

VOL. IX.—No. 16]

NEW YORK, JANUARY 15, 1886.

[WHOLE NUMBER, 224.

VICTOR BICYCLES AND TRICYCLES,

The Highest Grade Cycles known to the Art,

Contain Many Desirable Features not in other machines.

Shallow Rims, stiffer and stronger.

Compressed Tires, guaranteed to stick.

Bown's Perfectly Adjustable Ball Bearings all round, including pedals.

All Steel, all interchangeable.

Harrington's Enamel.

Patent Square Rubber Pedals.

Not a wheel buckled in 1885.

Principal Open Road Races for 1885, including Big 4 100-mile, Cambridge 50-mile, Boscobel 50-mile, Mass. Bi. Club 50-mile, were won on VICTORS.

The first American cycles to hold World Records.

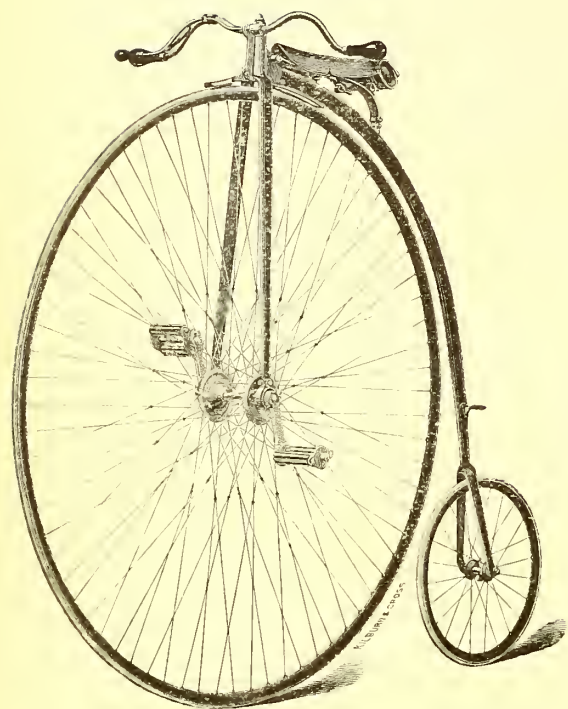
CATALOGS FREE.

OVERMAN WHEEL CO., BOSTON.

First American Makers of High Grade Bicycles.

THE WHEEL.

ROYAL MAIL.



RACER, SEMI-RACER,
LIGHT OR FULL ROADSTER.

FOR ROAD USE,
— THE —
LIGHT ROADSTER,

— 36 lbs. —

IS NOW THE POPULAR WHEEL.

Read This! A Competent Judge!

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!

Messrs. Wm. Read & Sons:

Gentlemen:—After a careful examination of the different makes at the late meetings, I consider the Royal Mail superior to any other in the market. Please forward at once these orders intrusted to my selection by friends, for the best wheel I found, and send me a 54-inch for myself, and also a Racer.

Yours truly,

San Francisco.

FRED RUSS COOK.

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

CHAS. RENTON & CO.,

229 Broadway, N. Y. City.

CHAS. SCHWALBACH,

132 Penn Street, Brooklyn.

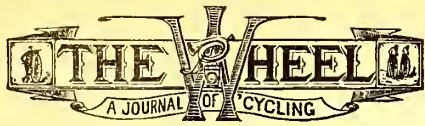
✻ GOOD AGENTS WANTED EVERYWHERE. ✻

SEND FOR CIRCULARS.

William Read & Sons, 107 Washington St.,
BOSTON.

SOLE AGENTS.

THE WHEEL



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

COMBINATION OFFERS.

Bicycling World and THE WHEEL, 2.00 a year.
Outing and THE WHEEL, - - 3.00 a year

Published every Friday morning by
THE 'CYCLING PUBLISHING COMPANY.

Box 444, 12 Vesey Street, N.Y.

and entered at the Post Office at second class rates.

To Subscribers and Correspondents.

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

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

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

WHEEL GOSSIP.

S. Golder's fifty mile record of 3 h. 5 m. 34 s., made on September 25th, has been accepted by the N. C. U.

The Cambridge, Mass., B. C. have placed a home-trainer in their rooms. The club will try hard to secure one of those medals.

The St. Louis Ramblers had a run to Manchester last week, starting at 9.30, dinner being served at Delmonico's on their return.

The Minneapolis *Tribune* as an additional incentive to the pro's, offers a unique and valuable gold medal to the winner of the coming six day's race.

Jens F. Pedersen, of 21 Maiden Lane, New York, is making for the Bellerophon Wheelmen, of Westfield N. J., a club badge of unique and elegant design.

The San Francisco Bay City Wheelmen will hold a road-race during February, or as soon as the roads permit. The champion, Fred Russ Cook is reported to be one of the entries.

An exchange says that it would be a rare sight to see Hillier, Webber and Ball start from scratch in a bi. race. As for the latter the e. c. might as well have substituted Jones or Smith.

Boston wants Gideon Haynes to win the Home Trainer race. Gid is a good one, but from the number of inquiries we are daily receiving in regard to the contest, think that he has but a slim chance.

Prince Wells will shortly endeavor to climb Pike's Peak on his wheel. It is a distance, we believe of about twenty-five miles. Wells tried to reach the summit a short time ago, but had to succumb to the snow, when about eighteen miles up.

The Kings County Wheelmen request the attendance of uniformed cyclists at their fifth annual reception, to be held at their commodious club rooms, 161-3 Clymer street, Brooklyn,

on January 27th. The services will begin at nine o'clock.

Alex. Paulsen, of Christiana, Norway, is reported as anxious to arrange a match with any bicyclist in the world, on even terms, Paulsen to skate on an ice track, the wheelman on a board one. Paulsen is the champion ice skater of the world.

What a wonderful *penchant* for polo our professionals are exhibiting. Neilson now captains the Hub Polo Club, of Boston, being goal-tender, while Young is half-back for the Highland Polo Club. We suppose the other half of Young is talk.

At a recent Australian race-meeting a tricycle race for ladies was a novel feature. We learn that the Australians regret their foolishness. To be expected. Let the males do the racing. The feminine sex should stay at home, mending stockings and doing other various things.

The Stanley Show, will be held at the Royal Aquarium, Westminster, England, from January 13th to 20th. Every make of machine on the market, will be on exhibition, as well as sundries of every description. From present appearances the coming show will be the most successful from every point of view, of any yet held.

An open-door race-meeting was held on the Weston-super-mare track in England, on December 26th. The times were miserably slow. The one-mile handicap bicycle was the chief event and was captured by C. E. Masters, the scratch man, in 3.16 1-5. E. Hale, the noted road-rider, coming in second from the 120 yard mark.

The old and popular firm of J. Stevens & Co. of Chicopee Falls, Mass., manufacturers of the celebrated Stevens Fire arms and Fine Machinist's Tools, have sold out their business to the new Corporation just formed under the name of the J. Stevens Arms & Tool Co., with the following officers: Joshua Stevens, President; William B. Fay, Joshua Stevens, George S. Taylor, Directors; Irving H. Page, Secretary; James E. Taylor, Agent and Treasurer.

Mr. Gerry Jones, the efficient Binghampton Consul corrects our statement *re* Harry Hersey, and the New York State championship. Mr. Jones is quite correct in believing that he won that honor from local men at Binghampton on September 15th. The fact escaped our memory at the time, though we referred to the championship in a general way, not the one-mile particularly. Of course Hersey would be nowhere in a race with Rich, Harris, and some other riders in the vicinity of New York City alone.

The Ixion B. C. will hold their third reception at Standard Hall, 1476 Broadway, on the evening of Wednesday, January 20th, commencing at 8 o'clock. This hall possesses great interest for wheelmen, being the scene of James Revell's great fizzle, that never took place, in '82. In another column "Chestnut" gives full particulars of that grand ball. The Ixion's were organized in 1882, and the numerous entertainments they have held since that eventful year, have always been successful, and a monument to the energy of the club.

The *Wheel* of New York says:—*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." Firstly, we especially and explicitly refused to dub Furnivall with a bogus title, although if, as *The*

Wheel asserts, he held it once, he certainly holds it now, seeing that Rowe has not beaten him or done anything except against the watch; possibly, Rowe may be to the fore next season, but our allusion was to the portrait of Rowe in the *Springfield Gazette* labelled with the above title.—*Bicycling News*.

We thought that *The Bi. News* did not recognize the Springfield records.

MINNEAPOLIS AMATEURS: The first of a series of three-mile bicycle races, between Minneapolis amateur wheelmen, for two gold medals, valued at \$25 and \$15, offered by the proprietor of the Washington Skating Rink, were contested at the above rink on Thursday evening, the 8th. Each race consists of two heats, the contestants drawing for positions. For the first heat on Thursday evening, Allen Osburn, mounted on a 52-inch Columbia, and Joseph Fellows on a 48 Star, appeared. Osburn took the lead at the start, with Fellows a short distance in his rear. Fellows made continual spurts, until he eventually passed his opponent, winning by a lap. The half was made in 1.33, the mile in 3.15 1/2, two in 6.32, and three in 9.50. The second heat was then run off, E. J. Hale and E. A. Savage appearing before the starter. The latter rode a Keen racer, while Hale bestrode a 54-inch Rudge. Savage held a lead of four feet until the sixth lap, when Hale forged to the front. In a few minutes the positions were reversed, Savage taking the lead. On the last quarter it was nip and tuck between the two, both spurring hard, Savage winning by a foot. The times were: One Mile, 3.10; two, 6.23; three, 9.33 1/2. Woodside was one of the timers, while Chief Consul Heath acted as referee.

The third of the series of St. Louis races were successfully run at the Globe Rink, on Saturday night, January 2nd. The first event was a one mile scratch, for novices, W. H. Wylie, Henry Oellien, and C. E. Hilderbrand, responding to the call of the starter. The first named took the lead at the start, and held it for quite a distance, being passed by both Wylie and Oellien in the latter part of the race, the former going to the front, and finishing twenty-five feet ahead of Oellien, who was closely followed by Hilderbrand. The time was 3.13. The next event was a five-mile handicap, and was decidedly the race of the evening. There were four starters, S. G. Whittaker being scratch: A. A. Hart, Percy W. Stone, two-and-a-half laps; H. C. Morris, three laps. Morris was rather the favorite, as it was thought that Whittaker would be unable to make up the liberal handicap. All the contestants were started excellently, except Morris, half-a-lap of whose start Whittaker made up in quick order. Hart was unfortunate in slipping on turning the curve, thus making the race practically one between Morris, Whittaker and Stone. When about four-fifths of the five miles had been run, Whit had reduced Stone's handicap to one lap and Morris' to half-a-lap. Thus the men were all in a bunch and doing some rattling work, Whittaker in vain trying to shake the others off. When but two laps of the distance remained the champion seemed to give up the struggle, for he rode a short distance without hands, when Stone, who had managed to get up a good spurt and was about passing Whittaker struck his pedal against the latter's machine, both men turning somersaults in an acrobatic manner. This of course, provided Morris with a pudding, and he romped in a winner, although Whittaker rode another machine in a vain rear chase. The time was 14.33 1/2. The succeeding Saturday's programme, as already arranged, is a five mile scratch, with Stone, Hart and Morris starters, a slow race, and fancy-riding.

THE WHEEL.

The Boston club celebrated its eighth birthday on January 11th.

An L. A. W. Touring Board, to have charge of all touring matters, is President Beckwith's latest suggestion.

Mlle. Louise Armaindo and Fred. Shaw, a new man, will ride a 26-hours race, Friday and Saturday of this week, at Minneapolis.

The Montreal Bi Club claims the first lantern parade in the country. The date was September, 1884, and ninety riders participated.

Mlle. Armaindo is down for a race with Brooks and Woodside at Indianapolis. She is in good health, and as ambitious as ever.

The Canadian Wheelman says that if Canada, is the country of Tommy W. Eck, he has no honor there. Poor Thomas! This is the last straw, indeed.

Henry W. Williams, the efficient president of the Massachusetts B. C., has announced his intention of retiring from that office, pressure of business being the determining cause.

On last accounts Sanders Sellers' condition was improving. On this side of the Atlantic Mr. A. B. Rich is suffering from typhoid fever, the same disease that laid the Englishman low.

The Brantford, Canada, boys, are talking of a suite of club-rooms, consisting of gymnasium, ball, bath rooms, etc., at the track. This is one of the baits thrown out for the C. W. A. meet.

One English wheelman wants a long tour on the great Russian canal, over 4,000 miles long, so as to reach China before the arrival of Stevens. Whether on skates, or per cycle, we are not informed.

During the latter part of December the billiard-room of the Nashville Bi. Club, was nearly destroyed by fire. The entire club house was saved only by the strenuous efforts of the fire department.

And now it is rumored that Thomas Willison, of Covington, Ky., will ride from Maine to California next season. We wonder when the poor fellow expects to see Kentucky again, after he once sets out.

Among other good resolutions for the new year, every wheelman should resolve to keep a record of his riding during the season, the figures being very interesting reading matter at the end of the year. Commence now.

The Alliance B. C., of Ohio, gave a successful masquerade skating carnival on New Year's night. There were about eighty maskers, including many wheelmen. The Atwater Combination gave an amusing representation of his Majesty, Satan, riding a bicycle.

W. G. Hurst is the latest candidate for honors in the fancy-riding line. He hails from Toronto, Canada, and was until lately, strictly an amateur. But following the established rule, upon realizing that his performances possessed some merit, he went over to the professional ranks. Hurst intends visiting the States next season.

On Thursday evening, January 7th, the New Jersey Wheelmen inaugurated the first of a series of smokers at their handsome rooms at Oraton Hall, corner of Broad and Bridge Streets. The "smokers" will be held every Thursday evening during the winter months. Smoking, games, music and stories, will be the order. The club has seventy members.

The New York *Clipper* has received certificates from the officials employed in the late

record-breaking 26-hours race, testifying to the correctness of the records made by Woodside. They should have been sent direct to the wheel papers. The most important statement is from D. M. Gerhard, Surveyor, who testifies to the correct measurement of the track.

The removal from New York of Mr. Frank A. Egan, leaves vacant the office of "father of his club." Like George Washington, he has always been the undisputed possessor of that title, and some time may elapse before another man can be found, who will suitably fill the office, though from present indications President Moses is likely to imitate his scriptural namesake by leading the club out of their dilemma.

Henry E. Ducker honored New York with a fleeting visit last week. Mr. Ducker does not recognize the existence of the Massachusetts-Boston Club squabble, and will proceed in his work for the L. A. W. meet as if there was no trouble whatever. The only question that now troubles Mr. Ducker's massive brain is how he will manage to attend the Springfield ball, and the Board of Officers meeting at New York, both occurring on February 22d.

The Citizens B. C. will depart from their usual custom by not giving a race-meeting this year. The club cleared only \$300 on their last meeting, which, taken into consideration, decided the meet question. The decision is one to be greatly regretted, as it will leave New York wheelmen not a single 'cycling affair. Perhaps the Ixion B. C. will be industrious enough to hold a meet in place of the Citizens. Certainly it would be a paying card for this flourishing organization.

Last spring, Jeweler Lakin, of Westfield, Mass., maker of the Lakin cyclometer, offered a gold medal to the amateur rider covering the greatest distance during '85, using his cyclometer. The prize will be awarded on the 15th of this month, and it is generally understood that Mr. Goodnow, a bank clerk, will secure the medal. He has a sworn record of 5,056 miles, all made before or after business hours. Other riders in the vicinity of Westfield, have records of two and three thousand miles.

Hal Greenwood is receiving it hard from all sources, since the appearance of his cheeky letter proclaiming the causes of his defeat in the road-race. A St. Louis paper states that Klipstein, Gorden, Hilderbrand, Oellien and Berger have challenged him to a race, as a consequence of his assuming to dub himself "Champion," while Percy Stone offers him a start of five minutes for a race over the same course. The pleasant result anticipated is that a race, open to everyone, will be arranged, whereby Hal can prove his assertions.

We advise the New Jersey Cycling and Athletic Association to send a competent committee to Springfield for a week or so, to take observations and hints from the Hampden Park track. The Springfielders, from their experience, would be able to furnish them with many valuable suggestions in regard to the construction and keeping of a good track. There is no earthly reason why the association cannot build a track the equal of Hampden Park. But an important item not taken into consideration heretofore is the keeping in repair of a first-class track. This would take at least \$500 annually.

The St. Louis *Critic* thinks that the Globe Rink is short, perhaps a quarter of a lap to the mile. We wouldn't be much surprised if competent surveying would make known that fact. The wonderful (comparatively) times that are made on the track admit of the eastern

papers most decidedly believing that there is something wrong. If the St. Louis boys wish their wonderful doings authenticated in the minds of eastern wheelmen, they should secure the services of a competent surveyor, to measure the track eighteen inches from the pole, and have him furnish certificates to the effect that the track is the stated distance.

The Elizabeth, N. J. Wheelmen, have formed a new drill squad, consisting of the following members: G. C. Brown, A. S. Brown, Berry, Currie, Bellinger, L. Bonnett, Bailey and Wetmore. The first four ride cranks, and the others Stars. Chief Consul Brown, who is in command, has originated some unique movements, which the riders are now practicing, in preparation for the entertainment, which will be held during the winter. The club's mileage for November is 2,938 miles, E. J. Runyon heading the list with 389 miles. Mrs. Bonnett is the only lady who has a record for the month worth speaking of, having covered seventy miles.

A three-mile bicycle race at Rink Vendome, Canton, Ohio, New Year's eve, attracted three hundred people. The contestants were F. A. Menches and W. H. Bachert, both of Canton. The former secured the best start, but lost half-a-lap by a header taken a few feet from the start. On recovering he went to work with a will, and made up the distance, the men continuing in the same positions until the second mile, when Menches again began to gain, the gap becoming smaller and smaller, Menches eventually catching up, and winning by a few feet, amid great enthusiasm, in 11:27. The Canton Cornet Band, escorted Menches to his residence. A bicycle school for learners is talked of for the rink.

The maker's-amateur question is still receiving the attention of the cycling journals, and will undoubtedly continue to during the winter season. This is the right time for the discussion of such questions. Let the L. A. W. appoint committees to report on the matter, let it be discussed at the officers and general meeting, and it will be surprising indeed if something is not done concerning it. There are but two practicable courses: the abolishment of everything hindering the fraternization of the amateur and professional, or the establishment of a strict amateur rule, that will send a wheelman to the professional ranks, for any offense savoring in the least of professionalism. Take your choice.

There was a large attendance at the Denver Mammoth Rink, on Dec. 28, in spite of the bad weather, to witness the two mile bicycle race between Ralph Friedberg, of the Friedberg & Wells fancy team, and M. N. Donaldson, a member of the Colorado Wheel Club. This race makes Donaldson a professional. The track was about sixteen laps to the mile. The men started off at a rattling pace, Friedberg gaining a few yards lead, and establishing a half-mile record for that part of the country, of 1:20. The former record, either professional or amateur was 1:28, accomplished in Cheyenne, Wyo. Ty. The mile was made by Friedberg in 3:03, he then being half a lap ahead of Donaldson. The mile and a half was covered in 4:50, and the two miles in 6:35, Friedberg winning by one lap. A two mile race for amateurs, to beat the record established by Friedberg, has been arranged, and will be run in a short time. The track will be surveyed by the county surveyor. Friedberg and Wells were at the Mammoth Rink from Jan. 4th to 10th. The Colorado Wheel club seems to be a sort of a professional organization. Besides Donaldson, it lately graduated as a pro., C. C. Hopkin's, who is at present in Central City.

THE WHEEL.

THE

Coventry Machinists' Co.,

239 COLUMBUS AVENUE, BOSTON.

The best English make is undoubtedly the Coventry Machinists' Company.—*The New England Illustrated Magazine.*

The New "Club" Tandem convertible into 2 different styles of machines.



The Coventry Machinists' Company has been long and favorably known as the largest and most reliable manufacturers in the world.—*The Bicycling World.*

The "Marlboro' Club" is an improved Crippler type machine. Will be ready early in January.

SEE OUR CATALOGUE BEFORE PURCHASING A WHEEL ELSEWHERE.

HUB HAPPENINGS.

WHAT A PROMINENT BOSTON WHEELMAN HAS TO SAY REGARDING HANDICAP VS. CLASS RACES—ANNUAL MEETINGS OF MANY CLUBS—POINTS.

The merits of handicapping cycle races have been discussed at more or less length in the cycling press of this country for years past, but a discussion seems to be about the only result attained. The magnitude of the task necessary for establishing a system of handicapping in so great a country as this where the racing men are scattered over such an immense territory has raised the cry that it is impossible to ever arrange a satisfactory system. The racing board and the official handicapper seem rather to favor class races, but how it is any easier to sort out the racing men into classes, than it would be to handicap them, it is difficult to understand. Class races are no doubt very good things, but I fail to see that they can claim any advantage over handicaps; indeed I think that it is just the reverse. Granting that the merits of handicapping for putting the races on an equality, are no better than what are obtained from class races, the handicap method has the advantage of insuring a much more exciting contest, and consequently far better time is made. This fact alone should, I think, give handicaps the preference. Although the handicapping at Springfield last year was very poor, the handicap events proved the most interesting on the programme. Wood would have never made his mile in 2.35 had it not been that he and Howell were forced to rush things in the early part of the race in order that they might overtake the men started ahead of them. In the class races the men, all started from scratch, natur-

ally save themselves for a grand final spurt. It is for this reason that so much better records are made in races against time, for then there is no fear of being passed on the home-stretch, and the rider goes for all he is worth from start to finish.

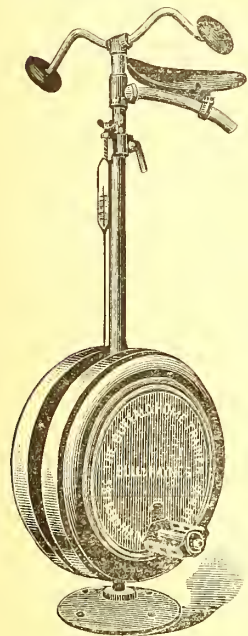
The majority of Boston wheelmen with whom I have talked regarding this matter, seem to favor handicaps. One who ought to know a good deal about it is Mr. A. L. Atkins, of the Pope Manufacturing Co. It will be remembered that last year he was with the racing men at Hartford and Springfield for many weeks where, by his daily intercourse with them, he had an opportunity of judging what was best for them and what they most desired. I had a long talk with him on the subject a few days since. He expressed himself as being most decidedly in favor of handicaps. After referring to the great success of handicapping in England he said: "Of course in England where the racing men are all well-known and so closely centered, it is much easier to handicap and produce the desired results than in America, where the men are scattered and meet each other rarely. Here class races take the place of handicaps. I must say that I am opposed to the latter. The effect of class races has been that every year the time of the winner has been far below the time of his class, and sometimes very near the record. This is caused by the fact that every new man without a record is eligible to run in a class race, where all the fresh flyers of the year enter. No matter how good the new man may be he will enter those events which are intended for novices only, and fight shy of the open events in which he would meet the American and English cracks. Thus the class races prove virtually a walk-over for a certain

few. This course certainly adds neither to their credit, nor to the honor of the country, for it forces all the fighting against the Englishmen to be done by one or two men, and allows the English contingent to, year after year, carry away four-fifths of all the prizes, much to the discredit of American spirit, skill and muscle.

"I understand that the reason assigned for not having more handicaps is that it is very difficult for the handicapper to gather sufficient information about the racing men to enable him to properly place them. This argument certainly applies with equal force to class races, for is not the same information necessary for the success of both? The result of the class races has been shown to be that the newly fledged American crack runs away from the crowd and leaves no show for the 3 minute men. If the same information which is obtained regarding a man's record for use in class races was applied to a handicap, and the men were placed in the handicap according to this record and compelled to run with the crowd, we should see less "Duffer" races, fewer prizes going across the water, and we should see the young three minute men doing their utmost from a long start to win the honor of beating the English cracks. We should see the whole body of the three classes of riders poor, good, and crack, meet on an equal basis, and the result would be that the handicapped men, finding that they could beat the cracks who started from scratch, and imitating the tactics of their better and more experienced bretheren, they would train more carefully, race with a better understanding of the work before them, and with the hopeful prospect of wresting the prize from their superiors, which would add wings to their feet.

THE WHEEL

Buffalo Home-Trainer



TIME
RECORD
RACE.

One Mile Open.

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.

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 A BOON

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

Nickeled, 25 c. Gilt, 30 c.
H. B. HART,
No 811 ARCH STREET, PHILADELPHIA.
LIBERAL DISCOUNT TO DEALERS.



BORNSTEIN King of Clubs!

The Only Man in the City who sells
INDIAN CLUBS, any size, \$1 pr pair.
FLYING TRAPEZE, " \$1 each.
" RINGS, " \$1 pr pair.
DUMB BELLS, any weight, 5c. pr lb.

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

Reduction made to Schools & Gymnasiums.

Salesroom, 17 Ann Street, New York.

REPAIRS! REPAIRS!

Our facilities for difficult repairing are unsurpassed. We make a Specialty of Forging, Brazing, Painting, and Nickeling, and solicit work that other houses have failed on.

ZACHARIAS & SMITH,
Oraton Hall, Newark, N. J. (cor. Broad & Bridge Sts)

EVERYBODY WANTS A Complete Record Book UP TO OCT. 1st, 1885.

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

PRICE, TEN CENTS.

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

MISCELLANEOUS.

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

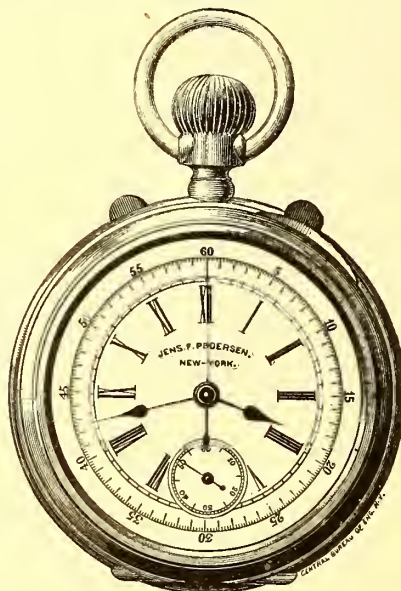
CHICAGO, ILL.—THE JOHN WILKINSON CO., 68 Wash Avenue, makers of Bicycle Hose Supporters. The best style made. Price per pair, 35 cents by mail. Agents for the Columbia Bicycle. Send stamp for catalogue.

PORTLAND, ME.—LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar, C. H. LAMSON.

MATCHLESS METAL POLISH.

A clean, pure creamy white paste, warranted free from acid, poison or grit. Its SUPERIOR merits over the Red Pastes are apparent to all who have used both. Mailed free on receipt of 25 cents. Send for sample box and you will use no other. Address **T. HUNT STERRY,** 435 Flatbush Ave., Brooklyn, N. Y.

Send 2-Cent Stamp for Catalogue and Price List.



TWENTY DOLLARS! —FOR—

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

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

START, STOP AND FLY BACK.

ACCURATE AND GUARANTEED BY

JENS F. PEDERSEN,

Manufacturer of Medals

and IMPORTER OF WATCHES,

13 MAIDEN LANE, NEW YORK.

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

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

Respectfully announces that in order to close out his fine line of Imported Jersey Bicycle Pants, the price has been reduced from
\$5.00 to \$3.00 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.

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

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

SEND STAMP FOR 32-PAGE ILLUSTRATED CATALOGUE.

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

The Only Supply Depot in America.

"Class racing elevates the few, handicapping elevates the whole body of racing men. Handicaps give our riders what they most stand in need of—experience. Handicaps will give us faster time for the general body of racers, and faster records for the flyers, while class races allow only one or two men a chance to accomplish anything. With handicap races there can be no walk-overs, no jockeying by the fast men, no manœuvring around to compel the poorer men to set the pace, no procession until the last lap; but every man will be obliged to run for all he is worth, and the interest will be kept up from the start to the finish of the contest.

"To produce these desirable results careful handicapping is of course necessary. As one way likely to secure the best results I would recommend that the League's Chief Consul in each State appoint a handicapper for his district, subject to the approval of the L. A. W. racing board. Let these handicappers collect the data for their State, which can easily be done through the columns of the cycling press. All this done, it will be an easy matter to have good handicaps. When a Massachusetts man enters a race in Illinois, the Illinois handicapper can, by applying to the Massachusetts handicapper, learn at once the standing of his man and thus be able to place him on his proper mark.

"These handicappers should be allowed a small fee for the handicapping of each race, the fees being graded according to the number of entries for the race. He would thus be given some recompense for his labors, and be induced to do his work carefully. It is poor policy to have such work as this done gratuitously. I disapprove of the method pursued last year of figuring a man's handicap a long time before the date of his race; it should not be done until a few days before. A man should not be handicapped solely according to the records he has made. That is to say, the time made by the second or third man in a race and his ability shown in practice should be taken into consideration for his future handicaps."

"If, at our tournaments next season, our young riders are encouraged by reasonable handicaps; when at the end of the season we look at our balance sheet of races run and lost at Hartford and Springfield, we will find there less to regret and be ashamed of than has heretofore been the case."

MEETING OF THE BOSTON CLUB.

The January meeting of the Boston Club was attended by an unusually large number of members, and proved a very lively session. It was the meeting for the annual election of officers and of course there was not a little rivalry regarding the possession of some of the offices. At the December meeting a committee had been appointed to prepare a list of candidates for all the offices. The committee did its work so satisfactorily that the members generally found little to be dissatisfied with, except the nominee for the captaincy. The committee presented the name of Mr. Tombs, but there was a section who favored Mr. Dean, and were bound to have him fill the office. A great deal of cheap talk occurred before the casting of the votes, but all in vain, for the ticket of the committee was elected as presented. It was as follows: President, E. C. Hodges; secretary, E. W. Hodgkins; treasurer, F. A. Nelson; captain, R. J. Tombs; 1st lieutenant, J. S. Dean; 2nd lieutenant, E. G. Whitney; active representative club committee, Lowell T. Field; associates, J. R. Chadwick, W. N. Goodnow, W. W. Keith, Dr. H. H. Gage. Various reports were presented. Mr. Chadwick reported satisfactory progress of the bil-

liard and pool tournament. Mr. Field reported that the entertainment committee was arranging for a party to occur some time this month. The date had not yet been decided upon. Secretary Hodgkins told of the success of the restaurant recently established in the club house. A table d'hôte dinner is served every evening at 6 o'clock, and at other times meals can be obtained a la carte. The average number of members who dine there every evening is about twenty. It is proving decidedly the most popular feature ever established in the club house. It was unanimously voted not to have the usual annual dinner, but instead to have a grand reception at the club house, to which members could invite their friends. The matter was left in the hands of the club committee with instructions to hold the reception on the evening of the first Saturday in February. Regarding the club joining the League, it was voted to ratify the action of the club three months since, and an amendment was made to the by-laws requiring every member of the club to join the League. Regarding the published rumours of probable trouble between the Massachusetts and the Boston Clubs, as to who was to have the most to say about the management of the League meet next Spring, President Hodges stated that they were utterly without foundation so far as his club was concerned. The Boston Club desires a proper representation but no matter what they are allowed there will be no fuss made about the matter. The adjournment of the meeting was followed by an entertainment incident to the annual meeting and at the expense of the new board of officers.

SESSION OF THE MASSACHUSETTS CLUB.

At the January meeting of the Massachusetts Club one new member was admitted, four resigned, and four were expelled for non-payment of dues. The annual dinner was fixed for Tuesday, Jan. 26, at Young's Hotel. President Williams and Treasurer Benson announced their determination not to be candidates for re-election. A committee was appointed to nominate officers for the ensuing year. It was voted to admit non-residents to membership without initiation fee, the dues being \$10 a year.

OTHER CLUB MEETINGS.

The semi-annual election of officers of the Wakefield Bicycle Club occurred Monday evening and resulted as follows: President, E. N. Heath; vice-president, J. A. Clark; secretary, E. A. Wilkins; treasurer, S. O. Richardson, Jr.; captain, E. D. Albee; 1st lieutenant, W. J. Hall; 2nd lieutenant, F. C. Patch; club committee, president, secretary, treasurer, C. A. Nott and W. E. Eaton. Three new members were admitted. The club members are enlarging their rooms and have recently put in a pool table, a piano and a home trainer. A number of contests have been held on the trainer, the best time having been made by E. D. Albee in 2.10. An entertainment and dance is to be held February 12.

The Somerville Cycle Club held its annual meeting in its new rooms in Odd Fellows' building, Winter Hill, Wednesday evening. After adopting a thoroughly revised constitution, by-laws and home rules, and admitting nine new members the following officers were elected for 1886: President, W. R. Maxwell; vice-president, D. C. Theall; secretary, George Shaw; treasurer, George F. Steele; captain, Eugene Sanger; first lieutenant, H. B. Clark; second lieutenant, F. A. Hobart; bugler, W. B. Lovejoy; colors, C. Fiske; and a club com-

mittee consisting of president, secretary and treasurer.

N. H. AHEAD OF MASS.

Regarding a statement in the last number of THE WHEEL to the effect that the Massachusetts Division would be entitled to the right of line in the next League parade, I have received a letter from Mr. C. A. Hazlett, who was, at the time of the foundation of the division, Chief Consul for the League in that state: He quotes from section 2, article 2, of the L. A. W. by-laws: "The parade shall be marshalled by State divisions under the command of their Chief Consuls; the divisions shall have precedence according to the date of their formation." The New Hampshire Division was formed by the New Hampshire members of the L. A. W., at a meeting called especially for the purpose at Portsmouth, September 18, 1882, and its membership consisted only of L. A. W. members, and every requirement of the constitution and by-laws of the League relative to State organizations was strictly complied with. He states that the subject was presented by him in detail to the officers of the League previous to the meet at Buffalo last year, and the Rockingham Club of the New Hampshire division was then assigned to the first position in the programme for the parade published in the official Gazette of the L. A. W., June 25, 1885. The present officers of the division propose, should the precedent established at Buffalo be questioned by the proper officers, to again present the facts as shown by the records of the division.

POINTS.

W. E. Crist, the Washington flyer, was in town last week as the guest of Harry Corey.

Arthur Sidewell, machinist for Stoddard Lovering & Co., sailed for England, Saturday.

Last year the Somerville Club covered upwards of 1000 miles on its called runs.

The billiard tournament at the Massachusetts Club is progressing famously. I. T. Pratt leads, with T. A. Eaton second and D. J. Smith third.

President Williams of the Massachusetts Club, is hard at work preparing his annual statistics of the members of his club. He has thus far collected the records of 150 men, and these are said to show up far better than anything received in former years.

The Massachusetts Club resumed its weekly entertainments last Saturday evening. It was a musicale and proved very enjoyable. The programme consisted of a piano duet by E. O. Regestein and J. A. Chellius, flute solos by L. E. P. Smith, piano solo by D. W. Northrup, flute duet by Smith and Pratt and a cornet solo by D. W. Northrup.

Among the wheelmen who visited the Massachusetts Bicycle Club rooms the past week were Messrs. George B. and W. J. Morton of Chicago and Louis Caspar of Meriden, Ct.,

C. S. H.

BOSTON, Jan. 12, 1886.

Mr. L. H. Johnson, of Orange, N. J., says he can produce a rider who will mount Eagle Rock Hill, riding an ordinary crank machine, without power-traps, and will wager a hundred dollar bill to that effect. And yet Mr. Johnson is an amateur wheelman in every sense of the word.

THE WHEEL.

FOR SALE!

A CALIGRAPH,

In Fine Condition.

Address THE WHEEL, Box 444, N. Y.

Elwell's Bermuda Tour.

A WINTER WHEEL 'NEATH SUMMER SKIES.

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.

Schools for Dancing and Deportment

No. 578 FIFTH AVENUE
(Opposite Windsor Hotel.)

**New York City,
Hartford, Conn.,
Springfield and
Worcester, Mass.**

Re-opens for organization of Classes Sept. 1, 1885. The master of the above schools, having had over twenty years' experience as a teacher respectfully announces that he has visited the principal cities of France, England and this country for the purpose of obtaining information, and the best method of instruction, thereby claiming, it is not too much to state, they are second to none.

For further particulars send postage for circular to

P. HARVARD REILLY Prin'l,

Reilly's School for Dancing and Deportment,
No. 578 Fifth Avenue, New York City



MATCHLESS METAL POLISH.

A clean, pure creamy white paste, warranted free from acid, poison or grit. Its SUPERIOR merits over the Red Pastes are apparent to all who have used both. Mailed free on receipt of 25 cents. Send for sample box and you will use no other. Address **T. HUNT STERRY,** 435 Flatbush Ave., Brooklyn, N. Y.

Wheelman's Autograph Album MY 'CYCLING FRIENDS.

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

PRICE, ONE DOLLAR, POSTPAID.

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

YOU CAN BUY A NEW BICYCLE

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

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

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

BARGAINS EXTRAORDINARY
Send for descriptive price list and mention this paper.

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

SUBSCRIBE TO

\$1 a Year.

LESS THAN TWO CENTS
PER WEEK.



\$1. a Year.

LESS THAN TWO CENTS
PER WEEK.

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

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,

Box 444, No. 12 Vesey Street, NEW YORK.

The American Star Bicycle.

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

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

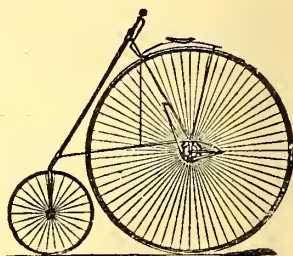
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

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

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

For further particulars address

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



W. N. OLIVER.

FRED. JENKINS.

W. N. OLIVER & CO.,

SUCCESSORS TO



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

12 VESEY STREET,

NEAR BROADWAY,

NEW YORK.

T. HUNT STERRY,

IMPORTER AND DEALER IN

BICYCLES,

435 Flatbush Ave., BROOKLYN, N. Y.

Second Hand Bicycles Bought and Sold.

Bicycles sold on Commission.

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

NICKELING, ENAMELING AND PAINTING.

Agent for all noted makes of Bicycles.
A full line of Sundries, all of our own manufacture on hand

Send Two-Cent stamp for list.



CHESTNUTS V.

It is my purpose this week to talk about the great wheelmen's ball of 1882 that never came off owing to the treasurer Mr. James Revell decamping with the funds. This was early in the history of cycling before such entertainments under the auspices of cycling clubs came into vogue, and created a flutter of excitement. The way it came about was as follows. Revell started a subscription paper and succeeded in interesting some fifty wheelmen in the scheme and received in all about one hundred and fifty dollars. He engaged Standard Hall corner of 42nd street and Broadway, and secured eight pieces of Cappa's Seventh Regiment Band for the music. Handsome orders of dancing were printed, and arrangements made for decorations. Everything went as merry as a marriage bell and February 20th finally arrived. The day was fair, but towards evening it commenced to rain heavily.

* * *

About nine o'clock carriages containing wheelmen in uniform, and ladies began to roll up to the Hall, but it was closed tighter than a drum and the lights were turned out. The few wheelmen that came afoot collected around the door and the watchman curtly informed them that a balance of fifty dollars was still due on account and that the doors would not be opened until paid. Anxious inquiries were made for Revell but he wisely kept away. In the meantime a line of carriages collected and the occupants were turned away with the information that there would be no "ball that evening." About 9.30 Mr. Bruner arrived with the information that Revell had called on him leaving his account books and had borrowed three dollars to get out of town. A policeman was placed in charge and at twelve o'clock had turned away over one hundred carriages. The affair would have been a great success, and had the state of affairs been explained earlier in the day, enough money would have been subscribed to have made the affair a success.

* * *

Of course there was great indignation, and a mass meeting was held at Mr. Mason's riding school at 214 East 34th street. A fund was subscribed to prosecute Revell, but nothing was ever done and the affair was forgotten as soon as possible. It is a singular fact that nothing of a like nature has been attempted since, and the coming Ixion's Reception at Standard Hall on the 20th of January will we hope, break the ice.

* * *

In the latter part of 1882 the Citizens Club which had continued to gain steadily, found that their quarters in 59th street were becoming more and more cramped, and leased the rooms at 2 East 60th street. They were tastefully fitted up and for a long while served to accommodate the club in a satisfactory manner. A number of entertainments were given. Here their membership rapidly increased until at the close of the year over forty names were on the list. The Park question was still undecided, or rather the Commissioners refused to allow the use of bicycles or tricycles on the drives, and some decided stand was necessary. Legal means having failed, outside influence was brought to bear, and at a meeting held in February the club voted to invite the League of American Wheelmen to hold their annual meet in New York.

* * *

Dr. N. Malon Beckwith and Fred. Jenkins were appointed a committee to attend the spring meeting of the Board of Officers held

at Worcester, Mass. and extend a formal invitation to hold the meet on the 28th day of May 1883 in New York. As this was the first departure in the change of date, considerable opposition was encountered, but the Board finally consented.

* * *

The great success of the meet is historical, and has never yet been equalled. Committees were selected from the various city clubs and everything went like clock-work. The business meeting consumed the earlier part of the day, and the parade in the afternoon was a thorough success. 876 wheelmen were formed into four divisions, and handled with military precision, reflecting credit on the commanding officers. The brilliant uniforms and excellent riding form of the clubs created enthusiasm all along the line. The photograph taken on Riverside Drive gracefully decorates many club rooms, and will go down to posterity as a fitting souvenir of this memorable occasion.

* * *

The banquet at the Metropolitan Hotel was a fitting climax and an unqualified success. Nothing approaching it in elegance has yet been attained by the League at its subsequent meets and it remains for Boston to surpass it. Every one was pleased and the speeches made will long be remembered for their originality, humor and appropriateness.

* * *

As a calm succeeds the storm, so was the remainder of the season spent in and around New York. Considerable riding was indulged in, and membership in all the clubs increased rapidly. The opening of the West Drive of the Park, and Riverside Park was a great incentive to wheeling, and the effect of the League Meet was beneficial in more ways than one. In the fall of the year the Citizens found that they had outgrown their quarters and commenced to plan their club-house which they now occupy in West 58th street, which was the first of the kind ever erected in this country. Although other clubs have drawn from their experience and erected handsome buildings of a like nature, the credit of inaugurating the movement remains with the Citizens. It was late in December when the corner stone was laid in a driving storm with appropriate ceremonies, and the building was ready for occupancy early in May.

* * *

In April 1884, the first Annual Race Meeting of the club was held at the American Institute building and proved to be a great success, both financially and otherwise. Last year it was repeated, and although a snug sum was cleared it is not likely that the entertainment will again take place, the amount of labor necessary to advertise such an affair and properly work it up in a large city, hardly compensating for the profits, and as the club prospers financially there is little need of exertion in that score.

* * *

The withdrawal of the club from the League on account of the arbitrary clause giving the former control of its membership, was an example of its independence of action that has characterized the Citizens since its organization. Although nearly all of its members support the League, it is not likely that the club will again renew as a body and their standing as an organization has in no ways been impaired, the Citizens, continuing to maintain their high standard as an organization not only of men but gentlemen, with which it is an honor to be associated.

CHESTNUT

IN MEMORIAM.

Editor of the Wheel: At a meeting of the Brooklyn Bicycle Club, held this day, the following Resolutions were adopted.

WHEREAS; It has pleased Almighty God in his Divine Providence to take unto himself the spirit of our brother CHARLES GODFREY KOOP, and

WHEREAS: we feel that by his death, the great brotherhood of wheelmen have lost a member, whose early conviction of the utility and benefit of cycling, was exemplified by the enthusiasm and self-reliant courage which he exercised as the pioneer wheelman of Brooklyn, and

WHEREAS: his connection with the Brooklyn Bicycle Club dates from its organization, since which time and during the several years of his active membership he performed with strictest fidelity his obligations as a member, as well as the duties of the several offices, which have been honored by his acceptance

Therefore be it

RESOLVED: That the Brooklyn Bicycle Club desire to place on record the expression of their appreciation of his christian character and the pleasant recollection of his presence among us, and be it further

RESOLVED That we have heard of his death with feelings of deep sorrow for ourselves and with heart-felt sympathy for his afflicted family.

A faithful officer, a devoted co-worker and a true friend, his brightness of disposition and kind interest in everything pertaining to the welfare of our Club, have earned for him a special abiding place in our memories

RESOLVED: That a copy of these resolutions, suitably engrossed, be sent to his family, with the assurance of our condolence and sympathy and of our sense of the great sorrow, with which by the death of a son and brother they are afflicted.

For the Brooklyn Bicycle Club

A. B. BARKMAN

President, Board of Trustees.

BROOKLYN, Jan. 5th 1886.

WASHINGTON WHEELMEN.

THE CAPITAL CLUB AND ITS PROPOSED NEW CLUB HOUSE—A SKETCH OF THE ORGANIZATION AND ITS BRILLIANT ACHIEVEMENTS—ONE OF THE PIONEER ORGANIZATIONS OF THE COUNTRY—ITS PRESENT MEMBERSHIP.

As has already been stated, the Capital Bicycle club has purchased a lot upon 15th street, near Albaugh's Opera House, facing the White Lot, upon which the erection of a handsome and convenient club house is promised with the advent of spring. This lot, which may almost be considered a birthday present to the club from its members, as the seventh anniversary of its foundation is soon to be celebrated, is ideally situated for club purposes. Fronting upon the White Lot, soon to be a magnificent park, within two or three squares from the principal places of amusement, but a square from the great artery of the city at its most frequented point, yet upon a street that will never be given up to trade, the members of the club feel that they have in it the most desirable property in the city for their use. The house to be erected upon it will be three stories in height, with a frontage of twenty-five feet and a depth of about seventy feet. It will be somewhat plainly but substantially built, more money being spent to secure the greatest conveniences and comforts than for style. It is the desire of the club to have it ready for occupancy by midsummer.

THE WHEEL.

A PIONEER ORGANIZATION.

Washington people may not know that this club is one of the pioneer organizations of its kind in America. But two clubs, the Boston Bicycle club and the San Francisco Bicycle club, are older than it. Bicycling in America was indeed in its infancy when, January 31, 1879, H. S. Owen, Max Hansmann, F. D. Owen, L. P. Einolf, F. G. Wood, L. N. Jessimofsky and Charles Krauskopf met in front of the Capitol to effect an organization. Those were times when organization was necessary for protection, and there was nothing in the state of public feeling toward the new method of locomotion to warrant a prophesy that in seven years the bicyclists of the District would number fifteen hundred or more, and that bicycle-riding would gain recognition as a right as common as that of carriage driving. Prejudice has given place to suspicion, suspicion to tolerance and tolerance to favor, in the minds of Washington people towards the bicycle, largely through the efforts and conduct of this club, whose management has always endeavored to impart in public and rider respect for each other's rights and privileges. The new club at first met at the rooms of its members, but soon located on 10th street, above H, and the occupation of these premises gave the organization a "boom" from which it has never recovered. These rooms were occupied but a year, and in April, 1880, the ground floor of 412 11th street was secured. New members in the club are still entertained by the "old uns," with stories of the good old times at 412. Here the "watermelon racket" was instituted as a club custom; here took place the great unveiling of the new stove, and here, also, amidst breathless expectation, was opened that wonderful box from England containing six machines of the most improved pattern - the first full nickeled bicycles in Washington. Every move of the club into new quarters was necessitated by growth in membership, a reason which took it, in January, 1882, to numbers 10, 11, and 33 Le Droit building, where two prosperous years were spent. In April, 1884, the club moved into its present quarters, 919 G street, just in time to entertain, as it did, and handsomely too, the annual meet of the League of American Wheelmen. The next move will be into its own house, when, its members think, the evolution of the Capital Bicycle club will be complete.

ACHIEVEMENTS OF THE CLUB.

The club is conscious of possessing, at least of deserving, a good reputation at home and is proud of its reputation abroad. Although somewhat isolated from the wheel-world, it has become known to wheelmen as a progressive and leading wheel organization. The first long-distance tour in this country was made by Hansmann and Schooley, two of its members, who, in October, 1879, rode from Washington to Boston, and the "Wheel around the Hub," in the same month and year, the first great American cycling event, was participated in by H. S. Owen, the leading spirit of the club's foundation. Owen was also present at the organization of the League of American Wheelmen at Newport, and his interest in the wheel, after many years' experience, is still most active. He early gained a reputation for having a complete mastery of the machine, and his descent of the Senate steps on the east front of the Capitol, upon a bicycle of the ordinary pattern, still stands as a most wonderful exhibition of skill and nerve.

In 1882 Hansman, Seely and Allen visited the Natural Bridge and disclosed to the wheel-world the beauties of cycling in the Shenandoah valley. This same trip was taken last

September by Hansmann and Killits, upon a sociable tricycle, making the longest American tricycle tour, and also the record for 24 hours, 111 miles. The club's reputation for superiority in its chosen sport has not been made by individual members alone. In 1881 it gave a well appreciated drill in Baltimore, and in 1882 the Oriole festivities in the same city were participated in by 28 men, whose fine parade riding caused much comment. In October of the same year 26 men attended the sesqui-centennial celebration of the founding of Philadelphia, and won a banner and were banqueted as the best-drilled club. At the great League meet in New York, in 1883, the appearance of the club in parade attracted universal attention and gained for it extravagant praise from the local press. Although not a part of the League, the club exerted itself to the utmost to entertain that organization upon the occasion of its meet in Washington in 1884, and had by far the largest representation of any club in its parade. Its efforts at this time received from this body a hearty recognition. The "Capital outing" of the club last summer, to Martha's Vineyard, Nantucket, Boston and Springfield, is still fresh in the memories of its participants. Though not making racing a specialty, or even a leading feature of its work, the club has in its membership several racing men, of whom it is proud. It has given races every year since 1880, which have been in general, well patronized, but, while in every other way successful, were never very profitable. One experience in connection with racing still rankles in the minds of its older members, and that is the repudiation by the management of the Garfield fair, of bills incurred, as the club claims, with the sanction and encouragement of the managers, to the amount of about five hundred dollars, and which the club was finally obliged to pay.

CLUB OBSERVANCES.

The club is old enough to have customs and institutions, the observance of which has become part of its unwritten law. Of these are the "watermelon racket," without at least two of which no summer campaign is complete; the Decoration day excursion to Virginia Beach and Norfolk; the Washington birthday celebration and the Thanksgiving run to Marlboro'. Rockville as an objective point for the Fourth of July seems to have given place to Ashton, where thirty members spent the day last year, and which has become a favorite rendezvous. The club's anniversary, January 31, is always celebrated with a banquet, and the birthday of one of its founders is observed by an invitation to join him in a "practice" run in which all the ash heaps, depositories of tin cans and brick-bats and other places to try the mettle of riders, are visited.

THE FIRST OFFICERS.

The club's first officers were: Max Hansman, vice president; L. P. Einolf, secretary and treasurer; H. S. Owen, captain. It is now officered by John M. Killits, president; C. G. Allen, vice president; T. A. Berryhill, recording secretary; James Q. Rice, corresponding secretary; J. E. Leaming, treasurer; E. B. Olds, captain; Fred. F. Church, sub-captain; Benj. H. Stinemetz, jr., junior sub-captain, and P. T. Dodge, J. W. Wagner, J. McK. Borden and W. B. Hibbs, executive committee.

The *Cyclist & Athlete* wants a hill-climbing contest in the Oranges. The fact that a heavy snow now covers the ground, is not considered.

Jno. S. Prince has doubled with R. J. Aginton, a fancy skater. They first visit California,

and then, it is rumored, Australia. Unless the skater is an old hand at the business, he will have to look sharp, to come out even with Prince.

The 26th annual Charity Ball will take place at the Metropolitan Opera House on Tuesday evening, January 19th, 1886. As it will be the event of the season our festive wheelmen will no doubt combine charity and an evening of amusement. The management as usual is in excellent hands and everything points towards a brilliant social success.

Mr. Charles W. Spooner, a member of the New York Ixion Club, is showing in Bridgeport, Conn., where he resides, the club's beautiful road-race medal contested for every year by the members. Three races have thus far been run for the possession of the coveted trophy, the winners being R. G. Rood, P. M. Harris, and Ed S. Robinson, respectively. Mr. Rood made the best time for the course, New York to Yonkers, viz.: 1.04.

A miniature road race was indulged in by six of the Harlem Wheelmen on New Year's day on the 7th Avenue Boulevard from 128th St. to 148th St. and return; the road was in anything but a good condition and the time for the two riders was none to brag about. The first prize was taken by H. D. Cochrane, bugler of the club, in 8.24 and the second prize by A. T. Stevens. The Lieut. of the club, Mr. G. D. Edwards, was the instigator of the race and provided the first prize, a gold L. A. W. Badge, and Mr. Fred. W. Styles, another H. W., presented a Silver C. T. C. badge as 2nd prize. Quite a little enthusiasm was manifested by the members and they turned out in force in the morning and the race was in every respect thoroughly successful in drawing out the members and keeping them interested. This account of the race was unavoidably crowded out of our last issue.

We learn that Messrs. Cooley, Burr, and Crane of the Plainfield Bi Club have just completed arrangements for a "Grand Bicycle Tournament" to be held in the new and handsome building in Plainfield, N. J., known as "The Crescent." The preparations for the event have been made upon an elaborate scale, and a combination of the best bicycle talent, both professional and amateur has been secured. The tournament will be held on Monday evening the 25th instant. The drill squads of both the Kings County, N. Y., and the Hudson County, N. J. Bicycle Clubs will participate, and Dr. Johnson of the latter club will amuse the audience with his specialty, "The Irishman's first ride on a bicycle." Double and single fancy riding on cranks and Stars will be given by some of the best known professionals, and one of the special features of the entertainment will be the "Trick Mule" bicycle.

"The Crescent" which by the way is a handsome building, costing over \$40,000., is owned by Mr. Clark W. Evans, a wealthy and popular gentleman of Plainfield and who is also a member of the Plainfield Club. The business manager is Mr. J. A. Demarest, who is also City Editor of The Constitutionalist, and likewise a member of the club.

From what we learn of the proposed tournament we feel that it will pay our bicycle friends to visit Plainfield on the 25th.

THE TWENTY-SIXTH ANNUAL CHARITY BALL

Will take place TUESDAY EVENING, JAN. 19, 1886, at the Metropolitan Opera House, under the usual management. Boxes may be procured between the hours of 11 and 1 by applying to Mrs. THOMAS HITCHCOCK, 8 East 29th St.

THE WHEEL

HOLIDAY PRESENTS.

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

THE "SPALDING." Light, Strong, Handsome. - - - Price, 50-inch, \$132.50

THE PREMIER. First class. Ball bearings. Medium price and medium weight wheel. Price, 50-in., \$92.50

THE KANGAROO. Faster than a bicycle, safer than a tricycle. - Price, all sizes, \$130.00

HECLA SPECIAL.	-	-	-	-	44-inch,	46-inch,	48-inch,	50-inch,
					\$45.00	\$50.00	\$55.00	\$60.00

HECLA YOUTHS.'	-	-	-	-	-	-	28 to 42-inch,	\$12.50 to \$35.00
----------------	---	---	---	---	---	---	----------------	--------------------

SPALDING IDEAL.	-	-	-	-	-	-	38 to 50-inch,	\$35.00 to \$66.00
-----------------	---	---	---	---	---	---	----------------	--------------------

Send for Illustrated Catalogue of Bicycles and Tricycles.

A. G. Spalding & Bros.,

241 Broadway, NEW YORK.

108 Madison Street, CHICAGO.

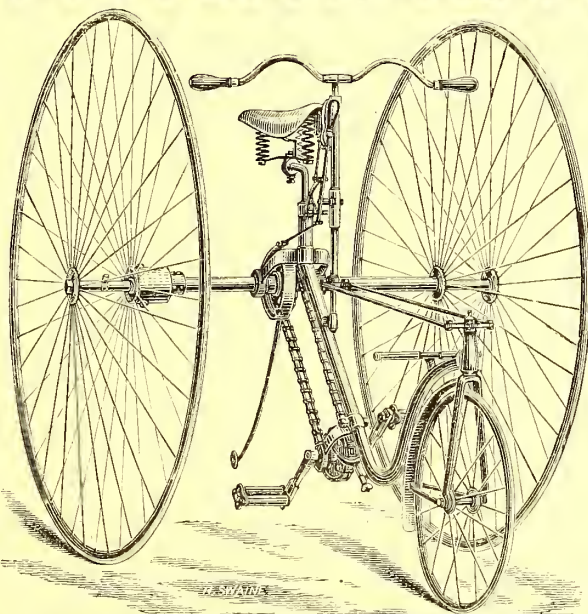
THE "RANELAGH CLUB."

NEW YORK
AGENT.

W. C. HERRING,

BROADWAY cor. 59th St.

*Machines Sold on the Instalment
System.*



NEW YORK
AGENT.

W. C. HERRING,

BROADWAY cor. 59th St.

*Machines Sold on the Instalment
System.*

PRICE, \$180.

SOME OF ITS ADVANTAGES ARE:

THE COMFORTABLE AND NATURAL POSITION OF THE ARMS.

THE RIDER IS IN THE BEST POSITION FOR EXERTING THE FULL POWER

OF BOTH ARMS AND LEGS.

THE ABSENCE OF VIBRATION TO ALL PARTS OF THE BODY.

ITS GREAT SPEED.

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

HEAD AMERICAN OFFICE

THE COVENTRY MACHINISTS' CO.,

239 COLUMBUS AVENUE

BOSTON, MASS.

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

Unquestionable and Accepted Records Made on COLUMBIAS.

The Greatest Distance ever made Inside the Hour,
20 $\frac{1}{2}$ miles 396 $\frac{1}{3}$ ft. by Wm. A. Rowe, Springfield, Oct. 19

20 $\frac{1}{2}$ Miles Inside the Hour, Without Pacemakers, by W. M. WOODSIDE at Springfield, October 26.

WORLD'S RECORD,	- - - -	1-4 Mile,	- - - -	WM. A. ROWE,	.35 1-5
WORLD'S RECORD,	- - - -	1-2 Mile,	- - - -	WM. A. ROWE,	1.12 4-5
WORLD'S RECORD (Amateur),	- - - -	3-4 Mile,	- - - -	WM. A. ROWE,	1.55 1-5
WORLD'S RECORD (Amateur),	- - - -	1 Mile,	- - - -	WM. A. ROWE,	2.35 2-5
WORLD'S RECORD,	- - - -	2 Miles,	- - - -	WM. A. ROWE,	5.21 3-5
WORLD'S RECORD,	- - - -	3 Miles,	- - - -	WM. A. ROWE,	8.07 2 5
WORLD'S RECORD,	- - - -	4 Miles,	- - - -	WM. A. ROWE,	11.11 4-5
WORLD'S RECORD,	- - - -	5 Miles,	- - - -	WM. A. ROWE,	14.07 2-5
WORLD'S RECORD,	- - - -	6 Miles,	- - - -	WM. A. ROWE,	16.55 3-5
WORLD'S RECORD,	- - - -	7 Miles,	- - - -	WM. A. ROWE,	19.47 2-5
WORLD'S RECORD,	- - - -	8 Miles,	- - - -	WM. A. ROWE,	22.41 4-5
WORLD'S RECORD,	- - - -	9 Miles,	- - - -	WM. A. ROWE,	25.41 4-5
WORLD'S RECORD,	- - - -	10 Miles,	- - - -	WM. A. ROWE,	28.37 4-5
WORLD'S RECORD,	- - - -	11 Miles,	- - - -	WM. A. ROWE,	31.37 4-5
WORLD'S RECORD,	- - - -	12 Miles,	- - - -	WM. A. ROWE,	34.32 3-5
WORLD'S RECORD,	- - - -	13 Miles,	- - - -	WM. A. ROWE,	37.24 3-5
WORLD'S RECORD,	- - - -	14 Miles,	- - - -	WM. A. ROWE,	40.25
WORLD'S RECORD,	- - - -	15 Miles,	- - - -	WM. A. ROWE,	43.26 1-5
WORLD'S RECORD,	- - - -	16 Miles,	- - - -	WM. A. ROWE,	46.29 2-5
WORLD'S RECORD,	- - - -	17 Miles,	- - - -	WM. A. ROWE,	49.25
WORLD'S RECORD,	- - - -	18 Miles,	- - - -	WM. A. ROWE,	52.25 1 5
WORLD'S RECORD,	- - - -	19 Miles,	- - - -	WM. A. ROWE,	55.22 2 5
WORLD'S RECORD,	- - - -	20 Miles,	- - - -	WM. A. ROWE,	58.20

The 100-Mile Road Record by ALFRED A. McCURDY on a Columbia Light Roadster, Nov. 16.
Time, 7 Hours 51 1-2 Minutes.

4 to 50 Miles (inclusive), - - - AMERICAN PROFESSIONAL BICYCLE RECORDS.
4 to 10, and 21 to 43 Miles (inclusive), WORLD'S PROFESSIONAL BICYCLE RECORDS.
By W. M. WOODSIDE, at Springfield, October - November.

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

CATALOGUE FREE.

THE POPE MFG. CO., 597 Washington Street, BOSTON, MASS.
BRANCH HOUSES: 12 Warren Street, New York; 115 Wabash Avenue, Chicago.

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

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

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