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St. Louis, Mo. hankers' after the next L. A. W. meet.

Lynn, Mass., glories in the possession of the "Wash-tub B. C."

The Berlin authorities have closed the streets of that city to cyclers.

Cycling races will be held tomorrow at John Brook's track, Blossburg, Pa.

The Chicago Bicycle Track Association will hold a small race meet on their track to-morrow.

Prof. Sam Sterling, of Bridgeport, is experimenting on the propulsion of the bicycle by means of a sail.

The following English racing men will probably come over: Illston, Webber, Cripps, Sellers and Howell, Wood and James.

The twenty-five miles English professional championship was decided at Leicester on July 18. Wood won in the slow time of 1 hour 26 min. 18 sec.

It is stated that a few days before the Springfield meet, Hamilton will attempt to ride twenty miles within the hour, a feat that no American cyclist has yet accomplished.

We call the attention of cyclists to the Little Five tour, the prospectus of which is given in another column. They should be given a welcome in every town in which there is a club.

Continental wheelmen are rejoicing over the abolition of the tax on cycles going into Italy. It was customary to require a deposit on taking the machine into the country, but this bond is now no longer demanded.

Mr. W. F. Gullen, President of the Brooklyn B. C., informs us that the general passenger agent of the N. Y. L. E. and W. R. R. has notified him that in future bicycles when accompanied by their owners, will be carried free of charge on the Erie and Brooklyn Annex ferry boats.

A new club was organized at Perth Amboy, N. J., on July 30th., with a membership of twelve. The following officers were elected: President, E. W. Barnes; Captain, E. E. Hartshorne; Secretary, F. W. Kitchell; Treasurer, George Foster, Jr.; Color Bearer, J. TenBroeck; Bugler, Albert Crowell.

An English cycling editor has made himself unpleasantly notorious by describing as below the efforts of a tricyclist who rode pluckily (?) through the rain in an attempt to break the Land's End John O'Groat's record: "L. rode with God-like heroism." Its a pity the "Ducking stool" is an effete institution.

Messrs. Marriot and Cooper, the manufacturers of the "Humber Bicycles and Tricycles" recently exhibited in their London show window a racing tricycle, built for Sydney Lee, a crack trikeist. The machine has 40 in. wheels, geared to sixty, and weighs with saddle and pedals, but 38 lbs. This is probably the lightest tricycle ever made.

It has always been customary to compare the bicycle and the trotting standard times for a mile, and not a few cyclers entertain the hope that the inanimate will "some day" pass the animate steed in point of speed. Our 2.39 looked a long way behind Maud S's 2.10, 2.09 3-4 and later 2.09 1-4, and the peerless mare has again put the record down a notch, trotting a mile in 2.08 3-4 last week at Cleveland.

The "Balloon Society of Great Britain," held a garden party concert, balloon ascension and a ladies' cycle race meet at Lillie Bridge grounds, London, on July 18th. The one mile tricycle race was won by a Mrs. Maude in 4m. 5s.; Miss Taylor stopping at half a mile. The one mile tandem tricycle race (lady and gentleman) was won by J. W. and Mrs. Maude in 3.42. This is the first ladies' race meet on record.

The Providence Bicycle Club has arranged for a tournament to occur at Narragansett Park September 23d. Five hundred dollars in prizes will be awarded the winners of the following events: One-mile open, two-mile tricycle open, half-mile bicycle for boys under twelve years of age, three-mile record open, one-mile race, championship of Rhode Island, two-mile professional open, one-mile for college championship of New England, half-mile tricycle, one-mile for championship of Providence Bicycle Club, half-mile, hands off, open, one-mile for Star Bicycles, one-mile consolation. Entrance fee, fifty cents for each event, and entries close September 12th with George R. McAuslan, Box 1046, Providence, R. I.

On Monday evening, sixteen members of the Essex B. C., while returning from a ride to Montclair, N. J., met two loaded wagons in Bloomfield. Turning aside to pass the wagons, they met two men in a buggy. The leading cyclist had a bright light and he warned the driver not to run into them, but with a cry of "Let's run them off," the buggy was driven into the midst of the wheelmen, overturning several of them. They started to drive rapidly away, and the wheelmen undertook to stop them, but they were lashed with the horse whip and the buggy disappeared. The wheelmen telephoned to Montclair to stop them, but they probably escaped by a side road. A reward of \$25 has been offered for the arrest of the roughs, and if caught, it will not fare well with them.

Secretary Fuller, of the Big Four tourists, furnishes the following statistics: The youngest rider on the tour was Harry Higinbotham, of Chicago, 16 years old. The oldest was Dr. L. J. Bates, of Detroit, who has passed 52 years. The tallest man was Simeon Ford, of New York. The shortest, J. Bidmead Wright, of Brooklyn, just 5 feet 2 inches. P. Harvard Reilly, of New York, outweighed all, tipping the beam at 200 pounds, while Harmon Wendell, weighing barely half as much, was the light weight. The largest wheel used was a 60-inch, of which there were several in the party. The smallest was a 48 inch. In the style of machine used the Expert Columbia took the lead, there being at least forty of these in use. On the trip excellent time was made by the entire party, the average rate being nine and a half miles an hour. The greatest rate of speed for the company was 12 miles in 50 minutes.

A contemporary announces that Geo. M. Hendee will not ride against anyone at the Springfield meet, but will on each day ride a trial against time and prove himself the fastest man in the world. If this statement is true, we think Hendee will make a mistake. Exhibitions always fall flat, and were Hendee to ride a mile in 2.30, yet refuse to meet all amateur comers, his claim as the world's champion would not be valid, and his reputation would be ruined.

The English flyer Webber, whose wonderful performances of the last few months we have chronicled in this paper is accused by *Wheel Life*—which with the *Cyclist* and *Tricyclist* are the only English cycle papers that possess opinions and dare to express them—with possessing conceit enough for twenty men. Upon his arrival in London his frank pleasing bearing created but the most favorable impression, but like many racing men his head was turned by his victorious career.

Webber is only one of many good fellows who have been plied with flattery by hero-worshippers, until they begin to think that they are something but very little lower than the angels. While we always take delight in witnessing or recording a fast performance, we never fail to remember that their are other things in life higher and more worthy of admiration than fast pedaling.

H. C., Brooklyn—Sweet Miss: We say sweet, for the author of *such* poetry must have an unlimited quantity of spare saccharinity. Your flowery effusion arrived shortly after dinner hour, and we were able to master the four verses without any disastrous results. To say that we were charmed with the complete utterableness of the poem would be a vile slander, a base calumny. We simply ran over. In regard to our terms, to which you so feelingly refer in your letter, we must state that nothing short of a retainer of £5000, in cool shining shekels, would induce us to publish the poem in the WHEEL. You are much too modest in sending such a gem to us. We would advise you to procure some filtered moonlight or a cake of Babbitt's best soap (here we might incidentally remark that the latter article was supposed to be the only hope of a gentleman named Blaine, but as we never had even a borrowing acquaintance with the redoubtable Jimmy, we can neither corroborate nor refute this asservation. Ahem!) polish it up, send it to the CENTURY and become a baroness.

ROAD-RIDING AT THE HUB.

Three important things have happened in Boston cycling circles since my last letter. First, Baker arrived here from St. Louis; then Munger, of Detroit, started out, and smashed the 24-hour record by doing 211½ miles, and yesterday was run the annual tricycle road race of the Boston Club. Considerable for a week. Munger's performance was a good one, and, considering that he rode with scarcely any training, it was remarkable, and shows him to be made of pretty good stuff. He said after his ride that if anyone breaks his record he will again ride the same number of hours, and unless his record is broken by more than 20 miles, he thinks that he will be able to capture it again. He says that in the first part of the race he rode slowly, for fear that he would be used up in the latter part, but he was so fresh when he finished that he now wishes he had kept up a fast pace throughout. He rode a 54-inch Apollo bicycle, the same machine he used in the Big Four race and in the Century road race. The machine is now as stanch as ever, and has not required the slightest amount of repairing. Butcher cyclometers were used to measure the distance covered, and postal-cards were mailed from points along the route to Chairman Bassett, of the Racing Board, so as to guard against the possibility of anyone doubting the correctness of the record. He also had some one with him throughout the ride. Gideon Haynes rode 116 miles with him, which was in itself a creditable performance. W. B. Everett set the pace for him for 53 miles, and W. F. Pope for about the same distance.

We, of course, are delighted that the record should be made on Massachusetts roads, but we cannot help wishing that some Boston man had made it, and hope that our riders will not be content to let a Westerner come on their own ground and gobble up the records. From what I can learn, I predict that it won't be many weeks before some of our local riders will have a go at the record. L. D. Munger is captain of the Detroit Bicycle Club, and will be remembered by all who participated on the Big Four tour as one of the jolliest members of that very jolly party. He came to Boston a week ago last Thursday for the purpose of competing in the road race of the Dorchester Club, but being beaten, he concluded to see if he could not do better in a twenty-four hours' run. He accordingly began at once to get himself in trim. His training consisted of riding thirty or forty miles a day and sleeping all he could. Friday afternoon he considered himself in condition, and at four o'clock started from in front of W. B. Everett & Co.'s store, on Warren avenue.

A route of 192 miles had been laid out, so that he would not ride more than twice over the same roads, but recent repairs of the roads about Brockton made them unridable, and he was forced to repeat his ride over the course of the Dorchester Club's 50-mile race. Taken as a whole, the roads he traversed were very good, but in some places, especially through Essex county, rough and sandy stretches were found. Rain descended during his ride from Lynn to Rowley, which of course delayed him considerably.

At the start, he was accompanied by Gideon Haynes, Jr., who rode with him

over the usual route by the reservoir and through the Newtons to Framingham, distant 21½ miles. They arrived there at 6.05 P. M., and continuing on without stop, reached South Natick at 6.40 o'clock. A stop of thirty minutes was made at Bailey's Hotel for supper and a rub down. Mounting again, they rode to Salem, reaching there at 11.10, the cyclometer registering 65¼ miles. W. B. Everett met them there and relieved Mr. Haynes as pacemaker. Munger consumed ten minutes there in disposing of a large piece of cold beef and getting rubbed down with sweet oil.

It was now raining hard, and so dark that it was with difficulty they could see the road, and a slow pace was necessarily maintained. They once lost the road and spent half an hour wandering around in the sands of Wenham before they found it again. Newburyport was reached at 2.30 P. M., the cyclometer registering 92¼ miles. A two-minute stop was made there to mail a postal-card, and then the return ride commenced for Salem.

Riding was even now harder than before, for a heavy white mist was rising from the marshes, which soaked the riders' clothing and made it impossible to distinguish objects ten feet distant. At about 5 o'clock, when a half-dozen miles from Salem, Munger had some trouble with his stomach, and badly wanted something to eat. A visit to several farm houses was made without success, but at last a house was found where they obtained a quart of milk and a couple of huge slices of graham bread. Munger eat one of the slices of bread, drank the milk, and taking the other slice in his hand, munched it as he rode along.

Salem was reached at 5.40 o'clock and a good beefsteak breakfast enjoyed. Another rub down with sweet oil was given him, and at 6.15 o'clock they started off again, Haynes now setting the pace.

Munger's intention at the start was that he would endeavor to keep an average pace of ten miles an hour, but the riding had been so hard through the night that a little less than nine miles had been netted.

The same course as that of the night before was followed back to South Natick, where they arrived at 6.40, with the cyclometer registering 153 miles. A fifteen-minute stop was made there for a rub down with alcohol, and then, under the guidance of W. F. Pope, he started off for Brockton. The pace was now a rapid one, nearly twelve miles an hour, Munger riding with ease and feeling in splendid condition. They rode over the course of the Dorchester Club, and then headed direct for Brockton, but at South Braintree found the roads unridable and retraced their course.

When they reached Milton Lower Mills they had just thirty-five minutes to spare before 4 o'clock, so they decided to ride directly for the city. Munger set out at a great pace, and soon left his guide far behind. On Chester Park extension he was met by W. B. Everett, who rode with him to the finish, which was on Harrison avenue, corner of Newton street.

The Boston Club's tricycle race was not altogether satisfactory, for all the men expected did not start, one of the best men was disabled early in the contest, and the time of last year was not

equalled. Yet it was a good race, and Burnham, the winner, has added another to the already long list of victories for himself and the Victor tricycle.

Rowe, of Lynn, and winner of the recent Dorchester Club's road race, was entered, and much was expected from him—all the more so from the fact that he was to ride a two-track Columbia tricycle. As this machine has never yet been in a road race, its first trial was looked to with interest. But on Sunday Rowe was taken sick and was unable to ride the next day. Rhodes came to grief while speeding round the sharp curve, coming out of the entrance to Chestnut Hill reservoir. He toppled over and buckled the wheels of his quadrant tricycle so badly that a delay of 5 minutes was caused before the machine could be got in running order again. Huntley, the man who finished second, did some splendid riding, and gives the promise of soon filling a prominent position in tricycle racing circles.

The course had previously been carefully laid out and measured, and was as follows: Washington street, through South Natick, Wellesley, Grantville, Newton Lower Falls, to the big sign-board (five and a half miles), then turn to the right, following Beacon street, through Newton Centre to the reservoir, taking the road between the reservoir at the gate-house, going out through the main entrance (eleven and a quarter miles), then to the left by Chestnut Hill avenue, Winship and Cambridge streets, to Brighton avenue and Beacon street, finishing at No. 81 Beacon street. Martelle was sent off at 6 o'clock, followed at intervals of three minutes by Huntley, Burnham and Rhodes in the order named. The men started off alone, expecting to find pacemakers farther on.

The men held their positions throughout, and finished in the order of starting, so but little description of the race is needed. When the men passed through the entrance of Chestnut Hill reservoir, Huntley had gained a minute and a quarter on Martelle, but had lost forty-five seconds on Burnham and Rhodes, who were then just even. It was there that Rhodes had his fall.

From this point on the men began to get in their best work. Before the finish Huntley had picked up thirteen of his lost seconds on Burnham, and gained another minute on Martelle. The following table shows the result of the race:

Name.	Time.
	H. M. S.
1. E. P. Burnham, - -	1 15 04
2. H. A. Huntley, - -	1 15 36
3. J. A. Martelle, - -	1 18 18
4. W. A. Rhodes, - -	1 20 11

The prizes were a gold medal to first and a silver medal to second man. The officers of the race were: Referee, Abbott Bassett; starter and timer, W. P. Edmonds; timer at finish, C. H. Fourdrinier; judges, C. R. Overman and E. C. Lee. The proposed race over the same course for club members was postponed on account of lack of entries. The machines used were: Burnham, a Victor; Huntley, a Crippler; Martelle, a Victor, and Rhodes a Quadrant.

FROM ST. LOUIS TO BOSTON.

Next to the famous ride of Thomas Stevens from San Francisco to Boston, the longest straightway ride on a bicycle is that of George W. Baker, of St. Louis, who arrived in Boston Tuesday

evening, having wheeled from St. Louis to this city on a bicycle. Mr. Baker is a member of the St. Louis Ramblers' Bicycle Club, and has quite a reputation in the West as a hardy rider. In appearance he is not one that would be likely to be selected for such a performance. He is under 20 years of age, is of slight but wiry build, has a smooth, boyish face and weighs about 130 pounds. He is rather short, and rides a 48-inch Victor bicycle, on which he accomplished the whole trip without serious accident. His arrival has long been looked forward to with interest by local wheelmen, and the success of his trip is another recommendation for the bicycle as a practical means of rapid transportation.

The total distance covered was 1,354 miles, and the actual riding time nineteen days. Eight and a half days were consumed in rests and stops to visit various haunts of interest along his route. He was delayed one day by sickness, but beyond that he enjoyed perfect health, and has lost in weight since he started less than three pounds.

When asked his reasons for making the trip, the only reply that could be elicited from him was that "he thought he would." He says that he rather enjoyed the trip, but "didn't know as he would want to do it again." He has a warm admiration for Thomas Stevens, the rider who is now endeavoring to push a bicycle around the world, for from his experience over the roads between here and St. Louis he thinks that one who has pluck enough to make such an attempt must indeed be a very remarkable man. He further states that he feels very confident of Mr. Stevens' success in his great undertaking, for a man that can surmount the difficulties incident to cycling across the continent would be likely to overcome most anything.

Mr. Baker expresses himself most warmly in praise of the hospitality extended him by wheelmen all along the route. Wherever there was a cycle club he was tendered a reception, and accompanied for a short distance on his journey by members of the club. They rendered him every assistance in their power, but many expressed in strong terms their belief that he would never reach Boston, unless he took the cars. In spite of all adverse prophecies, however, he came through all right on his wheel. He met with many falls and headers, but none of them resulted seriously. He had his worst run of headers when near Cleveland, O., where in descending a long hill he took six distinct "croppers."

His baggage was of limited proportions, consisting of a change of under-clothing and a few other necessary articles, all of which he carried in a valise strapped to his bicycle behind the saddle.

He started from St. Louis July 1, and, riding over the turnpikes and direct roads, passed through the States of Illinois, Indiana, Ohio, Pennsylvania, and New York to Albany, where he crossed the Hudson, and rode through Massachusetts by way of Springfield. Through Illinois the roads were good, but in Ohio they were very bad, and he was forced to do considerable walking. He says that the hardest part of his riding was from Buffalo to Boston. His route through New York was over the same roads recently travelled by the "Big Four" tourists.

Mr. Baker took the roads just as they came, and says he prefers a hilly road to a level one, as he is not used to the latter. Runs of sixty or seventy miles a day have been common things with him. He covered the distance between Erie, Penn., and Buffalo—ninety miles—in one day. Another good ride was from Terra Haute to Indianapolis in eight hours.

He left Boston yesterday afternoon for Hartford to inspect the bicycle works of the Pope Manufacturing Company. From there he will go to New York for a few days and then return home.

NOTES.

And now it is reported that the Charlestown Bicycle Club intends holding a ten mile road race next month. The probable route will be about Arlington and Medford. Our clubs seem to have but one idea, and that is to get up a road race. It would be better for the sport if some of them would turn their attention to path races.

Gideon Haynes, Jr., has been appointed one of the judges for the tournament at Pittsfield next week.

A. H. Overman is expected to sail from England for home to-morrow. The other members of the "Little Four Tour" will probably remain in England for some time longer. It is understood that they have done very little towards making the proposed tricycle run from John O'Groat's to Lands' End.

An effort is to be made at the meeting of the Mass. Club this evening to raise the annual dues from \$12 to \$16.

Mr. Hall of the Wakefield Club entertained the members of the club in splendid style at his home in Reading last Monday evening. The club rode to Reading on their wheels, and returned by moonlight.

It was greatly regretted that Old Vet. Pitman did not come on for the Boston tricycle race.

Boston has ten cycle firms, all of them wealthy and deeply interested in the sport, but still the city has no race track or anything to give an interest to the sport for the young men.—*Globe*.

Cola Stone of St. Louis, the winner of the Big Four road race, will probably be among the competitors in the Boston club's road race next October.

The Dorchester club was the first cycle organization in this section to furnish refreshments to wheelmen attending its races. At the road race a week ago the club disposed of over 1500 sandwiches and two boxes of lemons, and kept three men steadily at work attending to the wants of the hungry wheelmen. The club had a man stationed at the turning point at Natick, with milk, eggs, lemonade and icewater. The club also provided a physician for those who were injured, and sent teams after those who fell. In every way it did all in its power to give everybody a good time, for which the members deserve much credit. It is probable that another race of a similar nature will be held in the fall.

The goods and chattels of the deceased Cunningham Co., were this morning disposed of at public auction.

Boston, Aug. 4, 1885. C. S. H.

The Biography of a One-legged cyclist.

Rome has its Pantheon, Egypt its Pyramids and New York its Russian dog faced boy; but all these pale into insignificance before the latest candidate for fame. A one-legged cyclist. Truly America is a great nation. The town of Newburyport, Mass. claims him for her own. When we heard of Riverton's wooden-legged cyclist, and Watertown's wooden-headed pedalist, we thought the climax was reached, but this new est freak easily takes the laurel wreath. His name is Erni, Erni Brown-Jug. Pretty little Erni was born of poor but honest parents, (show me the deep-dyed crimson villain who ever saw poor parents who were not honest, and we will rise in our—elevator (we were going to rise in our wrath but the elevator is more comfortable this baking weather) as high as the Washington monument and crush him as would a—a—well, a gum-drop). In common with other babies, little Erni probably doubled up his fists, tried to dig his eyes out, and gave the usual operatic rendition, the regulation number of times per diem and per night. He probably was also informed that he was the "very image of his dad." Of course we can't prove that he was told this, but it is reasonable to suppose so. All babies look like their fathers. Erni was a regular splinter of the old block, but a raw clambake—no no, we mean a sad calamity was about to overtake him. He lost his leg when it was very young. On this point, history is delightfully indistinct, simply informing us that he lost it. He may have been an amiable youngster (aimable does not refer to his sharp-shooting abilities) and tried to chop wood for his mother, and again a Newburyport agriculturist may have fallen on his leg and delibed him, for they are sharp fellows, but all we know positively is, he lost it. After the other leg had undergone the usual period of mourning for the loss of its twin, it began to hop around with Erni, and he was enabled to help his father run the farm. An elongated, wooden shaft was purchased for him, but it was much too beautiful, and Erni became crutchety and one calm summer evening, when the birds sang their lullabies to the birdlings, and the geese shouted "Ah there" to the goslings, and the cows lowed to the calflings, and divers other things thingamied to the thinglings, Erni came in from the onion field and waltzing up to his father he said in yellow-covered half-dime tones: "Paw, I can no longer endure this nine-pin exhibiting his wooden extension—it is wearing out the parlor carpet, I prefer a crutch." And his noble pater put the extension in his uncle's and with the proceeds thereof, he purchased a second hand crutch for his heir.

And now came the turning point of Erni's life. The one leg became doubly strong, and he soon earned a reputation as a great gymnast, and not by il-leg-al methods either. Then his mighty intellect turned on the noble sport (this of course means cycling), and instead of weeding watermelons and hoeing oranges and other garden truck, he figured on flaming posters as "Professor Erni, the only and original one-legged trick bicycle rider." After having traveled round the country as one of the "unparalleled attractions" of a "great moral show" at the "magnificent salary of \$500 per week, washing

free," he returned to the home of his childhood, laden with honors and shekels. He bought his pater a pair of patent leather boots and a diamond cuff button, which the old gentleman wore with a homespun suit. He presented his mother with a bangled bracelet. He will now reside permanently at Newburyport, when not elsewhere, and she should be proud of her illustrious son. A loving people should make him a tax-collector or a police justice. This one-legged freak recently rode thirty miles on his bike, which, as a local paper puts it, "is but another proof of his indomitable courage." Think of that ye impecunious bipeds; rush to a place where railroads most do congregate, and there convert yourself into an unparalleled attraction.

THE "RANELAGH CLUB" TRICYCLE.

ATHENS, 30th June, 1885.

To the Coventry Machinists Co., London.

SIRS:—Your Tricycle the "Ranelagh Club," arrived here quite safely some days ago. The King wishes me to tell you that he is most satisfied with the tricycle, and finds it a charming machine; and most complete and finished work in all its details.

Believe me dear Sirs,

Yours very sincerely,

A. KALINSKY,
Secretary to H. M. the
King of the Hellenes.

The above letter was sent to the Coventry Machinist's Company, on receipt of a tricycle which, the King of Greece had ordered from this firm. The Club tandem tricycle is a newly designed and carefully constructed machine, combining both speed, elegance and safety. The club bicycle has also been prominent this year, and has a reputation as a first class machine. The agency for the machines in this country is under charge of H. W. Gaskell. Send for catalogue to the Coventry Machinist's Company, 239 Columbus Avenue Boston, Mass.

This is the way they do things west: "Pardee of Akron, the State champion is a good rider, but far to fresh."

Prince, the professional champion, who had announced that he would be unable to compete at the Springfield meet, has made different arrangements that will allow him to attend the meet and do battle with his most formidable opponent, R. Howell.

The arrangements for the Berkshire County Wheelmen's Tournament are about completed, and a successful race meet will probably result. The races will be held Thursday, August 13th, at Pittsfield, Mass. The following good men have entered. Hamilton, Weber, Illston, Rich, Kavanaugh, Wait, Ives, and Finley.

While speeding along the roads of Fairmount Park, Philadelphia, a cyclist heard the warning voice of a policeman. Supposing that the officer wanted to arrest him for riding too fast, he rode faster than before in order to escape, and plunged violently into a trench which had been cut across the path for the purpose of laying a drain. The officer had only tried to warn him against this danger.

The Williamsburg Athletic Club announces an athletic and cycle meet for Wednesday evening, August 19th. The bicycle event is a three miles handicap. Entries close August 13th, with W. G. Hegeman, secretary, DeKalb and Clason avenues, Brooklyn. The games commence at 8 P. M.

The third annual races of the Troy B. C., will be held at Island Park, Troy, N. Y., September 3rd. The following events will be decided. One mile novice, one-half mile club, one mile tricycle, five mile club championship, one mile bicycle, two miles Ren. County championship, one mile hands off, three mile record race, slow race fifty yard, one mile consolation. Entrance fee, \$1.00 for each event and close August 29th, with L. J. Thiessen, chairman, 280 River St., Troy, N. Y.

Massillon, July 24.—Karl F. Miller, proprietor of the Exchange Street Mills, undertook this morning, on a wager of \$100, to ride his bicycle from the Reed House, Navarre, to the Park Hotel, this city, a distance of a little more than five and one-quarter miles, in 24 minutes. He failed, his time being 25 minutes and 25 seconds. It was the local sporting event of the season. Opinion, backed by money, was about equally divided as to whether he could make it or not, and the streets through which he passed were crowded with people.—*Exchange*.

We met the Klub Dude one warm afternoon last week, tottering down Broadway, lugging a young telegraph pole. Recollecting that there was a probability of the telegraph wires being placed under ground, we thought he might be "getting up his strength," with the intention of offering his services to the Western Union Co. as a pole remover. After mopping his fevered brow he told us that he had just purchased the latest thing in canes. And true enough, in every fashionable men's out-fitters' windows were samples. They're "English, awfully English, yer know."

American pressmen seem pleased with themselves, if the Editor of the *Springfield Wheelmen's Gazette* is a fair sample, which we believe he is not. A certain English cyclist, who has lately been out in the States, met this sportsman, who accosted him thusly: "How do you do? I am the great H. E. Ducker; guess you've heard and read a lot about me?" And then that English cyclist sadly and slowly looked him up and down and, with a melancholy air, replied, "No! I never heard of you." And the passing breeze carried away a murmured sentence, which sounded like "Never read police news."—*Wheel Life*.

Our English visitors—The party of Englishmen that are to visit America under convoy of Henry Ethrington, Prop. of WHEELING, will leave Liverpool on August 18th, per steamer *City of Richmond*. The party will do New York, Brooklyn, Coney Island and Niagara. After the Hartford meet they will visit Mount Washington and other places of interest, returning for the Springfield meet. The visitors will leave America on September 12th. A second party will leave Liverpool on August 20th, and will join the first party at Boston. The estimated cost of the longer trip is £40, and to the later visitors £30 each.

CHICAGO RACE MEET.

The second day's race meet of the Chicago Bicycle Track Association (report of first day in last week's WHEEL) proved disastrous financially, the rain coming down in torrents about one o'clock, and continuing at intervals all the afternoon. This of course affected the attendance and but 300 people witnessed the race. The day (July 25) was the most important of the meet, some fast men being entered, and the result was close contests, through no remarkable times were recorded.

One mile match race handicap—Asa Dolph (10 yards) 3.07 3-4; John S. Prince (scratch) by a few inches. Prince came up to Dolph on the second lap, and then held his own expecting to bust away on the homestretch, and when the pinch came he did get ahead but Dolph made a splendid struggle just at the tape and secured the verdict.

Two miles handicap—H. B. Heywood (30 sec.) 7.06; John Nicholson (scratch) by a length; F. B. Bradley (30 sec.) close up. Heywood had too much start and won easily. Three others started from long handicaps but were distanced.

One mile Chicago B. C. championship, heats—N. H. Van Sicklen won the first and third heats in 3.09 1-4 and 3.09. The second heat was won by Phil. Hamill, his only competitor in 3.22. In the first and third heats Van Sicklen rode from start to finish and won, but in the second heat he adopted waiting tactics and was outrun on the home-stretch.

Ten miles professional scratch—John Brooks, 32m. 49 1/2 s.; R. A. Neilson, by six yards; John S. Prince, o; Wm. Woodside, o. This was a most exciting race, all the competitors had "grudges" against each other, the result of divers bombastic challenges. Woodside set a warm pace doing 3.04, 6.19 1/2, and 9.36 1/2 for the first three miles, with Neilson and Brooks alternating in second place; these two went into the lead doing the miles in (4) 12.52, (5) 16.15 1/4, (6) 19.37 1/2, (7) 23.02, (8) 26.24 3-4, (9) 29.48, (10) 32.49 1/2; last mile, 3.01 1/2; remarkable time for the wet track. On the last mile Woodside fell back and Prince was also left in the rear. Turning into the homestretch Neilson made a rare struggle, but Brooks held his own and won by six yards.

Two miles bicycle—H. W. Gaskell, Boston, 3.38, 6.50; Geo. Webber, Smithville, N. J., by two feet. Gaskell cut out the work till the last lap when Webber spurred to the front and staid there till the homestretch. Nearing tape Gaskell doubled over and made a tremendous spurt, beating Webber just at the tape.

Quarter mile, boys race—L. S. Ousley, a boy of mushroom growth, outclassed the others in size and speed, winning easily in 50 1/2; C. G. Wright second.

Fifteen miles L. A. W. championship—George Webber, 51.15; Grant Bell and John Nicholson, retired early in the race. Webber was the only one of the three in proper racing trim and after they withdrew he made no attempt at speed till the last mile, which he covered in 3.03.

One-half mile, without hands—T. B. Bradley, 1.36 1/4; H. B. Heywood, by several lengths; J. M. Crennan, o.

Five miles professional handicap—W. M. Woodside (50 yds.) 3.04, 6.14, 9.20, 12.30 and 15.27 3-4; John S. Prince (scratch) second by four yards; John Brooks (50 yds.) o; R. A. Neilson (50 yds.) o; Ralph Friedberg (200 yds.) o; W. J. Morgan (150 yds.) o; Albert Schock (200 yds.) o. This was a splendid race, the lead being held by different riders for the four miles. Woodside and Prince had a hot struggle for the last mile, ridden in 2.57 3-4. All but the first two men were distanced.

Five miles record race—H. W. Gaskell, first; N. H. Van Sicklen, second. Van Sicklen took the first two laps, and after that Gaskell had things his own way and won stopping at 4 1/2 miles. Time 14.14 1/4.

One-quarter mile heats—Won in two straight heats by H. W. Gaskell, 44 and 44 1/4; F. B. Bradley, second in both heats; R. G. Surbridge, o; E. Meh-ring, o.

One-quarter mile consolation—John Nicholson, 44 1/4; F. B. Surbridge, second; J. M. Crennan took a bad header at the start; the only accident of the two days meet.

PROSPECTUS HARTFORD TOUR-NAMENT.

Close upon the long list of prizes to be contested for at the Springfield meet, comes the announcement of the programme of the Connecticut B. C. Last year this club held a two days meet at Charter Oak Park, Hartford, Conn. The track was in splendid shape, and fast and interesting contests was the result, the most brilliant performance being Seller's 2.39 record mile. Emboldened by their success, the club has this year made more extensive preparations, and the excellent programme it has chosen coupled with its last year's reputation, should produce a meet second to none. The fastest amateurs and professionals in the world will enter and the races will be worth going a long journey to witness. The following is the programme:

SEPTEMBER SECOND.

One mile novice—First prize, gold medal, \$20; second prize, silver medal, \$15. One mile tricycle—First prize, Colt's repeating rifle, 15 shots, \$50; second prize, silk umbrella, \$12. Five mile professional—Purse of \$125; \$85 to first, \$25 to second, \$15 to third. One mile amateur (open)—Columbia tricycle, \$160; picture \$20. Fancy riding by Professor D. J. Canary. Five mile, Connecticut State championship—Diamond medal, \$50. One mile, ride and run—gold medal, \$30; silver medal, \$15. Ten mile, amateur (open)—Columbia light roadster, given by the Weed Sewing Machine Company, \$155; engraving, \$50; clock, \$15. Three mile, 9.45 class—Gold medal, \$45; silver medal, \$15. One mile, tug-of-war race—Picture, \$35; rug, \$20.

SEPTEMBER THIRD.

One mile, three-minute class—Gold medal, \$40; silver medal, \$20. Five mile L. A. W. championship—Gold medal, \$50. Ten mile professional—Purse of \$200; \$125 to first, \$50 to second, \$25 to third. Three mile amateur (open)—Ball bearing sewing machine, \$65; field glasses, \$25. Three mile tricycle—Stop watch, \$45; clock, \$15. Three mile Connecticut State

championship—Gold medal set with garnet, \$40. One mile, safety bicycles—Gold medal, \$25; silver medal, \$10. One mile professional—Purse of \$200; \$125 to first, \$50 to second, \$25 to third. Five mile amateur (open)—Colt shotgun, \$100; picture, \$45. One mile consolation—Gold sleeve buttons, \$20. Elegant special medals will be given for all records broken. Entrance fees for amateur races, \$1 for each event. Professional, one mile, \$3; five mile, \$5; ten mile, \$10. Entries close August 27, with R. F. Way, Box 1025, Hartford, Conn.

A TRACK FOR PHILADELPHIA.

The following has been issued to the riders in Philadelphia, and the opportunity should be eagerly embraced by those who have long wished for a good racing track, what every large city ought to have:

DEAR SIR:—An opportunity has been offered by the officers of the Gentlemen's Driving Park, of this city, to at last secure a real Bicycle Track in Philadelphia. These gentlemen will make room in their park for the track, build the track in accordance with the suggestions of experienced riders and men who know the work, and will keep it in order after it is built, provided they can obtain the names of one hundred riders who will join the organization at a membership fee of ten dollars per annum each, said cyclists to have all the rights and privileges of the horsemen connected with the track (and who pay for their share of the park \$25 each. The park is conveniently and beautifully situated, and is, aside from racing interests, a good place for regular exercises; members have the right of access to the park at all times and to all races and exhibitions held therein. It is extremely desirable that an interest of this kind should have a hold upon the riders, and it is hoped that you will lend a hand in building it up. If you will kindly advise at once on the enclosed card, if you will or will not join, I will report the result to the Park Committee, and as soon as one hundred names shall have been received, they agree to go ahead and push the work to a conclusion as rapidly as possible.

Truly yours,

GEO. D. GIDEON,
Germantown 'Cycle Club.
Philadelphia, July 27, 1885.

THAT GILDED TOOTHPICK.

EDITOR OF THE WHEEL:

Your remarks on the Gold Toothpick offered as a prize by the Weedsport B. C., convince me that you are not a deep student—in race meet programmes. Perhaps you find them dry and uninteresting and so give them only a glance. At any rate by reference to our programme, you will see that the gold toothpick was not for "All Amateurism" to "have a shy at," but was offered as second prize in the *Club Championship race*, and for a good and sufficient reason.

It pains me to lay bare the secrets of the club, but in order to clear ourselves of the charge of offering an unusual and outlandish trophy, I must state that we have a member whose delight is in masticating wooden toothpicks, and after his visits, the club-room floor closely resembles a section of a saw mill.

This rider probably cannot take first prize in the club race, and it is understood and agreed that all other contestants shall yield to him the second place—and the toothpick. It is a neat piece of diplomacy don't you see.

PRIMUS.

WEEDSPORT, Aug. 3, '85.

FAST WORK IN ENGLAND.

An interesting race meet was held at the Alexandra Palace track, London, on Thursday evening, July 23d. The events were a one mile bicycle handicap, and a three miles invitation scratch race. In the last event English, Furnival and Webber competed, and one of the finest races ever ridden in England, was the result. In the one mile handicap, Webber and English competed, but neither started in the final heat which was won by G. W. Capern (85) in 2.41 3-5. Webber rode third in his trial, doing about 2.44.

The three miles scratch bicycle race was the event of the day, and one of most important races ridden this year. The starters were Philip Furnival, the one mile tricycle champion; M. V. F. J. Webber (this is the first time we have ventured to give this young man's name in full) the two mile record holder and five miles bicycle champion, R. H. English, the fifty mile champion, and H. A. Speechley, one mile bicycle champion 1884, and A. Thompson a first class bicyclist and tricyclist. With such a card a grand contest was a certainty and the crowd present was not disappointed.

The men were arranged across the track in two rows, English and Webber, the two favorites, in the second row. After being photographed they were sent away. As soon as the men opened Webber rushed forward and took the lead evidently bent of cutting out the work. At the end of the first lap the men had settled into their positions, all riding in a line, and close up to each other, in the following order: Webber, Furnival, English, Speechley and Thompson. The men kept a rare pace through the first and second miles, delighting the spectators with their splendid exhibition. On the second mile, Thompson darted forward in an attempt to wrest the lead from Webber but he could never stay and soon resumed his old position, last. Nearing the last half of the third mile the pace was still faster, the men maintaining the same positions. When the bell sounded last lap, English made a terrific burst and put himself in the lead, Webber second, Furnival third, Speechley and Thompson, beginning to fall to the rear. Rounding the first turn Webber took it badly and was compelled to sit up to save himself. Before he got to work again English and Furnival had gained at least ten yards on him. Down the back stretch the three flew, Furnival getting up to English's shoulder. Round the turn they were locked together and coming up the home stretch a rare struggle ensued, Furnival landing himself by but six inches, Webber six yards away. Although the struggle between the two leaders monopolized all the attention Webber, also must have put in some rare work on that last lap to gain four yards on the placed men. The times were, 2.52, 2.55, 2.47; total 8.34. The record is 8.32 made by G. Lacy Hillier at Crystal Palace, September 25th, 1884. The merit of this performance will be patent when it is stated that

when Hillier made his 8.32, the first mile was ridden in 2.48 2-5, and the two miles in 5.38, while in this race the two miles occupied 5.47. Again judging by the records and performances made at both tracks, we think that for three miles, the Crystal Palace is five seconds faster than the Alexandra Palace track. It is unfortunate that Webber had to sit up just at the critical moment and until the three meet again, it is impossible to award the supremacy, though we think it would be Webber, first, with inches between the lot.

Fifty Miles English Amateur Bicycle Championship.

This interesting event was decided at Crystal Palace on Saturday afternoon, July 18th. A strong wind swept over the track, and although the record table was altered from the twenty-ninth to the thirty-eighth miles, had the afternoon been calm we would have had new figures from probably fifteen miles to the finish.

There were seventeen starters but the only four who had anything to do with the finish, were R. H. English, North, Shields B.C.; George Gatehouse, Cambridge University; E. Hale, Gainsborough C.C., and F. J. Nicolas, Pickwick B. C.

The seventeen got away to an even start, Gatehouse completing the first mile in 3.03; English led at ten miles in 30.49, at fifteen in 46.05 1/2, and at twenty in 1h. 2m. 47 2-5s. Gatehouse and English shadowed each other alternately leading till the last lap when English came away and won by fifty yards in 2h. 45m. 13 4-5s.; Gatehouse second; Hale, third by 180 yards; Nicolas, fourth. The record is Falconer's 2h. 43m. 58 3-4s. English rode 37 m. 155 yards in two hours, which is also a record. The table below shows the record miles:

30*	English	1	32	5
30*	Nicolas	1	35	21 3-5
31*	English	1	38	47 3-5
32*	"	1	42	11
33*	"	1	45	45 3-5
34*	"	1	49	10
35*	"	1	52	32 3-5
36*	Gatehouse	1	56	2
37*	English	1	59	43
38*	"	2	3	21 3-5

The Weedsport Tournament -- This club announces its second annual tournament for August 12th, at the Weedsport, N. Y. Driving Park. The track is one-half mile in length and will be put in perfect condition for fast and safe racing. A parade at eleven A. M., and a concert at 1.30 P. M. at the Driving Park, will be features of the day. The club will cordially welcome all wheelmen and reception committees will be at all the depots on Wednesday morning. This will be a good chance for wheelmen to stretch themselves on a good track in preparation for the Hartford and Springfield meets.

The races will commence at 2.30 P. M., the following events will be on the cards: One-half mile, novice, silver goblet, racing suit; One mile club championship, medal, Gold Toothpick; One mile bicycle, individual castor, Duryea saddle; One-half mile time race, 1.50, Bull and Bowen saddle, silver napkin ring; Two miles bicycle, silver ice pitcher, Spaulding cyclometer; slow race 100 yards silver goblet, Bull and Bowen tool bag; One mile championship of Cayuga County, open only

to residents, gold medal, silver cake basket; Five mile record L. A. W. members only, gold medal, case silver nut-picks and cracker; silver napkin ring; One mile tricycle, "king of road" lamp, cigar case; One mile consolation, racing saddle, Lamson's luggage carrier, Buffalo whistle. All unconditional races open to all amateurs; entries free and close August 11th, with W. R. Brock, secretary, Weedsport, N. Y. Weedsport may be reached by the West Shore, N. Y. Central and Southern Central Railroads.

TRAINING.

Training is a splendid thing for the muscles; no one denies that. In a month of correct and proper training a man can develop himself from a dissolute and unhealthy society fiend, to a robust, muscular, nervy, fighting man, or a tough, wiry, lean and enduring racing man. I have read much literature in regard to the proper course to pursue when training, and after trying many different ways upon myself, with varying results, have selected the best points from each system, and, putting them together, have a course that will make a hercules of a man (or kill him in the endeavor) inside of two months. Here it is.

First—Take a curry comb, curry all the hide off your body, and then rub alcohol and hartshorn liniment on it. Note—Some trainers prefer a coarse towel and a pint of blue vitriol, but I prefer the curry comb.

Second—Don't eat anything that is nice or is good. If you do it will work irreparable injury. Especially do not eat any sugar, potatoes, bacon, or the common necessities of life. Do not smoke, or drink, or chew, or sit up late, or eat ice cream, or do anything you were wont to do in happier times. Water is prohibited. If you must drink, drink tea, and if you don't like tea don't drink at all.

Third—Get up in the morning (before breakfast) and trot out in the country for a couple of miles. When you come back get hold of your trainer and give him the all-firedest thrashing he ever had. Then make him rub you down with "ellikcholl." When this is over you will feel like the furnace of a steamboat under high pressure. Then get your Indian clubs, and club yourself for three quarters of an hour, after which you may club the trainer at discretion for the rest of the day.

Only eat once a day, and confine yourself to the following delicacies: Roast beef, one-quarter pounds, cooked rare. Stale bread, steen ounces. Tea without sugar, half pint. About once a week you can have a fricassee of board nails and barb-wire fence to make you tough and wiry. Every evening your trainer must turn the hose on you, and when you get tired of this, make a rush and turn it on him. The harder the time your trainer has the better condition you will be in. If you feel weak in the morning it is on account of having had too much to eat. Discontinue eating for a few days, and kill your trainer. He will be found to have been partly the cause of your weakness, and you will immediately feel stronger.

The best and most approved system of hardening the muscles is to bathe them in a decoction of jimson-weed juice and ammonia, though I generally

go down to the drug store and get a little of every liquid in the shop, with the Latin names thrown in, and after mixing them rub the result on my muscles. The Latin names are so hard that they will make you as tough as gristle.

These points are known to very few of the profession, and have been kept a profound secret. I believe I will have this receipt copy righted; but take this opportunity of saying that when next I start to train, I will first take a double action 38-calibre revolver, press it to my fevered brow, gently agitate the mechanism called the trigger, and waft my soul to realms of eternal bliss, where they race not, neither do they spin; and where they have plenty of water, no tea, and a square meal three times a day.

NORB.

THE LITTLE FIVE TOUR.

A party of Columbia, Ga., wheelmen will leave Atlanta on August 15th for a long tour, to be known as the "Little Five" tour. The arrangements are all in the hands of Captain T. L. Ingram, Columbia, Ga., of whom all particulars may be obtained. We give the route below, as many cyclists might meet them on their arrival in their towns and probably join them in their pilgrimage to the Eastern tournaments.

ROUTE.

Leave Atlanta about August 15th, arrive in Washington, D. C., next day; stop two days to see the Government buildings and the President. Next day, Baltimore, in time for dinner; stop one day; take night train to Perryville; thence, via North East, 8; Elkton, 7 1/2; Glasgow, 3; Hare's Corner, 9; to Wilmington, 7 1/4; total, 34 3-4; stop over night; road for first half, rather poor, balance good; via Practical Farmer, 5 1/2; Linwood, 3 1/4; Chester, 4; Moore's Station, 4 1/2; to Philadelphia, 12 3-4; total, 50 miles; stop here one day; road fair to good; Philadelphia, via Frankford, 7; Bristol, 15; Trenton, 9; Bennington, 7 3-4; to Hopewell, 6 1-4; total, 45 miles; dinner here, road good; after dinner, via Blakenburg, 2 3-4; Plainville, 5 1/2; Vanaken, 1 3-4; to Somerville, 8; total, 18 miles; stop over night, road very good; via Boundbrook, 4; New Market, 5; Plainfield, 4; Scotch Plains, 2 1/2; Springfield, 6 1/2; Irvington, 5; to Newark, 2 3-4; total, 29 3-4; dinner here, road level and good; afternoon, via Marion, 7 1/4; to Jersey City Ferry, 3; total, 10 1/4; over the Hudson River to New York City; stop here three days; from New York a magnificent road and grand scenery, direct along the Hudson, via Yonkers, 12; Tarrytown, 9; Sing-Sing, 5 1/2 (no permanent stop here); Peekskill, 9 1/2; dinner here; total, 37 miles; after dinner, via Fishkill, 17; Wappinger Falls, 11; to Poughkeepsie, 8; total, 35; stop over night; this road is hilly, but fine riding and beautiful scenery; thence, via Hyde Park, 6 1/2; Staatsburg, 4 1/4; Rhinebeck, 6 1/4; Red Hook, 6; Clermont, 7 1/2; McKinstryville, 8 1/2; to Hudson, 5; total, 44; dinner here; road is finely shaded, level and very enjoyable; after dinner, via Lockport, 3 1/4; to Stuyvesant Falls, 4 3-4; total 8 miles; fine road; stop here over night; from Stuyvesant Falls, via Kinderhook, 4 1/2; Pine Grove, 4 3-4; Schodac Centre, 8; Greenbush, 6 1/4; to Albany, 1 3-4; stop here balance of day; fine

road; Albany, via Fort Schuyler, 4; Mechanicsville, 16; Round Lake, 6 1/2; East Line, 6 1/2; to Saratoga, 10; total, 45 miles; stop here one day; train back to Albany, Albany, via Stillwater, 24; Schuylerville, 11 1/2; Fort Edward, 14; to Glen Falls, 5 1/2; total, 55 miles; fine road; dinner here; afternoon, to Caldwell, 10; this place is on south bank of Lake George; stay here two days, boating, fishing, bathing, etc.; Caldwell, via Argyle, 22; East Greenwich, 11 1/2; to Lauderdale Lake, 7; total, 40 1/2 miles; road good; after dinner, to Hoosick Falls, 17; stop over night; thence, via Williamston, 18 1/2; to Pittsfield, 22; total, 41 1/2; stop over night; Pittsfield to Springfield, 45; stop here five days; will be here in time for the great races; take a train to Boston; steamer to Savannah, and home; will be in the saddle just thirteen days, stopping at different points about twelve.

Complete information regarding distances, material of road, level or hilly condition, and very minute directions to prevent getting on wrong road have been obtained, also hotels along the routes engaged, and every turn and fork of each road has been accurately mapped and everything points to a most glorious trip. The entire distance is about 500 miles, divided into easy rides each day. The actual cost of the trip will be evenly divided between members participating.

CLERICAL WHEELMEN'S TOUR.

The Clerical Tourists left Buffalo last Wednesday under convoy of Rev. Sylvanus Stall, of Lancaster, Pa. The party proposes visiting Niagara Falls, Thousand Islands, and will take a short tour in Ontario, disbanding August 26th.

The following gentlemen have started: Rev. Sylvanus Stall, Lancaster, Pa., Horatio Beavis, Presbyterian, Macomb, Ill.; J. F. Cowan, Methodist, Pittsburg, Pa.; S. H. Day, Methodist, East Greenwich, R. I.; William P. Evans, Lutheran, Columbia, Pa.; Charles E. Fessenden, Episcopal, Summit Hill, Pa.; E. P. Johnson, Presbyterian, Marshall, Mich.; Louis A. Pope, Baptist, Warren, R. I.; W. S. Winans, Methodist, Katonah, N. Y.; S. Stall, Lutheran, Lancaster, Pa.; J. H. Harpster, Lutheran, Canton, O.; L. M. Kumber, Presbyterian, Berwick, Pa.; John Dewitt Miller, Reformed Episcopal, Philadelphia; S. G. Barnes, professor in Iowa College, Grinnell Ia.; J. B. Haines, Methodist, Burlington, Ia.; Howard H. Russell, Congregationalist, Oberlin, O.; L. H. Schneider, Lutheran, Washington, D. C.; W. F. Taylor, Baptist, East Orange, N. J.; Rev. L. D. Temple, Baptist, Aurora, Ill.; W. A. Keese, Baptist, Chelsea, Mass.; W. W. Le Seur, Methodist, Boston, Mass.; C. O. Maltby, Baptist, Batavia, Ill.; Garret Beekman, Methodist, Roslindale, Mass.; R. E. Campbell, Presbyterian, Florida, N. Y.; H. Baldwin Dean, Episcopal, Wampum, Wis.; G. T. Dowling, Baptist, Cleveland, O.; R. Dyer, Episcopal, Gambler, O.; G. K. Morris, D. D., Methodist, Philadelphia; G. T. Le Bontillier, Clifton Springs, N. Y.; W. H. Clark, Needham, Mass.; W. H. Fish, Unitarian, South Scituate, Mass.; P. M. Graif, Lutheran, Athens, N. Y.; Frank Heath, Wells' bridge, N. Y.; R. E. McDuff, Cleveland, O.; Walter Rice, Brandon, Vt.; W. S. Stites, Presbyterian, Wyoming, Pa.; A. L. Wilson, Methodist, Rockland Lake, N. Y.

FROM THE CLUBS.

FIXTURES.

Aug. 12.—Race meet at Weedsport, N. Y.
 Aug. 13.—Berkshire County Wheelmen, Pittsfield, Mass. Third Annual Race Meet.
 Aug. 27, 28.—Annual Race Meet Cleveland Bi. Club, at Athletic Park.
 Sept. 2, 3.—Connecticut B. C. Race Meet at Hartford.
 Sept. 3.—Troy B. C.; fourth annual race meet at Island Park.
 Sept. 8, 9, 10.—Annual Tournament of Springfield, Mass. Bi. Club.
 Sept. 22.—Providence B. C. Tournament at Narragansett Park.
 Oct. 3.—Olympic A.C. games and cycle races at New York City.

CLOSING OF ENTRIES.

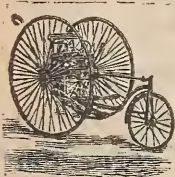
Aug. 11.—Entries close for Weedsport B. C. Tournament. For full particulars, address W. R. Brock, Secretary, Weedsport, N. Y.
 Aug. 25.—Entries close for the Hartford meet. For full particulars address Robert F. Way, P. O. Box 1025, Hartford, Conn.
 Aug. 29.—Entries close for the Troy bicycle races. Address L. J. Thiessen, 280 River Street, Troy, N. Y.
 Sept. 12.—Entries close for the Providence B. C. races. See WHEEL of Aug. 7. Address Geo. R. MacAuslan, Box 1046, Providence, R. I.

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WANTED.—One thousand subscribers for THE WHEEL and the BICYCLING WORLD at \$2.00 a year. Regular price of the WORLD, \$2.00.

FOR SALE.—56-in. Royal Mail Bicycle, '85 pattern, enameled and nickeled, full roadster, been used only four weeks. Cost \$137.50, will take \$110. Too large for present owner. Will warrant it as good as new, or will exchange for a 54-in. of same make in equally good order. F. C. Weston Bangor, Me.

FOR SALE.—Fifty-inch Challenge; Ball bearings both wheels; full nickeled; in perfect order; \$75.00. Must sell at once. 5 East 53d Street, New York City.

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

NOVELTIES IN SUNDRIES.

TO THE MEMBERS OF THE L. A. W.
 Are You Insured Against Accident?

New York, Jan. 7, '84.

I was persuaded to take out an Accident Policy last August, in the Fidelity and Casualty Company, of New York, for \$5,000 in case of death, and \$25.00 per week if injured. About the middle of October, you will recollect, I was thrown from my bicycle, and sustained an injury. I have just recovered from this, and last Friday filed a claim for eleven weeks' indemnity. The company promptly paid the amount (\$275.00), and I cannot but publicly praise their business methods. To the many wheelmen who are dependent upon their salaries for support I unhesitatingly say: Insure in the Fidelity and Casualty Company. The cost is very little, and in event of injury, you will find the indemnity very handy to have.

FRED JENKINS,
 Editor of The Wheel.

New York, Nov. 17, '83.

This company issues accidental policies of insurance against any bodily injury and loss of life induced by accidental means, whether it happen while traveling on your bicycle, or in any of the lawful and usual avocations of life.

I am carrying a policy of insurance in this company, and I highly recommend it to your consideration.

You are journeying more or less over the country on your bicycle, and if unfortunately you "make a header, and down you go," and are disabled to the extent of SIX MONTHS, you can depend upon receiving your full indemnity for that length of time.

The strong Board of Directors will convince you that it is in the hands of reliable men.

Yours very truly,
 N. MALON BECKWITH,
 Pres't L. A. W.

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

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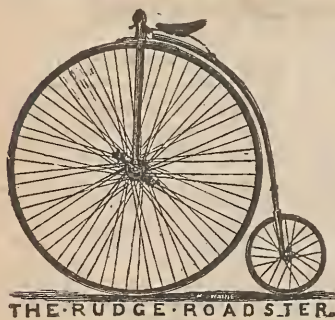
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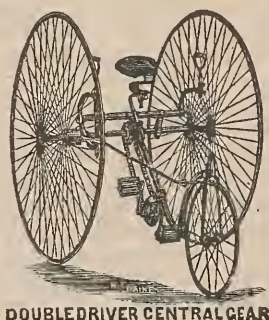
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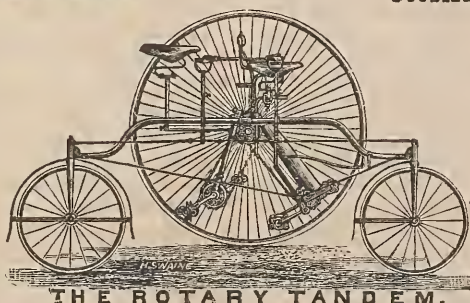
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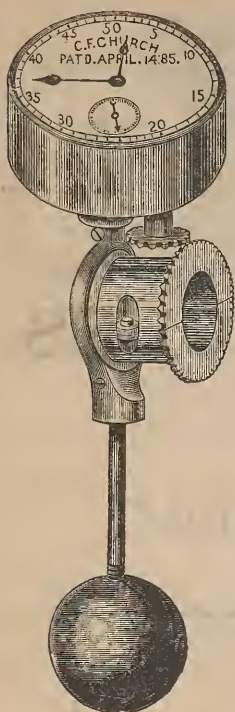
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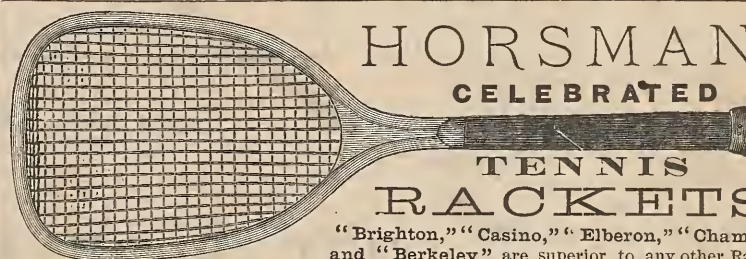
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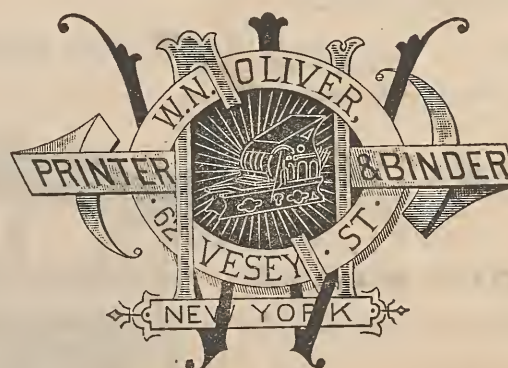
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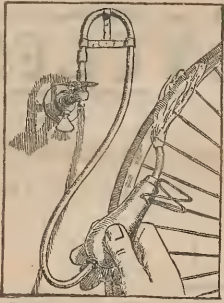
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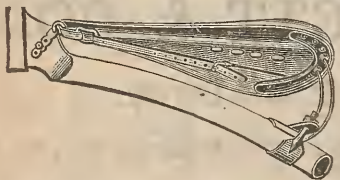
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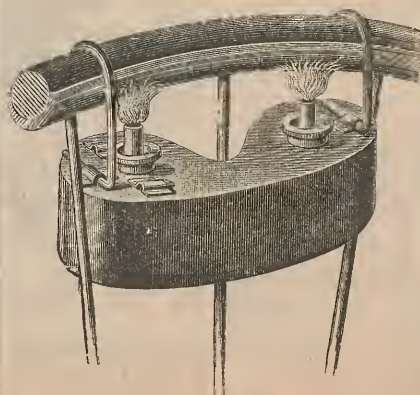
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