting wheelmen, where the files of the latest and best periodicals will be kept, and where all will be cordially welcomed. Experience proves to us that Mr. White uses a very excellent cigar and is as affable a gentleman as one wants to meet.

## CHESTNUTS. I.

There are many cyclers in Gotham to-day. They number by hundreds where six—not twenty—years ago they were to be computed by tens and the writer can recall the time when the number of owners of wheels could be counted on the two hands. Perhaps a few of the old veterans of '79 are yet lovers of the wheel, but they are numbered, as time has brought its inevitable changes and the most prominent of them at that time are not in the ranks.

\* \* \*

I can well remember my first experience with the bicycle. In the latter part of September '79, I happened to drop in at the then flourishing concert hall of Koster & Bial, and well remember hearing a rumble and thumping sound that emanated from the floor above. I could assign no particular cause for the same, but a modest card in the programme informed me that the first bicycle school in New York had just been opened, and as I in my childhoods happy hours had been an ardent velocipedist, I immediately sought it out. Here I first became acquainted with the modern and improved bicycle, and the cone bearing Standard Columbia of those days was a thing of beauty to my inexperienced eyes. Some half dozen were struggling with the intricacies of the mount, and dismount, and I am free to confess the latter system predominated.

\* \* \*

As it was a rather late hour, I did not venture on the floor, but contented myself with asking a few questions of the polite Major Durell who is now well-known as the manager of the Pope M'fg Co's Chicago Branch house. Being readily convinced by that gentleman that to all active young men the mastery of the bicycle was only a question of time and a few tumbles, I surreptitiously appropriated a stray catalogue and sat up until a late hour reading up on the subject.

\* \* \*

The next evening I was on hand bright and early, and after screwing up my courage to the sticking point, repaired to the floor and confided to the attendant that I had never been on a wheel before, and was helped on to a diminutive 46 in. machine—they had no "Mary Anns" with high handle bars in those days. As I was pushed off successfully, much to my surprise, although I found the straight path hard to follow, I was able to avoid the only post in the room, but at times it seemed to shift its position, in an endeavor to be run down.

\* \* \*

I was a proud man that night, but all pride must have a fall and my lot was no exception to the rule. However it did not occur that evening and having purchased "Pratt's American Bicyclist," I wended my way homeward feeling that I was on the road to become a full fledged wheelman. A week passed before I had another opportunity of trying my hand and the fame of the school having spread itself abroad, the hall was uncomfortably crowded. Although I spent most of the time acquiring the mount and dismount, I considered myself expert enough to join the circling throng and was only on the second round when I was run down and badly thrown. I have never yet found a board floor that was not hard and this was no exception to the rule, and as my elbow landed in advance of me, I found that the course of true wheeling did not run smoothly. I attributed the accident to the number on the floor, and not to the bicycle, or else to-day—six years later—I would not be the enthusiast that I am.



# THE WHEEL.

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**A CALIGRAPH,**

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Bermuda is the wheelman's winter paradise; delightful climate, tropical scenery, hard, coral roads extending to every point of interest—and all within 50 hours' sail of New York by the fine steamers of the Quebec S.S. Co. A party will start from New York, March 2d for a sixteen days' tour to this delightful land. For Illustrated Guide and further information, address with stamp, F. A. ELWELL, Portland, Maine.

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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.

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Sole Agent for the United States and Canadas.

## 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

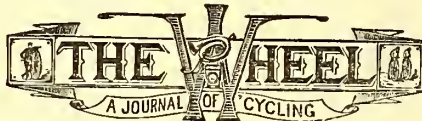
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## LOOK AT OUR COMBINATION OFFERS!

The Bicycling World and The Wheel, \$2. a year; regular price of the World, \$2 a year. Outing and The Wheel, \$3 a year; regular price of Outing, \$3 a year.

**THE CYCLING PUBLISHING COMPANY,**  
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## 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.

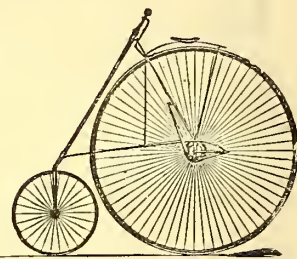
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

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

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SUCCESSORS TO



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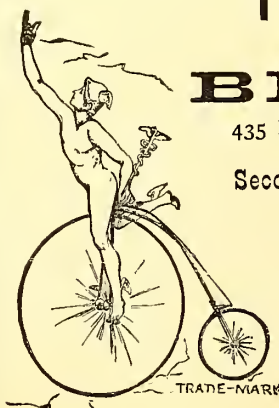
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Repairing Done in all its Branches.

**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.





It was not long after this that I purchased my first bicycle, but winter coming on, of course put an embargo on all riding. The boulevard was then our only riding ground. Fifth Avenue was not opened above 72nd Street and Riverside Drive existed only in imagination. '79 was the year that the great Wentworth Rollins appeared on the scene. Rollins was the first "maker's-amateur" of this country, being employed by the Pope Manufacturing Company to ride from New York to Chicago. I well remember him, and although he had many faults he did much to push the bicycle before the public in this city. Associated with Wm. M. Wright who had ridden in France, and was considered the greatest rider of the times, he leased the old Brewster Hall, corner of Fifth Avenue and 14th Street and turned it into a riding school. His business ideas were large—very large, and had he attended strictly to business he would have been at the head of the trade to-day as far as successful agents were concerned. The annual fair of the American Institute having closed for the season, Rollins hired the building for three months, and opened what was the largest riding school in the country, an eight lap track was laid out, and for a while wheeling was quite the rage, the hall being crowded nightly.

\* \* \*

The interest was enlivened during the winter by a series of races, between Stanton of England, and Dan Bellard of this city. Numerous amateur events were also given and many fast times were made. It was here that Walter Clarke on his fifty-inch "Invincible" beat the champion L. H. Johnson, of Orange, N. J., who was the scorchier of those days. Several moonlight runs were indulged in, when weather permitted, and of the score of men who actively participated, but few are left to-day. The first official run was made on Nov. 16th, 1879, when some half dozen of us tried to reach Yonkers. History records a chapter of accidents, a number of the party coming to grief on the railroad tracks at the foot of one hundred and twenty-fifth street, but otherwise, a general good time was had.

\* \* \*

In the mean time, clubs had been springing up all over the country, but it was not until the latter part of December, 1879, that the New York Bicycle Club, the first in this city was organized, with Kingman N. Putnam as Secretary; Mr. C. K. Munroe being President. The exact date I do not know. The majority of their members were associated with the New York Canoe Club, and the story goes that after the annual dinner of that organization, they adjourned to the American Institute, and some of the more venturesome, attired in evening dress amused the audience by their struggles. The club secured a room in the Institute building and introduced their uniform to the public on the 22nd of February, 1880, when a grand run was planned, to which all the unattached were invited. As I belonged to that great body then, I went, and will tell you of my experience in my next letter.

CHESTNUT.

## THE GIFT OF FRANCE.

M. Bartholdi has been very busy since his arrival in this country, with responding to social attentions and affairs pertaining to the erection of the "Statue of Liberty Enlightening the World," on Liberty Island, New York Harbor. He has had frequent conferences with Gen. Stone, Engineer-in-Chief of the Pedestal of the Statue of Liberty, and has made his final suggestions as to the erection of the

statue. It is not probable that the pedestal will be completed for two months yet, and will not be ready to receive the statue till late this winter. He says the entire work cannot be completed before the close of next summer; that the statue is of such great size that it must be put up slowly and with the greatest care. He thinks it will take five months to get it securely placed on the pedestal. His plan is to have the dedication on the 3rd of next September, the anniversary of the signing of the treaty of Versailles, which secured peace after the Revolutionary war and guaranteed the recognition of the American Republic.

*The New York World* popular subscription from the people completes the pedestal. A large amount of money is still required for the erection or putting together of the great statue, which, when completed, will be thirty-five feet higher than the towers of the great Brooklyn Bridge.

The committee by the sale of the miniature statuettes, expect to raise the balance of money required for statue purposes, and on receipt of One Dollar will deliver at any place in the United States, a handsome souvenir of Bartholdi's great work, or a larger representation twelve inches high, very handsomely finished, at Five Dollars. For Ten Dollars, the committee will deliver a magnificent work of art, same height as the five-dollar size statue, finely chased, pedestal heavily silvered, with plush stand.

These souvenirs will make a very desirable holiday gift, and the giver will surely be remembered, as his gift will have a prominent place in the home, and will also be doing a patriotic act by aiding the committee to complete this great work of art.

Subscribers should address all remittances to RICHARD BUTLER, Secretary American Committee of the Statue of Liberty, 33 Mercer Street, New York.

## THE RECORD WAR.

An unseemly and rancorous war of words over the records made at the Springfield tournament has been a much-to-be-regretted feature of the last two months' cycling events. Several of the leading English papers declined to accept the records without further evidence of their authenticity than was at first furnished, and this refusal naturally excited the ire of the American papers, who felt that the good faith of American wheelmen had been impugned. Recriminations followed, and a far from edifying spectacle of bitter taunts and mean insinuations flying across the Atlantic has been presented. To the unbiassed view of an outsider, it would appear that the Englishmen are altogether in the wrong, and are deserving of all they have received in the way of tongue-lashing from the American papers. As representatives of the gentlemen wheelmen of England, the English papers would have displayed greater courtesy, less jealousy, and far more brotherly feeling, had they said nothing against the American records, but quietly accepted them as necessarily genuine when endorsed by the gentlemen wheelmen of America until such time as evidence might be furnished to show that fraud or carelessness had existed.

Common justice, as well as friendly sentiment, should have taught the Englishmen to consider the Americans innocent until they were proven guilty; but their action in reversing this procedure and holding the records as false until proven true had the boomerang effect of making the world believe that those so ready to assail the motives and acts of others are not themselves above suspicion.

We have carefully followed the discussion on this subject, and have seen no reasons ad-

vanced that throw any serious doubt on the Springfield records. To say that "records had to be made at Springfield," simply because an advertisement of the Springfield Club announced that records had always been broken at Springfield, is no argument, but a dirty insinuation for one wheelman to make against a body of brother cyclers. But this and similar others have formed the sum total of the pleadings of the English papers against the records. THE WHEELMAN, as representative of Canadian cyclers, who look to England with a feeling almost filial, and would hold her honor and credit as their own, would fain commend instead of blame the position taken by the Englishmen in this connection, and it is with regret that it has to acknowledge that its brethren across the Atlantic have lowered themselves in the eyes of the cycling fraternity of this continent by their cavilling, picaninny and puerile conduct in this matter of the records. —*Canadian Wheelman.*

## THOMAS STEVENS IN SLAVONIA.

From *Outing* for December we extract several very interesting paragraphs from the pen of Thomas Stevens, describing the ride of the intrepid traveller through Slavonia. Stevens has arrived in Teheran, Persia, where he will stay over winter, or until the roads have assumed a rideable shape.

Six o'clock next morning finds us traveling southward into the interior of Slavonia; but we are not mounted, for the road presents an unrideable surface of mud, stones and ruts, that causes my companion's favorite ejaculatory expletive to occur with more than its usual frequency. For a portion of the way there is a narrow side-path that is fairly rideable, but an uninvitingly deep ditch runs unpleasantly near, and no amount of persuasion can induce my companion to attempt wheeling along it. Egali's bump of cautiousness is fully developed, and day by day, as we journey together, I am becoming more and more convinced that he would be an invaluable companion to have accompany one around the world; true, the journey would occupy a decade, or thereabouts, but one would be morally certain of coming out safe and sound in the end; there would be no danger of sunstroke from over-exertion, no breaking of limbs or neck from reckless riding, no running of heads into unnecessary danger, and no danger of inciting the prejudice and hostility of the natives of any country by running them down with our wheels. Egali has many admirable traits, but his utter lack of speed and venturesomeness on the wheel casts a shadow over them all.

During our progression southward there has been a perceptible softening in the disposition of the natives, this being more noticeably a marked characteristic of the Slavonians; the generous southern sun, shining on the great area of Oriental gentleness, casts a softening influence towards the sterner north, imparting to the people amiable and genial dispositions. It takes but comparatively small deeds to win the admiration and applause of the natives of the lower Danube, with their child-like manners; and, by slowly meandering along the roadways of Southern Hungary occasionally with his bicycle, Egali has become the pride and admiration of thousands.

For mile after mile we have to trundle our way slowly along the muddy highway as best we can, our road leading through a flat and rather swampy area of broad, waving wheat-fields; we relieve the tedium of the journey by whistling, alternately, "Yankee Doodle," to which Egali has taken quite a fancy since first hearing it played by the gypsy band in the



wine-garden at Szekszard three days ago, and the Hungarian national air,—this latter, of course, falling to Egali's share of the entertainment. Having been to college in Paris, Egali is also able to contribute the famous Marseillaise hymn, and, not to be outdone, I favor him with "God Save the Queen" and "Britannia Rules the Waves," both of which he thinks very good tunes,—the former seeming to strike his Hungarian ear, however, as rather solemn. In the middle of the forenoon we make a brief halt at a rude roadside tavern for some refreshments,—a thick, narrow slice of raw, fat bacon, white with salt, and a level pint of red wine, satisfying my companion; but I substitute for the bacon a slice of coarse, black bread, much to Egali's wonderment. Here are congregated several Slavonian shepherds, in their large, ill-fitting sheepskin garments, with the long wool turned inwards,—clothes that apparently serve them alike to keep out the summer's heat and the winter's cold. One of the peasants, with ideas a trifle befuddled with wine, perhaps, and face all aglow with admiration for our bicycles, produces a tattered memoranda and begs us to favor him with our autographs, an act that of itself proves him not to be without a degree of intelligence that one would scarcely look for in a sheepskin-clad shepherd of Slavonia. Egali gruffly bids the man "begone," and aims a careless kick at the proffered memoranda; but seeing no harm in the request, and, moreover, being perhaps by nature a trifle more considerate of others, I comply. As he reads aloud, "United States, America," to his comrades, they one and all lift their hats quite reverently and place their brown hands over their hearts, for I suppose they recognize in my ready compliance with the simple request, in comparison with Egali's rude rebuff,—which, by the way, no doubt comes natural enough,—the difference between the land of the prince and peasant, and the land where "liberty, equality and fraternity" is not a meaningless motto,—a land which I find every downtrodden peasant of Europe has heard of, and looks upward to.

## WHAT THE WHEEL WOULD LIKE TO KNOW.

Whether Editor Aaron's recent "Struggle for Existence" editorial, wasn't written in the cause of "Stop Thief!"

Whether *The Cyclist* isn't trying to sneak out of its Springfield-record hole?

Whether the English riders will have the temerity to tackle Rowe next year?

Whether, if so, when beaten by the Lynnite, they will attribute it to the ocean voyage, climate, etc.?

Whether a certain M. D. who occasionally fills the columns of a contemporary with worthless matter, will ever see himself as others see him?

Whether Mr. Henry E. Ducker of Springfield, isn't a candidate for the L. A. W. presidency? Stephen Terry, ditto?

Whether the stock of certain English papers has not declined considerably since the Springfield meet?

Whether it is considered policy to continue in the same course!

Whether the *Bi. World* can spell "gall" correctly?

Whether the St. Louis Fair Grounds track isn't a little—just a trifle short?

Whether John S. Prince really considers himself champion, and if he will accept Neilson's challenge?

Whether Fred Russ Cook will travel east next year for naught?

Whether Thomas Stevens won't return from his travels, in many small pieces?

Whether Lewis T. Frye will make his mark as an amateur now that he has been reinstated?

Whether Chairman Bassett will ever make known the reasons of the Racing Board for so doing?

Whether England's maker's amateurs have hard feelings towards the American press?

Whether Pembroke Coleman's timing is as correct as is reputed?

Whether New York clubs will ever hold a tournament on the plan of Springfield?

Whether Mr. Ducker would give them some points in the business?

Whether the day is far off when every railroad in the country will carry wheels free?

## RHYMES OF THE ROAD AND RIVER.

For a long while the cycling public have been accustomed to writings both prose and poetry from the pen of "Chris Wheeler" and those who admired his varied style, were not surprised when the announcement of the collection of them in book form was first published. The book has been issued in handsome form by E. Stanley Hart & Co., of Philadelphia and forms a welcome addition to the limited library of the wheelman. While some of the author's best efforts have been published in *THE WHEEL* and elsewhere, the bulk are new, fresh and breezy, carrying with them the whirl of the merry wheel o'er hill and dale, or the splash of the oar, as indicated by its compound title.

The author sensibly makes "no pretensions and therefore tenders no apologies for what the reader may find in this book" and therefore must be unmindful of criticism. We are free to say, however, that the work is harmonious and well chosen, and while possessing some features that might well have been omitted, is as a whole very acceptable, and we trust that the author will meet with such encouragement as to persist in his literary efforts of a like nature.

## 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.]

**HARLEM WHEELMEN.**—At the last meeting of the Harlem Wheelmen, it was decided to give an entertainment and reception in the latter part of January, at one of the halls in their vicinity. We trust that this enterprising club will meet with the success which it certainly merits, and will be heartily supported by wheelmen, and their many friends.

**HARLEM WHEELMEN.**—The beautiful silver cup won by the Harlem Wheelmen in the K. C. W. team race on Nov. 3, 1885, is now to be seen at the Club House of the H. W., at 104 W. 124 St., enclosed in a handsome plate-glass case presented to the club by its President, Wm. H. DeGraaf. Cyclists are cordially welcome at the headquarters of the H. W. and now they hope to see more of their friends than before.

**CAPITAL.**—At the last regular meeting of the Capital Bi. Club, held Dec. 12, the semi-annual election of officers for the term ending June 30, '86, was held, with the following results: Pres., John M. Killits; Vice Pres., Clarence G. Allen; Rec. Sec'y, Thos. A. Berryhill; Cor. Sec'y, James Q. Rice; Treas., Joseph E. Leaming; Capt., Edson B. Olds; Sub-Capt., Fred. F. Church; Jr. Sub-Capt., Benjamin H. Stinemetz, Jr.; Executive Committee, J. West Wagner, P. T. Dodge, Wm. B. Hibbs, Jas. McK. Borden. Yours truly,  
CHAS. F. BACON, Cor. Sec'y.

**ILDERAN.**—The annual meeting of the Ilderan Bicycle Club of Brooklyn, N. Y., was held Nov. 21st, and the following officers were elected to serve for the ensuing year: President, Howard Greenman; Vice Pres., W. G. Chandler; Captain, J. Barton Cruickshank; 1st Lieut., W. J. Savoye; 2nd Lieut., L. L. Hayes; Secretary, H. C. Mettler, 75 Astor House, N. Y.; Treasurer, Wm. Bailey; Right Guide, Harry H. Farr; Left Guide, Stowe Phelps; Bugler, L. J. Ostrander; Club Committee, A. E. Detson and C. Schiebler; Color Bearer, E. C. Carshaw. A new constitution and by-laws were adopted, and we also voted to join the League for the coming year. A new addition to our club-rooms, at Flatbush Ave. and Sterling Place, is a pool table, which our thirty members are using to the entire satisfaction of the treasurer. Very truly yours,  
H. C. METTLER, Sec.

**CLEVELAND.**—At the last meeting of the Cleveland Club, resolutions of regret for the death of H. O. Beckwith an old Cleveland Club man, and brother of ex-Lieutenant Beckwith, were passed. Mr. Pugh went to Massillon to represent the Cleveland Club of the Ohio division of the L. A. W. at their annual business meeting. Victor Place, the cowboy wheelman, will remain in town this winter and next summer, for he and C. H. Potter are to team it on the tandem in next season's races.  
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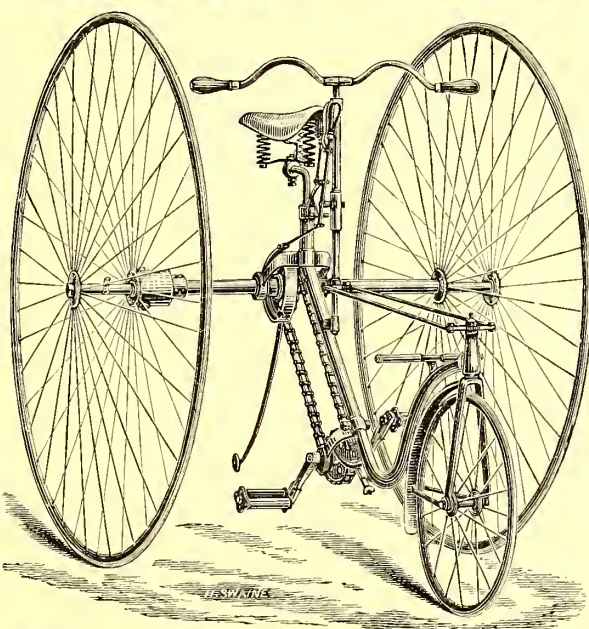
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WORLD'S RECORD,	-	-	-	2 Miles,	-	-	WM. A. ROWE,	5.21 3-5
WORLD'S RECORD,	-	-	-	3 Miles,	-	-	WM. A. ROWE,	8.07 2 5
WORLD'S RECORD,	-	-	-	4 Miles,	-	-	WM. A. ROWE,	11.11 4-5
WORLD'S RECORD,	-	-	-	5 Miles,	-	-	WM. A. ROWE,	14.07 2-5
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WORLD'S 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
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WORLD'S RECORD,	-	-	-	18 Miles,	-	-	WM. A. ROWE,	52.25 1-5
WORLD'S RECORD,	-	-	-	19 Miles,	-	-	WM. A. ROWE,	55.22 2 5
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