

VOL. IX.—No. 24]

NEW YORK, MARCH 12, 1886.

[WHOLE NUMBER, 232.

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.

All wheelmen are invited to examine this wheel critically, and determine for themselves whether or not the statement is justified. We work for wheelmen and depend upon the merit of our wheels to insure their patronage.

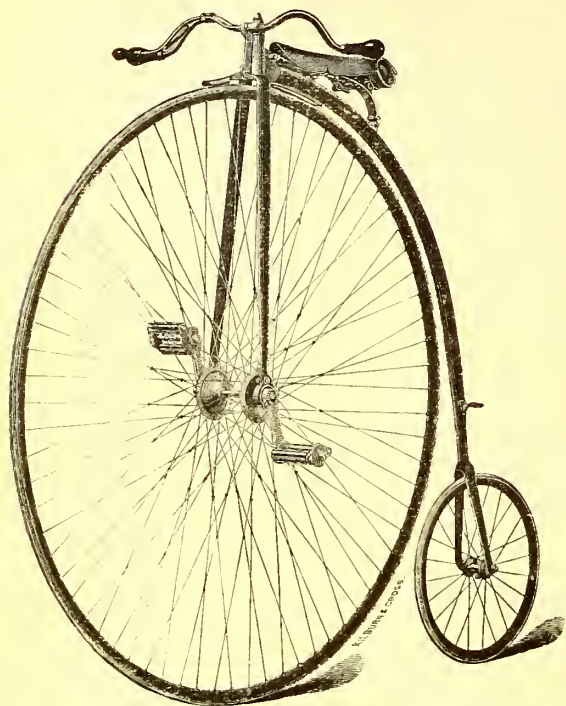
THE WHEEL.

ROYAL MAIL

OFFERED AS THE

Highest Grade Bicycle in the Market

A Rigid, Superbly-Built, True-Running Wheel!



NO EXPERIMENT.—FOR YEARS PAST A LEADING WHEEL IN ENGLAND, NOW IN ITS THIRD YEAR IN AMERICA, AND STANDING HIGHER IN POPULARITY THAN EVER BEFORE!

Thoroughly Established in American Favor. —

— Adopted by Many of the Principal Clubs.

A Favorite on account of its Perfect Fittings, Rigidity, True-Running Qualities, and Strength for Road Use.

❖ A SERIES OF SUCCESSES ❖ IN RACING AND RECORDS.

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, Burham, 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, ½-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 Cyclo-meter in 1885.
J. A. LAKIN & CO.

Messrs. WILLIAM READ & SONS.

WESTFIELD, MASS., February 4. 1886.

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

GOOD AGENTS WANTED EVERYWHERE. SEND STAMP FOR ILLUSTRATED CIRCULAR.

WM. READ & SONS,
107 WASHINGTON ST., BOSTON,
SOLE AMERICAN AGENTS.

RENTON & CO., 229 Broadway,
AGENTS, NEW YORK.
CHAS. SCHWALBACH, 132 Penn Street,
BROOKLYN AGENT.



Single Copies, - - - - - 5 Cents
Subscription Price, - - - - - One Dollar A Year.
Clubs of Six, - - - - - Five Dollars.
European Subscription - - - - - 5 Shillings.

COMBINATION OFFERS.

Bicycling World and THE WHEEL 4.00 a year,
Outing and THE WHEEL, - - - 3.00 a year.

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To Subscribers and Correspondents.

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

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

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

In another column we quote a portion of an authoritative letter *in re* the death of H. L. Cortis, which possesses more than ordinary interest. Those who have read the Cycling publications for the past few years will remember the regularity with which the sometime English amateur champion was reported to have died from heart disease, which affliction was attributed to his herculean performances on the racing path. The fact that Mr. Cortis had betaken himself to a very remote settlement in a very remote part of the Globe—Australia—there to establish himself as a medical practitioner, made it impossible to either confirm or deny these rumors until months after they had appeared; and no sooner had they been contradicted by letters from the principal himself, than new reports were set afloat, with the very peculiar result that during several months of every year no one could really tell whether the brightest figure of early wheel history, was or was not.

But the real import of this letter is, that the "you-race-and-you'll-die-of-heart-disease" croakers can no longer rely on the "Cortis case" as one of the strongest planks of their platform.

There are to-day many men who are at least partial believers in the "heart disease" theory. The pros and cons as to whether it has any foundation in fact have been published long ago and anything we might say on the subject would at least be "chesnutty." But though the majority of the testimony has upheld the fallacy of the belief that racing produces heart troubles, and though the death of Cortis from an entirely different cause removes the most doleful example

to which the croakers have always pointed in confirmation of their views, yet it would be well for those who have a penchant for the honors of the racing path not to entirely disregard this question.

There are undoubtedly men to whom racing would be extremely hazardous, to say the least of it. To those who have an almost inexhaustible fund of vitality or a large or high quality muscular and nervous system, either inherited or acquired, the danger is only imaginary; but to those who have inherited or acquired any organic weakness, or whose judgment and feelings tell them that more than ordinary exertion is anything but beneficial to them—to these we say, do not let your racing ambition run away with your judgment and your conscience, which should show you the folly of inviting premature old age, incurable distempers or perhaps a shortened life, and all for the comparatively empty and ephemeral honors of the racing path.

INTERNATIONAL CHAMPIONSHIPS.

It seems that at last some practical steps are to be taken to carry out the oft repeated suggestion of holding international championships. It has been proposed that a federation be formed of delegates from the different governing bodies of those countries in which bicycling has become a recognized and prominent sport, viz England, America, Germany, France, Ireland and Australia, for the purpose of making arrangements to hold meets. The National Cyclist's Union has communicated with the L. A. W. on the subject and the matter will soon receive thorough consideration. The idea is a good one and can not fail to benefit the sport.

MAKERS' AMATEURISM.

The editor of *Wheeling* puts the following reply into the mouth of a supposititious makers' amateur replying to his accusers at a supposititious trial. It is an able summing up of the promateur's position, which is our excuse for giving it at length.

"You suspect me of being a maker's amateur and you ask me to prove that I am not what you call me. Well, suppose I say to you frankly and honestly that, if by your term, you mean that to earn my bread and my wife's bread and the children's bread, I take the money of a wheel manufacturer for riding his bicycles and tricycles, then I am a maker's amateur. What then? You will suspend me—make me a professional—drive me from the amateur ranks and force me to race for cash instead of the rubbish I race for now? Well and good! But first let me ask you a question or two. This is my only chance, remember! I have remained quiet while Councils have stormed, papers have raved, and after-dinner orators have satirised me. What is the difference between my position—granting that I have plenty of time to train and practise—and that of, say, Mr. C. E. Liles, if he will pardon my using his name, whose possession of the world's favors enables him to devote as much time to training as I do? Frankly, wherein, as applied to the ordinary amateur, lies the difference? Special advantages in both cases, admittedly;

but I am suspended while the man of leisure remains an honored unit of amateurism! Again, let me ask whether you ever heard of a maker's amateur who did not ride an honest race to win a prize for himself and advertisement for his employer simultaneously? Is not the vital principle of this promateurism the grand one of 'Excelsior!'? Look around you, Messieurs, my judges! Observe your own metropolitan tracks; ask your Local Centres to watch the racing upon their paths, and say who is the honest racing man, who rides ever to win, and never to lose, who scorns the bookmaker and troubles not to deceive the handicapper, whose aim is to get to the scratch mark and when there to win with extended starts to his field? Who is the darling of the populace? The maker's amateur, of course! It is impossible to gainsay the fact. Your *bona fide* amateurs, what are they? With a few honorable exceptions whose comfortable positions in life enable them to realize the truth of Becky Sharp's famous assertion, where are the men you can place alongside of me and ask if they be guiltless of dishonesty in racing to throw the first stone at me? Remember, I know the talk of dressing-rooms, and training tracks as well as, or better than you, and I *know* how the men you would in your philanthropy *protect* from me, arrange their races, rope, throw dust in the eyes of handicappers and ride to orders of their backers or layers. None of these things can you lay at my door. I ride to win always. My worst enemies cannot deny that.

"Now, let me ask, where the glorious records of the wheeling sport would be, save for the enterprise of the manufacturers and the prowess of the men whom they sent out to battle for England's honor, and, let us be frank, their own advertisement in the famous Springfield tournament? Where in the future, when you have suspended me and others like me, will you find men to stir the pulse of the nation as we did last September? Perhaps some of your rich amateurs will go out? Perhaps some of your pressmen, who will make enough money by writing of machines they ride to cover their expenses, will go out? But not the men whose deeds the world of wheels rang with five months ago!

"What is your amateur law? A phantom of middle-class creation—an artificial distinction dividing classes which ought not to be divided—an unrealisable craving after Utopia which the peer with his race-horse and the peasant with his village sports unite in a common contempt for—What is it? A thing redolent of impracticability ignoring the first principles of human nature and so desperately absurd that when a sensible, hard-headed man came up from the North, and moved for its abolition, your orators, your satirists, your sophists, your specialists, your highfalutin purists were so overwhelmed by the cogency of the common sense arguments advanced, that with one accord they took refuge in a complete side issue and threw out the motion, not because it was not in consonance with every dictate of reason, but because other sports equally foolishly conducted would be closed to wheelmen sensible enough to throw off the yoke of amateurism. Was ever satire greater? You will suspend me for breaking a law which you would abolish if you dared! So be it—at all events, I have done something for England's honor and earned my living in defiance of your absurdities. Suspend away!"

WHEEL GOSSIP.

The second five-mile race between Phil. Hammel of Chicago, and Grant Bell of Minneapolis, was run at the Washington Rink on March 4th. Hammel won by fifteen feet in 16m. 09 2-5s. This is the first time Bell has ever been beaten in a rink and he has challenged Hammel to ride two races of three and five miles.

Mr. Geo. W. Rouse Jr., of the firm of Geo. W. Rouse and Son, cycle agents at Peoria, Ills., died on February 22nd, from injuries received from being thrown from his buggy on February 20th. Mr. Rouse was well known in wheel circles and his loss will be deeply felt.

President Bates of the Detroit Bicycle Club, who has been favorably known as a writer for the cycling and regular press, has taken editorial management of the Lansing (Mich.) *Republican*. Previous to his departure to his new field of labor, the members of the Detroit B. C., presented him with an elaborate French Clock and a hammered copper cigar bowl and ash receiver.

At the annual meeting of the Scranton B. C., on March 4th, at their finely arranged rooms on Wyoming avenue, the following officers were chosen for the ensuing year: President, George A. Jessup; Vice President, George B. Jermyn; Secretary, John J. Van Nort; Treasurer, Frank D. Watts; Club Counsel, George Sanderson Jr.; Captain, A. J. Kolp; First Lieutenant, B. P. Connolly; Second Lieutenant, Frank B. Ward; Color Bearer, Harry P. Simpson First Bugler, C. C. Conklin; Second Bugler, Harry Fillmore; Executive Committee, George Sanderson, Jr., Fred. C. Hand. A. J. Kolp; Rooms Committee, George B. Jermyn, F. L. Phillips, Frank B. Ward.

The Orange Wanderers will give an entertainment at the Park Rink, Orange, N. J., on Monday evening, March 15th. The following is the programme: Parade and drill of Hudson County Wheelmen; one mile Orange Wanderers Club race; Gilfort Brothers (first act); one mile safety race, open (Stars barred); fancy riding on Star by T. R. Finley; one mile open race; "Pat and His Friend;" polo on bicycles, Finley and Kluge; fancy riding, by Prof. E. A. Leopold; one mile skating race, open; Gilfort Brothers (second act); the trick mule bicycle,

The Brooklyn Athletic Association will hold its Winter athletic meeting to-morrow (Saturday) evening, at Madison Square Garden, this city. The wheel attractions will be a two mile bicycle race and a drill by the Kings County Wheelmen. As the floor is one of the largest in this city the K. C. W., team will have an opportunity to "do themselves proud."

"Cleaning of Chains.—A correspondent suggests the following as an easy and satisfactory method of cleaning the chains of safeties and tricycles, viz., putting the chain in very hot water, which has been impregnated with plenty of soda, and very soapy. Then with a hard brush (a nail-brush will do) rub the oil carefully from them, and remove them into another vessel of water prepared in the same manner. After leaving them soaking for five minutes take them out and dry them well with a soft leather. They are now even cleaner than when first put on the machine."

The Kings County Wheelmen will hold their annual business meeting on March 18th and their annual dinner on the 20th.

Karl Kron advises us that he will shortly publish a list of the depositaries in the various towns where subscribers to "X. M. Miles," can call for their books and pay their dollars.

Wheeling has broached the subject of starting a subscription fund for the purpose of erecting a memorial to the late Herbert Liddell Cortis, champion of England, gallant gentleman and good fellow, dearly beloved and deeply mourned by all who knew him personally. It is proposed to erect the memorial in the neighborhood of the Crystal Palace track, on which many of Cortis's records were made.

The same paper contains a letter from W. R. Cortis, a brother of the Champion, wherein he distinctly states that the latter's death was not due to heart disease.

The 50 mile road race of the Bay City Wheelmen, San Francisco, Cal, was won by F. D. Elwell on a 56 inch Rudge light roadster. The time was three hours and thirty-one minutes exactly. The road was reported very rough in places. The riders had to ford a stream, climb over two fences with their machines, besides crossing a tressle bridge.

We have received an advance map from the compilers of the Long Island Road Book, containing the Brooklyn Riding District, the Orange district, and a part of Long Island. It is the duty of every wheelman to purchase one of these books. They are now ready for sale and can be obtained for \$1 from A. B. Barkman, No. 608 Fourth Ave., Brooklyn, and L. W. Slocum, No. 3 Chambers St., N. Y. City.

The following anecdote of L. D. Munger, the Detroit road rider will be voted characteristic by those who had the pleasure of meeting him at the Big Four Tour.

"We wish you would publish a cut of Munger as he appeared on November 7 last, on his ingenious "artificial moon" arrangement. It was on one of his attempts to break the record, when the moon did not show up as advertised. Nothing daunted, Munger at once made a light frame work and attached it to the head of his machine from which he suspended two lanterns, and a third from the hub. With the aid of this contrivance he rode until 2 a. m., when it began to rain. Up to that time he had a record of 130 miles in twelve and a half hours. At the beginning he rode the first nine miles in just thirty minutes, which is not a bad record for the road.

Munger is missed very much among the boys, to say nothing of the girls—especially those at Pontiac and Mt. Clemens, two of our favorite runs. The writer, at a late visit to the latter place, found almost the first question asked by the fair damsels was, "Where is Lew? Why don't he come up?" When told that he was in New Orleans, and would remain some time, something that looked like tears could plainly be seen in the corners of their eyes."

The Buffer Saddle now has the lead. Send early to Stoddard, Lovering & Co., No. 152 Congress St., Boston, and procure one before they are all gone. Price \$5.00. List of Sundries on application.—*Adv.*

Two international race meets have already been announced in England; one at Alexandra Palace and one at North Shields. It seems as if the Americans will have to do the travelling this year.

Now is the time to make your Bicycles and Tricycles look as they did when new. Send 75 cents for a bottle of Ardill's Liquid Enamel to Stoddard, Lovering & Co., No. 152 Congress St., Boston.—*Adv.*

E. K. Tryon & Co., have been appointed Philadelphia agents for the wheels imported by the Messrs. Spalding. Tryon & Co., have opened a new house at 10 and 12 North Sixth street, the entire third floor of which will be devoted to the display of Spalding's wheels.

It is announced that R. H. English who, rode at Hartford and Springfield, last Fall, will join the professional ranks after the decision of the English Amateur Championships.

The English Clubs have a novel way of naming their sociables. The latest, the "B. B. C., Smoke and Sing" sounds quite enjoyable.

Dr. Gordon Stables, whose "Health on Wheels" has been so justly admired, has just published a new book entitled "Rota Vitae; a guide to Health and Enjoyment." We anticipate its arrival with much pleasure.

A correspondent desires the address of the inventor of a tricycle said to be propelled on the rowing machine principle. If any of our readers have ever heard of such a machine they would oblige by giving us the particulars.

The spring meeting of the C. W. A. Executive Board was held at Toronto, February 19th. The first business was the consideration of the constitution and by-laws. Many amendments and revisions were submitted, which will be discussed at the annual meeting of the association in July. Application for the annual meeting were received from Montreal, Brantford and Belleville, the Montreal club's proposition to equally divide all profits or losses, being accepted on the first ballot. It was also decided to publish a Canadian road book, and steps towards its compilation will shortly be taken. Another step in the right direction was the adoption of a new uniform.

The editorial foot-note to Thomas Stevens's story in March *Outing*, concerning his art through Asiatic Turkey, on a bicycle, last August, says that their series of articles about his round-the-world journey was begun in that magazine for April, 1885, "the same month that he began his cross-continent tour from San Francisco." This is an error. As a matter of fact, Stevens started from the Pacific, on his great journey, April 22, 1884, and he started again from New York, by steamer, across the Atlantic, April 9, 1885, to resume his trail on European ground at Liverpool, three weeks later.

Graceful. Stanch. Reliable.

THE POPULAR AMERICAN CHALLENGE BICYCLE

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.

PRICE, 52-INCH, Standard Finish, Parallel Bearings, \$74.00

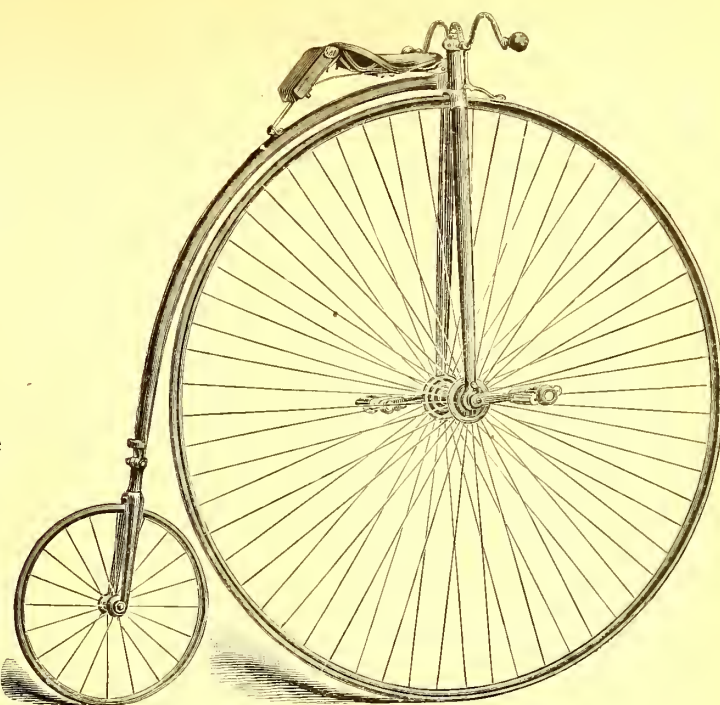
MESS. GORMULLY & JEFFERY, CHICAGO, ILL.:

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 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 perfection.

NEW ORLEANS, Feb. 10th, 1886.

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



IT HAS

The G. & J. STRAIGHT, DROPPED, and COW-HORN HANDLE-BAR, in one piece, with PATENT CLAMP-FASTENING, EBONITE HANDLES.
The G. & J. PATENT CLOSED HEAD, conceded to be the best and MOST DURABLE HEAD yet invented.
The G. & J. PATENT PARALLEL BEARINGS, which are held in SPHERICAL CASES, and adjust THEMSELVES AUTOMATICALLY to any bend in the forks.
The G. & J. PATENT BALL BEARINGS, if preferred, at an additional cost of \$15.00. These Bearings are unexcelled in their simplicity, and are DIRECT ACTING in their ADJUSTMENT.
The G. & J. BALL BEARING PEDALS, at an additional cost of \$5.00.
The G. & J. PATENT ADJUSTABLE and RUBBER CAPPED STEP, which prevents slipping and injury to clothing.
The G. & J. PATENT RUBBER CUSHIONS on the Pedals, saving the machine from breaks and jars.
The G. & J. LONG DISTANCE SADDLE, with attachment to tighten or loosen the leather at will.
FORKS, HEAD, NECK, BEARINGS, SPOKES, RIMS, and PEDALS MADE OF FORGED AND WELDED STEEL, and Spokes are BUTT ENDED.
For further information concerning this excellent Bicycle, send for new 48 page Catalogue FREE.

GORMULLY & JEFFERY, MANUFACTURERS OF BICYCLES
AND SUNDRIES,
222 & 224 NORTH FRANKLIN ST., CHICAGO, ILL.

N. B. - GORMULLY & JEFFERY MAKE AN EXTENSIVE LINE OF BICYCLE BELLS.

The Vermont Wheel Club of Battleboro held its first annual ball last Tuesday evening. A very enjoyable concert preceded the dancing, which was kept up till an early hour.

Mr. Gormully, of Messrs. Gormully and Jeffery, was in town this week. He has been on a business trip East. This house has several new ideas in machines for this season. The most important is their "American Champion" bicycle. Their 48 page catalogue has a handsomely designed cover—an Indian standing at the sea shore about to mount a bicycle, having apparently discarded his horse for which he has no further need.

Messrs. Stoddard, Lovering & Co. intend to make a specialty of bicycle and tricycle sundries during the coming season. Among their specialties will be the Buffer Saddle, Ardill's Enamel, Cradle Spring, Ball Pedals, King of the Road lamp, and other suitable articles necessary for the use of cyclers in general.

It is announced that the Springfield tournament will last four days this year. One of the features already proposed is a one mile world's championship, sanctioned by the L. A. W. and N. C. U., each organization to be represented by six men. A prize valued at \$600 will be given to the winner, of the race and one of \$400 to the winner of the fastest heat.

R. E. F.—Your manuscript is not suitable for the columns of a wheel paper, and we therefore decline to publish.

A NEW IDEA IN TRICYCLES.

To the Editor of the Wheel:

DEAR SIR:—In announcing the advent of a seven-seat Tricycle which was published last week, the following words are stated. "If the old man wants to run away from a home circus, why, the accomodating machine etc." I do not know whether it was intended by THE WHEEL to place me (a new-comer) at the head of the craft, all at one bound, or intended to spur-on the old war-horses in the business to greater energy for its advancement, but, whatever was the editorial intention in the matter, my position is preferably that of the merest cipher in the business and if I have advanced the "Silent Steed" so as to give more pleasure to a greater number, it is by cutting loose from the beaten track of the makers, who, I think, have made little progress in the last two years.

Enclosed please find specifications and drawings as per promise from me that, "THE WHEEL" should make the first announcement of anything new that I might have in the cycle business. From those papers you can gather all the information that may be needed. You will observe, Mr. Editor, that this Tricycle is called the "Pendulous Tricycle" by reason of its being constructed

on the principle of an oscillating ball. Now, we know that a machine will exert no more power than what it receives, less the friction, and, it is not pretended here that any more power is got from an oscillating ball than is given to it, but, that a ball when suspended and placed on a set of wheels and a connecting rod from the ball to a crank on the axle of one pair of the wheels, will require less power to move it, than if the ball was a stationary mass. Now, this claim, applied to a Tricycle gives the most exhilarating pleasure that can be conceived, while all the muscles of the body are brought into full play, in propelling it.

As you may perceive, I have not, in designing these machines attempted to ape anything before me, so I will continue on that line as to nomenclature, and my cycles will take my name, and they shall be known as Nobody's.

Yours Very Respectfully

Nobody.

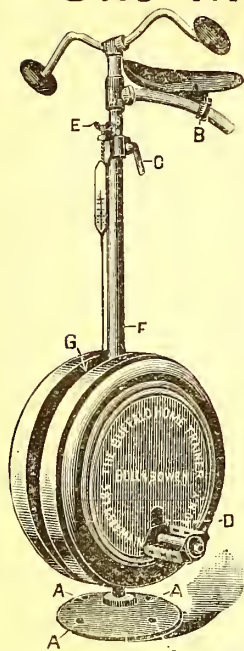
[From the patent papers sent to us we will shortly give a more definite description of "Nobody's" machine. Ed.]

CYCLE MAKERS.

Who may fancy Nobody's machines can have liberal terms by addressing him at P. O. Box, 444 N. Y. City, Care of THE WHEEL.

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 Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



THE "PARADOX" OILER

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.



BORNSTEIN, King of Clubs!

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Maple Wood Dumb Bells, Wands, &c.,
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Reduction made to Schools & Gymnasiums.

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

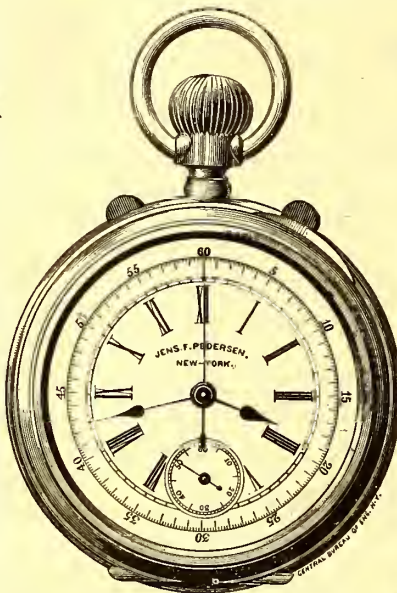
FOR SALE—"RUDGE LIGHT ROADSTER," 52-inch, good as new, warranted, balls over all. A bargain. Price \$110. Address Box 5319, Boston, Mass.

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BICYCLES AND TRICYCLES, shop-worn and second-hand. Write for list before buying. Prices low.
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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



No. 150.
\$13.50 per doz.



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\$1.25 each.



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



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

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Respectfully announces that in order to close out his fine line of Imported Jersey Bicycle Pants, the price has been reduced from
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These goods are very comfortable for riding, and are made in four colors: Navy Blue, Seal Brown, Black, and Steel Mixed.

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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.

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A CONFESSION.

The stars were out, the moon shone bright,
It was in fact a tempting night;
We wheeled at random.
'Twas wrong in me;—but bear in mind,
She rode in front and I behind;
Upon a tandem.
We rolled along at easy pace,
Her truant locks against my face;
Blew free at random.
E'en though 'twas near, I fear 'twas weak,
But still I sinned and kissed her cheek;
Upon a tandem.
JONAH.

HUB HAPPENINGS.

DIFFERENT STYLES OF CLUB RUNS—GREAT INTEREST IN L. A. W. STATE ELECTIONS—POINTS.

The greatest interest is manifested by local wheelmen in the suit between the Pope and Overman people, and the subject is the chief topic of discussion about the club houses. Last Friday the United States Court in session at Providence refused to grant the Pope Co's motion for an injunction against the Overman people, restraining them from using certain patents relating to tricycles. This caused great rejoicing in the ranks of the Overmanites, but a slight check to the elation was given the next day when the Court refused to grant the Overman Co's motions to reduce the attachments of \$73,000.

Yesterday the roads were in good condition for wheeling and cyclists were out by the score. None of the Boston clubs have formal runs on Sundays but the members usually manage to meet at the club house, and go off in a body of a dozen or so, thus getting all the advantages of a club run without the sin of having it called in the regular order. Captain Peck promises that the Massachusetts Club members shall have all the runs they want this season, and is confident of rolling up a record of club run mileage, that will be far in excess of any previous year. Captain Tombs of the Boston Club makes a like promise, but it is probable that the runs will be conducted on widely different principals. As there is an entirely different class of men in the two clubs it is but natural that their methods of conducting club runs should differ. When the Massachusetts men go out, the chief objects in view, seems to be to cover the greatest distance possible, and to attain a high rate of speed. The Bostons on the contrary, take things very easy and run but a few miles. Of course everybody has different tastes and ideas of pleasure, and what would please the Bostons might prove a bore to the Massachusetts men, and vice versa. For my own part I incline favorably towards short runs, especially during the hot weather. I have participated in the runs of each club, and have enjoyed them both, but the Boston method is more to my liking. I think one of the most pleasant runs I ever made with the latter club, was one Sunday when we spent the whole forenoon riding to Dedham, a distance of about ten miles. Not very fast going I admit, but it was a very hot day and we found very much enjoyment in stopping for rest at frequent intervals, and laying off under the trees for a quiet smoke and a discussion of church or other topics.

Arriving at Dedham we had dinner, and then spent a couple of hours reposing on the grassy banks of the grove near by, and returned home in the cool of the late afternoon. By the way, you can get a very good dinner at the Dedham House. It is very simple, but is just what a cyclist wants, and with such a dinner he will feel far better at the end of the ride, than if he had filled his stomach up with indigestibles. When the Bostons go to Dedham they telephone from the club house before they start for their dinner, which usually consists of a huge porter house steak, cooked to perfection, baked potatoes, a bottle of Bass' Ale and for those who wish it a piece of home made pie. From such a dinner you will suffer no ill after effects. The cause of one's feeling all tired out and used up after a days run is often due to indiscretions at the dinner table. There is nothing worse for a man than to eat a hearty dinner, and ride his bicycle immediately after. I remember on the Big 4 Tour that it was during the after dinner runs that there was the most lagging behind, and that those who were the most abstemious at the table held out the best on the road.

Never before was there such a great interest manifested in the League State election as there is this year. Formerly it was a difficult matter to get anyone to serve on the tickets, and no club, but the Springfield, thought the stakes worth the trouble of nominating a ticket. This year, however, all the clubs are getting up tickets, and, if rumors are to be relied upon, there is the greatest rivalry over the matter, and no two tickets are alike. Both the Massachusetts and the Boston clubs have gotten up tickets but who is on them the most rigid inquiry fails to ascertain. Why the nominations should be kept a secret it is difficult to determine, but so it is. It is probable that the clubs have generously looked after the interests of their own members, and it is not strange that they should. It is pretty safe to say that the head of the tickets of both clubs is H. E. Ducker, for Chief Consul. The Dorchester club made a departure, and nominated Lonny Peck for that office. No doubt Lonny would do honor to any office he accepted, but I do not think that he would care for the chief consulship just at present.

At the last meeting of the Massachusetts club there was a long discussion over the question of increasing the annual dues, which finally resulted in raising them from \$12 to \$20. This is a large increase, and it is probable that the club will lose some members by it. But it will be able to stand the loss all right. The expenses of running the elegant club house are so great, and as the club has no cabinet to aid in its support, it was absolutely necessary that the increase be made. The only source of income that the club has besides the membership dues is from the use of the pool and billiard tables, and from the sale of cigars, which is, of course, a neat little sum, but is far from sufficient. The club members positively refuse to have a cabinet, or to permit the sale of liquors of any kind in the club house. At this meeting there was a hot discussion over the recent professional exhibition of sparring at the club house. An effort was made to pass a vote of censure upon the athletic committee for allowing professionals in the house, but the effort failed.

Some of the daily papers got hold of the fact that there had been a sparring exhibition of prominent professionals at the club house and printed very gory information of the affair. In reality there was nothing objectionable whatever about the exhibition. It was an exhibition in every sense of the word, and although there were some pretty hard blows exchanged, it was nothing but what the men were used to, and not once was blood drawn, so you can see it was not so very hot. Certain of the members, however, thought it was terrible, and I understand that one or two of them have sent in their resignations on that account.

Everett is a little village a few miles from Boston and in the midst of the most superb roads. There are hundreds of cyclers in that vicinity and a club has long been needed. Last Thursday evening a dozen of the local wheelmen got together and organized the Everett Wheel Club. Ten members were accepted with a prospect that several others will be received in the future. The following officers were chosen: President and captain, William C. Dillingham; vice-president and first lieutenant, A. M. Hook; secretary and treasurer, James H. Larkin. It was voted to join the L. A. W., and the club will probably adopt the uniform of that organization.

The Tufts College bicyclers have organized a bicycle club and chosen the following officers: President, H. L. Canfield, '86, divinity school; vice-president, C. F. Dow, '87; secretary and treasurer, J. F. Galletty, '87; captain, F. N. Simmons, '88. Messrs. Dow, Galletty and Simmons form the committee on suits, and the president, with one other member, the committee on constitution.

POINTS.

W. S. Attwell has been appointed L. A. W. Consul for Charleston.

Willmot and Sewell are going to England.

The Somerville Club is getting up a whist tournament.

W. C. Stahl, of the Massachusetts Club, has gone South for the benefit of his health.

Massachusetts will this season be entitled to 20 league representatives.

A contest will be held on Corey Hill during the League meet under the auspices of the Boston Club. This club will also hold its annual tricycle road race during the meet.

W. W. Stall is getting out a "something" for bicyclists to blow upon which emits the most diabolical shriek imaginable.

It is predicted that there will be nearly three hundred different styles of cycles exhibited at the Boston Club's exhibition. A show well worth going to see.

J. J. Gilligan, of the Massachusetts club, who has been sick in New York for the past month, has returned to Boston, and is to have the management of a branch establishment, opened by W. B. Everett & Co., for the sale of second hand machines.

There will be a series of home trainer races at the Massachusetts Club House on the evening of March 27.

Boston, March 8, 1886.

C. S. H.

THE WHEEL



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Special appliances for repairing every make of 'Cycles. Repaired machines stored free.

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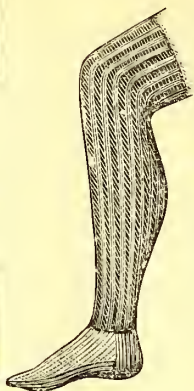
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They're NOT English, you know,



"Club Hose."

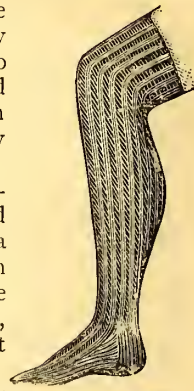
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Bicycling Hose,
made from selected
yarns in every color.



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

we make to order for clubs and individuals to match any shade of cloth.

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



"Columbia Hose."

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LIGHT ROADSTER, FULL ROADSTER OR RACER

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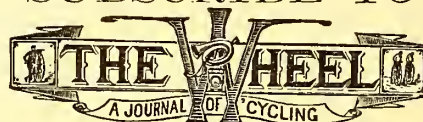
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A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling, are excluded from any other similar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

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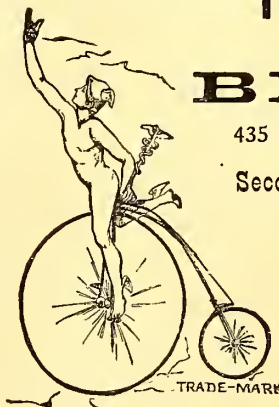
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Agent for all noted makes of Bicycles.

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

Send Two-Cent stamp for list.



[Written for the Wheel.]
THE WHEELMAN'S BRIDE.

BY HARRY MYRTLE.

CHAPTER 5.

"I hope," said Ethel, "you did not think me rude."

"O, not at all," said Percy, "On the contrary I thought you very agreeable; and if you did seem to be somewhat cool toward me, I did not consider that you were the least rude. In fact I only thought that you had naturally conceived a dislike to me in consequence of the unfortunate result of our bicycle race, and I tried all the more to establish myself in your estimation, and, if possible, to remove any prejudice you might feel toward me in consequence of that event."

"Well, I am glad," said Ethel, "that you did not think I was rude, or unlady-like."

"Indeed I did not," said Percy; and as he took her hand on leaving, he said; "I trust we may meet oftener in the future than we have in the past, and if you are really serious about our doing fancy riding together, I will arrange at once about securing a place for practice."

"O, I haven't given the matter any consideration as yet, but I will think it over, and when you call again I may be ready to decide."

"And when may I call again?"

"O, any time you please."

"To-morrow?"

"Yes, if you like."

"Very well, then, I will call to-morrow."

"But, I will not promise to give you my decision about the fancy riding so soon."

"Never mind," said Percy, "I dare say we will find something to talk about."

"O, no doubt. We can talk about your aunt Gertie."

"Yes, and my uncle Percy."

"Very good, then, I will expect you to-morrow."

And so it happened that Percy called again on the morrow, and for several other successive to-morrows, until, from force of habit he found himself a regular visitor there during their stay in Buffalo.

It was finally decided that they should practice for fancy riding acts together, and they had already begun to practice a little, when one day Percy received a letter from his lawyer, apprising him of the fact that his uncle had died suddenly, and suggested that it would be advisable for him to come on at once and look after his interests, intimating that it was by no means improbable that an examination of the papers of the deceased might bring to light something in his favor.

Accordingly Percy, after paying a farewell visit to Miss. Clayton, on which occasion he assured her of his unchanging regard and esteem, took his departure for his old home.

Here he found himself once more among the associations of his boyhood, scenes that to him were fraught with reminiscences of both pain and pleasure.

The legal gentleman who had charge of Percy's affairs was not far out in his reckoning. When his uncle's estate was placed in the hands of an administrator, it was found that a very considerable portion rightfully belonged to Percy; and the rest of the estate fell to his aunt Gertie.

Some months elapsed before everything was fully settled, and during that time Percy remained at home. Occasionally he wrote to Miss. Clayton, and received very pleasant

letters from her in reply.

So far there had been nothing in their acquaintance that could be construed into anything more than mere friendship; but, to tell the truth, Percy began to feel that a nearer and pleasanter relationship would be desirable, and so; now that he found himself the owner of an estate that would render him independent, and fully able to meet the expenses incidental to keeping house in a style befitting his new position, he made up his mind to ask Miss. Clayton to become his wife.

At first he thought of writing her, and making his proposal in that way; but, not being specially gifted as a correspondent, he concluded to wait till he could meet her again, and urge his suit in person.

He did not have very long to wait. The settlement of the estate had progressed so far that his presence was no longer needed at home, and he sped away to meet her who seemed now dearer to him than life. Man like, he supposed he would have but to ask and be accepted, and he was very much astonished when, in calling on her and asking her to become his wife, he found that she did not seem disposed to favor his suit.

"And what, may I ask, is your objection?" Percy asked. "Do you still hold the name in such detestation that you hesitate to commit your future happiness to my care?"

"Not at all," said Ethel, "but you forgot that there is now a very considerable difference between Percy Harrington, Esq., and the humble bicycle rider, Ethel Clayton."

"I cannot see any greater difference now than before. I do not feel that I occupy any higher position than when I first knew you, or that you are any the less worthy to become my wife. In point of fact I am not any richer now than I was then; and if by my accession to what was already my own, I shall lose you, I shall feel infinitely poorer."

"Your honorable sentiment does you credit, but it only serves to convince me all the more that you ought not to throw yourself away upon a nameless, penniless girl like me; and if you will not protect your own reputation, of your own accord, I must compel you to do so by declining your proposal."

"Come now, Ethel," said Percy, "be reasonable. Your ideas are strained in regard to this matter. We do not live in a land where caste is regarded, and there is really no good reason why you should refuse me,—unless, indeed, you have fixed your choice on some one else. If that is the case—"

"No indeed," said Ethel, hastily interrupting him. "It is not the case, nor likely to be. I have never met any one else whom I could prefer, but—"

"Then," said Percy, "in that case I have only to say that if you object to my having regained possession of my property, I will dispose of it,—I will give it to some asylum, and then you can no longer object to me."

Now Ethel was a sensible woman, and like all sensible women, did not feel that she could be happier as the wife of the man she loved without his wealth, than she could with it, in other words, that wealth, *per se*, would not constitute an objection.

Why should it?

And so she gracefully surrendered, and became the "Wheelman's bride," and now they take pleasant tours together, out through the country and are as happy as love, sunshine, youth and wealth can make them.

THE STANLEY SHOW.

The current numbers of the English papers are in agonies in their attempts to do justice to the magnificent display at the "Stanley Show." The *Cyclist* has the most detailed reports, devoting fourteen pages of closely printed matter to the description of each different style of machine exhibited at the many stands. The Stanley Show was instituted in 1878 by the Stanley Bicycle Club, the idea being to establish a sort of annual cycling exposition at which the manufacturers and inventors could exhibit their products. This year's show is conceded to be the most successful of all that have been held. The show opened at the Royal Aquarium on February 17th, a large crowd being present. One of the noticeable features was the fancy riding exhibition of Messrs. Kaufman and McAnney. From the *Cyclist* we take a few important items which will give American readers an idea of what new styles have been produced for this season.

"The most noticeable novelty everywhere was the front steering automatic tandem, which in some form or other, was present at nearly every first-class stand, except at that of Mess. Humber & Co., of Nottingham, who stick to their "Genuine Humber tandem as being unsurpassed, and time and experience alone can tell whether anything turned out in 1886 will be better than it. Certainly, it will take a rare lot of beating. The "Cripper," or automatic front-steering single tricycle, is, of course, as we predicted many months ago in these columns, the fashionable machine everywhere. Safety bicycles there are in plenty, both with the large wheel and the little wheel in front."

The *piece de resistance* of Bayliss, Thomas & Co's. stand is a new form of safety bicycle of the "Kangaroo" type, but in which the chain pulley wheels are *within* the forks, thereby giving a very narrow tread and consequently more power. The necessary space is obtained by intercepting the spokes of the wheel before they reach the hub by means of a sort of skeleton outlying hub."

At the Coventry Machinists' Company's stand will be found their new tricycle for the year, the "Marlboro' Club," one of the neatest "Cripper" patterns in the market, and which no one should miss inspecting. It is admirably made, and so carefully "springed" in front that vibration is almost an unknown quantity. The "Marlboro' Club" tandem, a machine with only three wheels on the ground, steered *a la* "Cripper," and, of course, convertible (in two minutes) into a single, will also, we prophesy, make its mark in 1886. Mr. Bale also shows a speciality for ladies in a jointed "Cripper," which enables the handle and "stem" to be brought forward and allow easy ingress or egress. The "Hall" spring, which is applied between the fork ends and the bearings of the front wheel in some of the company's tricycles, is also an invaluable improvement for 1886, lessening, as it will, vibration, and, with that, fatigue. The little 38in. wheel "Club" tandem—convertible at will into a single front-steerer—made so that two ladies can ride it, is a perfect gem, and will set many a fair lady longing. There are many improvements also in the standard patterns, notably a reduction in size of driving-wheels and an increase in front wheel diameters. The "Ranelagh Club" is now made with automatic steering—a great point. The "Cheylesmore" convertible sociable is also improved on the experience gained from tandems. The "Club" two-track tricycle, for those who like open fronts, and the

"Club" carrier, together with bicycles cheap, and bicycles of high finish, including a racer weighing 21 lbs., comprise but a portion of what is one of the best exhibits in the Aquarium, and certainly the best ever shown by the company.

HUMBER & Co., of Beeston, Nottingham, come next in alphabetical order. Though balloted up into the gallery, close to the billiard-room stairs, and not far from the dining-rooms, with an inferior light compared to that obtained at some of the other stands, the exhibit of Humber & Co., is simply A1. Everything that workmen's skill, guided by a master hand, can do is found here, from the "perfect picture" of a 40 inch "Genuine Humber" tandem tricycle to the most wonderful exhibit in the Show, viz., the "Safety Tandem Bicycle," which, exhibited last year by Mr. Rucker at the "Tentories" in a crude state, has now been made in a thoroughly practical form; and, unless we are greatly mistaken, will wake up most of the riders on the Ripley Road this summer. The "Cripper" is, of course here at its original home. So are the safety bicycle and the "Humber" carrier, which latter seemed specially to please Major Knox-Holmes. Here, also, on Saturday, were the ingenious Humber himself, the elegant Lambert, and the versatile Rucker, who guides the firm's destinies in London. As one of the first questions a visitor asks is—"Where is Humber's Show?" it is supererogation on our part to advise all to pay it a visit.

POPE VERSUS OVERMAN.

This famous case was heard in the Providence Circuit Court on March 5th and 6th. Both parties claim a victory and with some show of reason, since the Overman Company failed to have the attachments of \$45,000 reduced while the Pope Company failed to secure a permanent injunction. We present two reports of the proceedings.

PROVIDENCE, R. I., March 6, 1886. The Pope-Overman hearings in the Circuit Court closed this morning. The assignment was the motion for reduction of ad damnum. Mr. Hurston for the Overman Company urged that the total of \$73,000 attachments was out of all proportion to the value of the stock, etc., which at the outside calculation could not exceed \$10 on 2435 machines, or about \$25,000 in total. The action of the Popes was again stigmatized as an effort to break up the business of the rival company; the cases would never be brought before a jury. Mr. Hyde, for the Pope company, said that the Overmans had paid no money to the Pope company after the licenses had been rescinded, but admitted, on questioning, that \$5,500 had once been offered and was refused. He could not give a close estimate of the value of the attached stock, but was assured that it was \$60,000 or \$70,000. Judge Colt refused the motion for reduction of ad damnum. The court was heard to remark later that he did not think that the Pope Company would be justified in bringing other suits. Mr. Overman said that he would be able to get bonds, and that the attachments would not interfere with his business, now that the injunction was not placed on him.

On March 4th and 5th a motion of the Pope Mfg. Co. was heard, to enjoin the Overman Wheel Co., from manufacturing and selling tricycles, claiming infringement of two patents; the Whitehead, on a balance gear, and the Peters, on a roller bearing.

The plaintiff's case was heard, and as the Overman Co.'s, attorney began his plea the Court adjourned for recess. Upon assembling, the Court stated that during recess the matter had been considered, and a conclusion reached that no injunction could be issued, owing to grave doubts; first, as to the infringement, and next, as to the patents cited being the foundation ones. Thus the case was brought to an issue before the defendant's case was heard."

"INTERESTING TO BICYCLERS."— A CORRECTION.

To the Editor of The Wheel:

The following item going the rounds of the press is erroneous and misleading in several particulars:

"In the Supreme Court, a case has just been decided which is a matter of considerable interest to wheelmen, as it materially affects the standing of patented devices used in bicycles and tricycles. In the case of the Pope Manufacturing Company vs. the Overman Wheel Company, for infringement of patents, a demurrer was entered by the defendant, which in effect acknowledged the allegations of the plaintiff, but denied cause for action. This demurrer was sustained by Judge Gardner, thus throwing the case out of court."

The facts in the case are these: It does not affect the standing of patented devices used in bicycles and tricycles; it was not a suit for infringement of patents; and the decision does not throw the case out of court, but by statute sends it to the next term of the same court to be tried on its merits. It only causes delay of trial. There are several suits pending in other courts by the Pope Mfg. Co., for infringements of patents, four of them against the Overman Wheel Co., and four of them against the Ames Manufacturing Co.; some of them in Equity pending for some time, and some of them at law and recent. In the recent ones attachments were placed about two weeks ago to an aggregate amount of forty-five thousands dollars which still stand.

CHARLES E. PRATT.

Attorney for The Pope Mfg. Co.
BOSTON Feb. 27, 1886.

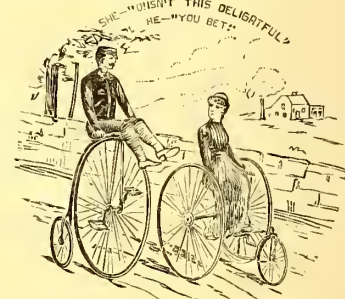
A COMING ROAD RACE.

The *American Wheelman* will have a fifty mile road race at Clarksville, Mo., near St. Louis,—on Saturday, April 24th. The route selected is a smooth gravel turnpike a little more than twenty-one miles in circumference. The first prize will be a gold medal presented by the *Wheelman* and a \$150 bicycle. Five other medals will be given, and valuable cycling articles yet to be selected will be presented to each medal winner. The fastest road riders of the West are expected to enter and it is predicted that the present road record will be eclipsed.

A special train will leave St. Louis on the evening of the 23rd. The race will be held Saturday morning, and a banquet will be given at the Clarksville Rink in the evening. Sunday will be spent in touring and a special train will convey the St. Louis contingent back to town on Sunday evening. The entry fee of one dollar may be sent to the *American Wheelman*, St. Louis.

ANOTHER TRANS-CONTINENTAL BICYCLER.

There is no denying the adaptability of the bicycle for extended tours. The recent accomplishments of Thomas Stevens, now two-thirds around the world; of Prof. Williams of Brown University, who journeyed over the European Continent astride the steel steed; and of Capt. Hugh J. High, who rode from Pennsylvania to Nebraska and back again, are familiar to newspaper readers. The most recent prospective accomplishment is that of Frederick E. Van Meerbeke, a young athlete of New York city, who started March 1st from City Hall, New York, upon his Columbia bicycle, for a continuous wheel trip to San Francisco, by the way of New Orleans, touching at and visiting Philadelphia, Baltimore, Danville, Atlanta, Montgomery, Mobile, New Orleans, Houston, San Antonio, El Paso, Deming, Benson, Tucson, Yuma, Los Angeles, Mojave, Goshen and San Francisco. He will carry his baggage securely packed in two luggage carriers fastened to the back bone and handle-bar of his bicycle. He contemplates that the trip will occupy 150 days, including pleasure stops at interesting points. On the return trip he intends to ride upon the cars as far as Denver, and from that city will wheel to New York.



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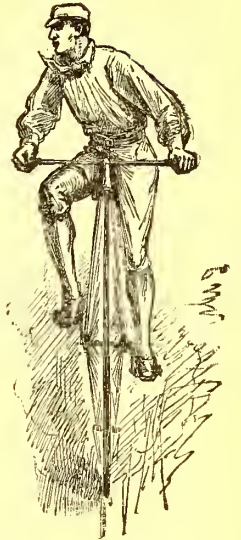
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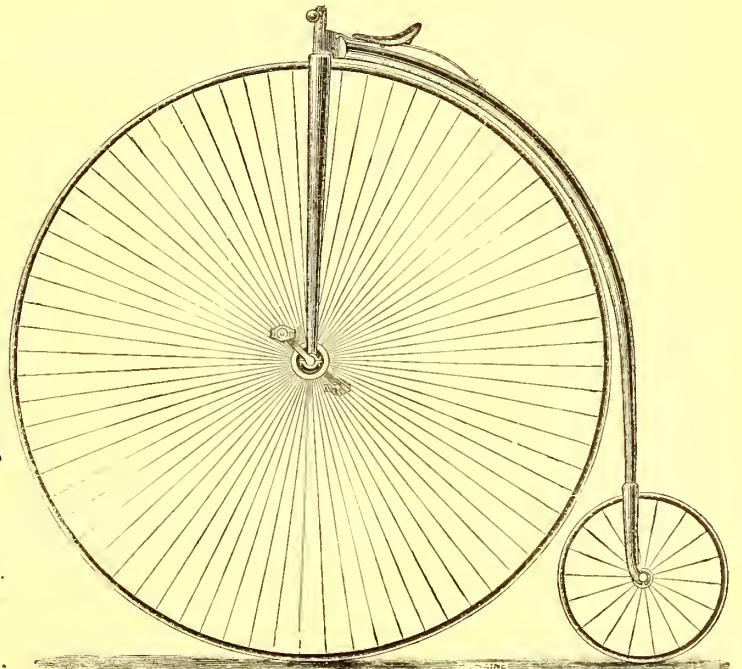
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