

THE WHEEL

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TO SUBSCRIBERS AND CORRESPONDENTS.

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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.

H. D. Corey, of Boston, has gone West.

Twenty-six names were added to the L. A. W. last week.

Prince gives the Duryea a good send-off in another column.

Messrs. George R. Bidwell & Co. report business dull but improving.

The Macon Bicycle Club, of Macon, Ala., will hold its annual races in May.

Mr. George D. Gideon, of the Philadelphia 'Cycling Bureau, was in town last Friday.

Harry Etherington, of London, will endeavor to make up a party for Springfield this year.

The "Bicycling World" in its issue of February 20, gives four and a half pages to "the trade outlook."

The fall meeting of the Surrey Bicycle Club, (England), brought together not less than 10,000 spectators.

John Keen, for whom the fund in England has been gathered, is making quite a success of his aquatic 'cycle.

Mr. Aaron, in the "Gazette," has apologized to Mr. Gilman for the so-called slurs contained in the issue of January 29th.

The "Southern Cycler" says, that the Memphis Club, came out ahead in their recent handling of the professionals, at Memphis.

For some good riding routes, read the article on Kentucky 'cycling in THE WHEEL of January 23.—[Southern Cycler.

Look out for our special edition of 10,000 copies, April 5, 1885.



All about the Big Four bicycle tour and the Sixth Annual Meet of the League of American Wheelmen.

"Le Sport Velocipique" in its 6th of February issue, gives an engraving of H. O. Duncan. The latter is about 23 years of age.

Mr. Edwin Oliver, formerly of this paper, and the Citizens Club, has accepted the position of business manager of a weekly in Troy.

Abbott Bassett, Chairman of the Racing Board, cautions wheelmen against F. A. Bickford, of Somerville, Mass., who has forfeited his amateur standing.

The League's official organ is not as acceptable to that body of wheelmen as was THE WHEEL when it contained the official department.—[Landsville Vigil.

The frisky Egan, of the Ixion Club, is now a professional writer, and may be seen any night at one of the roller-skating rinks watching for a belle to take a tumble.

Messrs. Samuel T. Clark & Co., of Baltimore, makes a special offer in our advertising columns, which is worthy of consideration by those who desire a cheap mount.

According to the "Bicycle," Eufaula, Ala., possesses a phenomenal fancy rider, in the person of Master J. H. Reeves. Among the feats noted, he will stand perfectly upright on the saddle.

Official report of Karl Kron's chase for three thousand subscribers to "X. M. on a Bicycle": Second year, fourth week, ending Saturday, February 21; 21 men captured, raising the total to 2,474.

The Crescent Bicycle Club of Boston, will dissolve on March 7, and at the same time give a dinner. The body was organized five years ago, and is therefore one of the oldest clubs in America.

A 'cyclist tried to open his front door with his spoke wrench on arriving home in the wee small hours, the other morning. When his wife opened the door she "spoke" and he got "wrenched" with a vengeance.

W. M. Woodside will leave for England during March, taking with him John Brooks, of Blossburg, Pa. Woodside was over in 1882 as an amateur rider. This trip, he intends to compete in all the championships.

"The roads around New York" being the eighth chapter of Karl Kron's forthcoming volume, will probably appear in the next issue of the "Springfield Wheelmen's Gazette." The first seven chapters are already in the printer's hands.

Mr. Gilman, the once petted treasurer of the L. A. W., now finds himself in bad odor generally with those who

once patted him on the head and called him a nice little boy. His life was a short one. In Franklin's philosophy, "He paid too much for his whistle."

Karl Kron is surprised at the cool reception which his book has met in Kentucky. This book is of interest to every rider in Kentucky, for it describes accurately 342 miles in this State and devotes one whole chapter for our benefit. It is well worth a dollar.—[Louisville Argus.

Mr. R. H. Lea, representing Singer & Co., Coventry, Eng., who is making a business trip around the world, paid London, Ont., a visit recently in the interests of his firm. Mr. Lea's trip has been a noteworthy one, he having visited various parts of Australia, Tasmania and New Zealand during the past fifteen months.

Now that parts of the park have been opened for 'cyclers, it would seem that a large number were taking advantage of it, especially the ladies. We witnessed recently a little skirmish between one of latter and a horseman. The feminine body, we confidentially expected, would win, but were disappointed, the horseman distancing her easily.

The following shows the number of L. A. W. members in fourteen of the prominent headquarters: New York city, 272; Philadelphia, 247; Baltimore, 165; Boston, 164; Brooklyn, 156; Chicago, 125; Newark, 91; Cleveland, 91; Buffalo, 73; New Haven, 60; Washington, 52; Cincinnati, 51; Hartford, 50; Elizabeth, 48.

Professor Wilmot is giving exhibitions in San Francisco, where the people regard his feats upon the machine as marvelous. One of Wilmot's best tricks is riding at full speed and then standing erect in the saddle. Another difficult feat is the lifting a handkerchief from the floor without leaving the saddle, while traveling at a four-minute gait.

We clip the following from the "Cyclist and Athlete," U. S. A.: "It is said that G. Lacy Hillier will visit America next year and bring his sister, an accomplished tricyclist. They will ride a sociable, and intend making a stay of two months." Oh!—Ah?—??? We have but three slight corrections to make, viz.: That, as far as he knows, G. Lacy Hillier will not visit the States next year (much as he would like to); that he wouldn't ride a sociable if he did go; and that he has not got a sister. With these slight corrections the item may be taken as approximately correct.—[Tricyclist.

Hendee is shortly to commence active training and expects to make a better showing than ever this year. He will ride his new 57 in. 22 lb. racer. Hamilton, of Yale, who showed such good form in middle-distance last year, is already training. He will represent Yale in the inter-collegiate contests. Dolph of New London, Ohio, will also rush things.

The "S. W. Gazette" prints the full report of the Secretary of the Springfield Bicycle Club. The report contains accounts of the number of balls and other social affairs that the club held or attended, the condition of the club-room, furniture, etc., etc.; in fact, the whole page can interest no one outside of the club. If there was any excuse, there were also powerful reasons why it should not have appeared in print. In referring to the action of the League Committee in selecting the "Amateur Athlete" in preference to the "Springfield Wheelmen's Gazette" (in which, by the way, he takes an incomprehensible interest,) as the League's official gazette, his allusions border on insult. It is the highest kind of conceit for any one man, we care not what his position may be, to pass upon the decision of a committee, arrived at only after much labor and anxiety on their part. We predict that Mr. Sanford Lawton's "previousness" will raise a storm; whether wordy or otherwise, remains to be seen.—[Cyclist and Athlete.

Some of the English residents in St. Petersburg, Russia, are making an attempt to form a tricycle club. At the present time it is almost impossible to ride a tricycle in the town, and even in the country they are looked upon by the police as having no right to be on the roads. A few months back an Englishman, while tricycle riding in the country, went through the curious experience of being ordered off the road on to the footpath by one policeman, and twenty minutes afterwards, being informed by another guardian of the peace that he had no right to ride on the footpath, and must ride his machine along the road. To form a club—social, sporting or political—in Russia, is a very difficult matter, as a charter from the Crown is essential. To obtain this, an application has to be made, which passes through the hands of numberless officials, all of whom expect presents—and get them. The latest news regarding the application is that it has been referred to the government medical department, with instructions to report whether this new kind of exercise is good for the health of his Majesty's subjects or not.

What 'cycler will not remember his first ride by lamp-light? Possibly he was on his regular run home, as we were, of three miles into the country, up hill and down, on a dusky highway. At first there was a feeling as if some unseen hand carried the light for us, and for a wonder held it where it would do the most good. Then as we left the region of street lamps, and houses, the darkness grew more intensely black, and our good little star of the evening seemed to shine with increased brilliancy, and conjured up no end o' ghosts far ahead or on either side, clothing great rocks in the vague middle distance with spectral habiliments that disappeared on closer inspection. The road some distance ahead often showed a dense black bank directly across it, as if it was land's end,

and some unknown depths were just beyond, but we felt rather than saw the incline, and soon the mysterious gulf disappeared as the strong light flashed down the other side of the hill, as we gained the top. There was confusion of lines and uncertain light as we coasted down the first lamp-lighted hill, and we more than half-wished we had walked, but on striking smoother wheeling again everything was serene. The dazed and startled appearance of chance pedestrians, and their "why, hello! I couldn't make out what Jack-o-lantern it was coming!" were amusing, but this, like all first experiences, came to an end as we safely, and about as quickly as by daylight, wheeled into our own gateway, and dismounted.—[S. W. Gazette Correspondence.

The Boston "Herald" is responsible for the following: "The newest performer in public is the girl who rides the tri. She has waited a long time before getting courage enough to make her rather unseasonable debut in Central Park, and only does so at length after much practice in more obscure places. She is an object of staring curiosity, and the horses are scared by her, but to human spectators she is far from hideous. She has a lithe, shapely figure, for otherwise she wouldn't display herself; and there is no Bloomerism in the costume which she has adopted. Knickerbocker trousers and a short skirt were originally prescribed for this service, but she is not such a fool as to think of seeking pleasure while looking like a fright. Her hat is a jauntily fashionable turban of fur, and has a feather to float behind, imparting a sense of rapid, airy motion. Her bodice is covered nearly down to the elbows by fur, but the small girth of her waist is left in view. The skirt is woollen and dark, and plenty of wide bands of fur, so that she looks warm, whether she is or not. Her shoes are solid and low, but are becomingly belittled by the fur leggings which come down over them. As her hands are in fur-backed gloves, she suggests the four paws of a kitten by the terminals of her limbs. A concealed elastic cord contracts the hem of her drapery, and therefore the expectant observer might as well wait for the wind to blow up a sunrise at midnight as to count on any wafture of her petticoats. This safeguard to her modesty is requisite, because there is no mass of underskirts, which would impede her action in working the treadles. She relies on tight-fitting garments next the skin for warmth. She is usually to be seen in the forenoon, and there are as yet few duplicates of her, but she usually belongs to a family so eminent socially that she can do no wrong, and so her example will soon be numerously followed. She deems it essential to maintain the swiftest possible speed, and this practice makes the sight of her brief and flitting, but I suppose we may expect, after awhile, to see our approved heiresses as frequently on the tri. as we do now on horseback."

A VALENTINE FROM POPE.

One of the handsomest and most unique and original ideas in chromolithography is the Columbia Valentine, just issued by the Pope Manufacturing Co., of Boston, Mass. The design, which is in twelve colors and mounted upon a panel, is a genuine work of art. The picture, from a painting by Copeland, of Boston, is artistically divided



THE RUDGE, DOUBLE DRIVER.
Stoddard, Lovering & Co.,
Boston, Mass.

into three scenic sections: the first, a view of early sunrise, with fine atmospheric effect, represents the wheelman's morning ride; the centre scene, appropriately framed by the tire of an Expert bicycle, is a strikingly beautiful view of picturesque country, a lady riding upon a tricycle accompanied by a mounted bicyclist, crossing a rustic bridge in the foreground; the last scene is a wheel by moonlight, the bright rays of the hub-lights cutting the semi-darkness. Upon the back of the panel the following descriptive poem is tastefully printed:

FEBRUARY 14, 1885.

A picture of the early dawn,
When as I hasten o'er the lea,
With boon companion of the morn
I counsel hope, but think of thee.

A picture of the laughing moon,
When o'er the rustic bridge I ride
And dare interpret friendship's rune,
For thou alone art by my side.

A picture when the day has fled,
And with it all my fears are gone,
And troops of stars by Astrea led
Are marshalled in the heavenly zone.

The story: morn and noon and night
Bear witness to my love and thine.
The moral: they who choose aright
Shall guard and prize my valentine.

THE RUDGE CENTRAL GEAR.

MADE BY RUDGE AND CO., COVENTRY, ENGLAND, AND IMPORTED BY STODDARD, LOVERING AND CO., BOSTON, MASS.

Our many lady riders and light weight tricyclists will be pleased to learn that their wants are being attended to, and that the pushing firm of Stoddard, Lovering & Co. will this season place on the market a light double-driving tricycle. There has been a demand for such a machine for some time and recognizing it, Stoddard, Lovering & Co. contracted, during Mr. Corey's trip to England with Rudge's people for a light roadster tricycle of the now popular central-gear pattern. This new machine is not too light for American roads, and yet light enough to meet the wants of a large class of skillful riders, who demand a light, yet strong and serviceable mount. It has been built especially for the American trade, and will, we doubt not, prove as good as it looks, which means a good deal, for it is very handsome and graceful in appearance. The cut at the head of this article gives a very correct impression of the contour and general make up of the machine, so that we need

only give details of construction to furnish our readers with everything they can obtain without personally trying and inspecting it. The driving wheels are forty-six inches in diameter, geared level on the standard pattern. The steering wheel is as large as is usually used, being eighteen inches in diameter.

The tires are of seven-eighths inch rubber to all wheels and are cemented into strong crescent rims, while the rims themselves are supported by sixty No. 11 and twenty No. 12 direct spokes.

The large wheels are connected with a compound axle and drive double by means of Starley's gear of the small pattern, as used on machines of the Humber style, which is neat, unobtrusive, out of the way, and effective. This axle is hung from the tubular frame, in a pair of ball bearings well placed to stay the axle. At the ends of the horizontal tube are attached the curved arms for holding the hand-hold, steering candle, lamp brackets. On the left side is fastened a plain push-lever hand brake, five by seven-eighths inch, which will give power enough. From the centre of the top tube, as depicted in the cut, a large steel tube extends forward, sloping towards the ground at a considerable angle, and then with a graceful turn, curving up over the steering wheel and terminating with the steering centres of a Humber head. At the neck a rubber bar foot-rest is fastened by a hinge joint. The front forks are solid, and the mud guard is of thin sheet iron. The steering is effected by a rack and pinion, the latter running in a slide with a couple of rollers, which are pressed against it and kept from rattling by a stout steel spring. On the centre of the axle is securely fastened the upper driving cog, the lower one being held in a bracket or hanger depended from the central tube and sliding on it for adjustment by means of a split slug. Morgan's patent roller chain is used, and the whole is securely and neatly covered by a stiff leather guard. At either end of the lower cog-shaft is attached an ordinary bicycle crank with from five and a half to six inches throw.

A tubular safety rod extends from one side. The handles are adjustable for height, and the saddle and cradle spring may be adjusted vertically and horizontally. Rudge's "unequaled" ball bearings are used throughout, including pedals. The machine is thirty-nine inches wide, and will weigh about eighty-five pounds, though a lighter machine fitted with hollow rims and tangent spokes

will be furnished at a slight increase in price. It is delivered to customers with the usual paraphernalia, and handsomely enamelled and nickelled, at the price of \$175. It is a very well balanced tricycle, built vertically, well made and finished, pleasing in appearance, and we should think in every respect well calculated to meet the growing demand for machines of its class.

Since the above was penned, we have received late advices from England that a rear attachment will be made, so that the above machine can be converted into a tandem of the Club type.—[Bicycling World.]

L. A. W. MEMBERSHIP, INCLUDING LIST 30, PUBLISHED JAN. 24.

STATE DINNER.

New York.....	906
Pennsylvania.....	700
Massachusetts.....	660
Ohio.....	484
New Jersey.....	406
Connecticut.....	308
Illinois.....	235
Maryland.....	180
New Hampshire.....	97
Michigan.....	87
Indiana.....	76
Iowa.....	68
Vermont.....	61
Kentucky.....	60
District of Columbia.....	58
Minnesota.....	39

NON DIVISION.

Maine.....	63
Colorado.....	38
Rhode Island.....	37
Wyoming.....	31
Louisiana.....	25
Missouri.....	21
California.....	12
Wisconsin.....	11
British possessions.....	10
South Carolina.....	10
North Carolina.....	8
Dakota.....	8
England.....	6
Nebraska.....	4
Tennessee.....	4
West Virginia.....	4
Georgia.....	2
Montana.....	2
Utah.....	2
Texas.....	2
Virginia.....	2
Alabama.....	1
Washington Territory.....	1
Oregon.....	1
New Mexico.....	1
Mexico.....	1
Germany.....	1

Total.....4,737

GLEANINGS BY LEWEE.

The Crescent Bicycle Club, of Boston, has finally decided to disband. It is, of course, to be regretted that any 'cycle organization should go to pieces, but in this case it is probably just as well, for the Crescents have taken little interest in wheeling for a long time past. The formal disbandment is to occur on March 7, at which time the event will be commemorated by a big dinner at Young's. The club has at present a membership of about thirty-five, and a sufficient sum in the treasury to give the members a big wind-up dinner.

The Crescents were organized about five years ago, and are thus one of the oldest 'cycle clubs in the country. In the early days of American 'cycling there was no club which took a more active interest in bicycling or was more prominently connected with this sport. When the L. A. W. meet was held in Boston in 1882, the Crescents did much towards making the affair the success it was. They were the first to introduce club-

drilling here, and the movements followed by them have been the basis from which most of the other clubs of the country have made up their drills.

Although the Crescents have of late years lost their reputation for active wheeling, they have never lost their social standing. They have always been known as the most select club of the city, and their dinners and balls have been excelled by none. They made a rule, at their formation, to admit no one to membership whom they would not wish to make a personal friend or entertain at their homes, and they have strictly adhered to the rule since then. Some of the members will join one of the more active clubs of the city, but the number is likely to be small, for the majority of the Crescents have rather "outgrown" all active interest in wheeling.

The Charlestown Bicycle Club promise to boom things the coming season.

All the local 'cycling houses closed yesterday in commemoration of Washington's birthday.

John S. Prince calls a certain prominent Boston wheelman an "alleged encyclopædia on bicycling."

W. B. Youngman, of Waltham, who was quite prominent in local races last season, has become a professional fancy rider.

The suggestion of the Springfield "Gazette" regarding a 'cycling circuit is a good one, and will, I hope, be carried out.

H. D. Corey left Boston last week for an extended trip through the South and West. He will probably visit New Orleans.

A Western exchange says that "Mlle. Armaido is about a man in wedlock to bless. Who can it be, Eck, Morgan or Wallace?"

The rivers and bays hereabouts are solidly frozen over, and some lively spins on the ice have been enjoyed by local wheelmen.

Two of the Bermuda tourists will join the Massachusetts Bicycle Club. The old milk organization seems to have missionaries everywhere.

It is now a question whether or not the Somerville Bicycle Club is a professional or an amateur organization. Polo playing is the trouble.

"Outing" is shortly to have an illustrated article on 'cycling in Italy, by Joe Pennell, who, with his wife, is now touring through that country on a tandem.

Tricycles with a combination of double cranked pedal shaft on one side, and bicycle cranks on the other, attached to a central tube, seem to have predominated at the Stanley show.

The Stirk family of fancy bicyclists have purchased Columbia bicycles for future exhibitions. Prof. Stirk says that the day is past when he can draw a crowd to see a performance on velocipedes.

The house of the Massachusetts Club approaches toward completion very slowly, and I fancy it will be nearer the end of March than the beginning when the building will be ready for an opening night.

The annual dinner of the Harvard Bicycle Club will be held at Young's next Thursday evening. The affair will probably be as select as in previous years.

According to English exchanges, Col. Burnaby, the famous English officer who so gallantly lost his life while fighting in the Sudan, was a bicyclist of no mean ability on the road and track.

Wm. M. Durell is to manage the Chicago branch house of the Pope Manufacturing Co. Mr. Durell was a major in the Confederate army during the late unpleasantness, and lost an arm in the service.

It is strange that no one enters the unoccupied field here of letting bicycles and tricycles. It has proved a profitable business in other cities, and there is every reason to believe that such would be the case here.

It is generally regretted here that F. A. Bickford has been expelled from the League. Not that he did not deserve it, but because he is personally a very popular fellow, and gave much promise as a coming flyer.

Bicycle club exhibitions hereabouts seem to prove very profitable. The Cambridge Club cleared \$300 on its recent minstrels, and about the same amount was netted by the Lynn Club at their entertainment.

The National 'Cyclists' Union is said to be endeavoring to elevate English professionalism from its present low standard. If they prove successful it might be well to try some such elevating influence on American professionals.

The March number of "Outing" contains a well written and artistically illustrated description of the new Massachusetts Club house. It was written by Rev. S. H. Day, and illustrated by Reed, Copeland, and other members of the club.

I received a letter a short time since from John S. Prince, in which the champion expresses his confidence of lowering the world's record again this season. He says that he is in better health than ever before, and is steadily improving in riding form.

Another good opening would be to start a riding school, there being at present none in the city. I understand that some of the dealers have signified their willingness to guarantee a certain amount of patronage to any one who will take the matter in hand.

A number of our local riders have ordered tandem bicycles for next season, and that form of 'cycling is likely to prove very popular here. They are rather bad to have on a club run, however, for their riders are usually inclined to make the pace uncomfortably warm for the others.

"Pit the Vet" is here, and is as happy as any "vet" could be. A certain Boston young lady is also supremely happy. The old bicycle flyer, and coming tricycle scorchers, has nearly as many friends here as he has in New York, and we all unite in wishing him happiness as the result of his new departure.

According to report, the fund for erecting C. T. C. boards about Boston has reached the sum of \$53.25. Strange

that it has never been suggested that it is the business of the C. T. C. to furnish the boards. The C. T. C., though, is a grand English institution, and as such should, of course, receive our united support, whether or not we receive any benefit from it.

I was surprised at the statement in the "Official Gazette" that there were but 164 League members in Boston. The Massachusetts Club alone has about 200 members, all of whom belong to the League. There must either be a mistake in the figures of the "Gazette," or a large portion of the members of the Massachusetts Club do not reside in Boston.

Mr. E. G. Whitney, who will be captain of the Boston division of the Big Four tour, tells me that he is receiving numerous applications from parties desirous of joining the party. As the number is limited to 25, those who come late are likely to get left. It would be well for all interested in the tour to subscribe to THE WHEEL, as it will contain all the latest information regarding the tour.

There are rather conflicting rumors regarding Gaskell coming to America for the purpose of establishing an agency of the Coventry Machinist Co., at Boston. Several of the English papers say that he is coming, while others say that he is not, but instead, that a Mr. Beal, who was recently married to the daughter of one of the firm, is to have charge of the agency. Doubtless many of our flyers secretly hope that Gaskell will not come, for if he does, it will probably result in many medals out of their pockets.

I notice that the "Bicycling World" considers my statements to the effect that the Racing Board had but recently awakened to the importance of the professional roller-skating matter as absurd. The Racing Board is, I know, very sensitive to criticism—even if it already has had considerable, and for that reason I have refrained from saying much against them. In this roller-skating matter the board really does deserve censure for not taking the matter in hand sooner, but the members of the board are showing such commendable activity now, that the League can afford to forgive them their sins of the past. Chairman Bassett will probably think that they have not any sins to forgive, but never mind, we will forgive him for that, too.

2-39 PRINCE 2-39.

John S. Prince professional champion bicyclist of the world writes: "My best American record, previous to using the Duryea Saddle was 1 mile in 2m. 59sec., which you know I've reduced 20sec., cutting the world's record. Since the day I first tried the Duryea (now nearly two years) have used no other saddle and have won during this period over two hundred prizes in cash, cups, medals, etc., representing a monied value of over twelve thousand dollars (\$12,000). Consider the Duryea the best bicycle saddle made; in fact, perfection and recommend it to all wheelmen who desire ease, comfort and safety.

At the Standard Theatre, a "Trip to Africa" has met with a long and popular run. This week Millocker's "Gasparone" has been produced for the first time in America.

BOARD OF OFFICERS MEETING L. A. W.

The regular spring meeting of the Board of Officers of the League of American Wheelmen was held in parlor A of the Grand Union Hotel on Monday, February 23, 1885. There were present the following members of the Board: President, N. M. Beckwith; corresponding secretary, Chas. K. Alley; recording secretary, Eugene M. Aaron; treasurer, Stephen Terry; chief consuls, Dr. N. P. Tyler, J. R. Torrance, Dr. G. Carleton Brown, and E. T. Pettigill; representatives, A. D. Claffin, W. I. Harris, Henry E. Ducker, Dr. Edwin Field, F. P. Kendall, T. S. Rust, J. G. Burch, Jr., J. W. Clute, W. S. Bull, Geo. R. Bidwell, A. G. Coleman, C. D. Williams, R. F. Hibson, A. E. Fauquier, Geo. Dakin, Knight L. Clapp, John C. Gulick, Walter H. Parsons, F. B. Graves, H. S. Kidder, and Frank A. Egan.

Among the distinguished visitors were E. G. Whitney and C. S. Howard, of Boston; Simeon Ford and Captain Dakin, of Buffalo.

The meeting was called to order by Dr. Beckwith about 9:45, who in a few words welcomed the representatives to New York, thanking them for their attendance. The roll was then called by Recording Secretary Aaron, which was followed by his report, which was made in brief. Communications to the Board of Officers were then in order, and the following letter of invitation to the League was read:

BUFFALO, Feb. 18, 1885.

DR. N. MALON BECKWITH AND OTHERS,
BOARD OF OFFICERS OF THE L. A. W.
MR. PRESIDENT AND GENTLEMEN:

If we are correctly informed you will, on the 23d inst., determine the time and place of the next League meeting.

The Buffalo Bicycle Club, with reassurances of its allegiance to the League and its interests, respectfully asks your consideration of Buffalo, N. Y., as a favorable place for the meet. Arguments might be given to substantiate the claims of its being most centrally located, of its having superior facilities and conveniences, of its popular suburbs, good roads, etc., but these, if not apparent or already known, will be presented by your secretary, Mr. C. K. Alley, or by the Western New York representative, Mr. W. S. Bull, each of whom is a member of the Buffalo Bicycle Club, and a resident of the city of Buffalo.

There is one obstacle, and this we hope you may be able to overcome. Our seasons are late, and the club has, after mature deliberation, determined upon the 2d and 3d of July as the earliest possible dates at which we may be certain of fair roads and settled weather. We desire it to be understood that in suggesting the time the club has not done so in a spirit of dictation, but, on the contrary, has been governed wholly by your interests and pleasures rather than their own.

The Buffalo Bicycle Club, therefore, through its authorized committee as undersigned, hereby extends a cordial invitation to the League of American Wheelmen to hold its annual meeting in the city of Buffalo on the 2d and 3d of July next, promising, if we are honored by your company, to be as social, entertaining, and hospitable as we can be, and to arrange and dispatch business matters in a satisfactory manner.

[Seal.] J. EDWIN DANIELSON, Pres.

C. S. BUTLER, Secretary.

The report of the treasurer then followed, and showed a very prosperous condition of affairs. We present it in full:

REPORT OF TREASURER.

To the Board of Officers of the League of American Wheelmen:
The following is an abstract of the condition of the treasury at the present time:

RECEIPTS.	
From former treasurer.....	\$ 494 68
“ “ “ for stationery.....	5 00
left over.....	25 00
Gift N. J. Division.....	20 00
Badge Account.....	841 00
Washington Races.....	75
Consul Certificates, Ohio Division.....	1,614 50
Annual dues of Members.....	622 01
New Members.....	\$3,622 94

TOTAL DISBURSEMENTS.	
Stenog. Report of Annual Meeting.....	\$100 00
“ “ B. of O., Feb., '84.....	40 00
Printing Membership Tickets.....	37 50
Printing Racing Rules.....	17 50
Copying for Com. on League Organ.....	4 37
Expenses, President.....	3 00
“ Treasurer.....	44 85
“ Recording Secretary.....	141 73
“ Corresponding Secretary.....	59 10
“ Cor. Sec. 6,000 letter heads.....	40 00
“ “ “ Mail Vote.....	65 38
“ “ “ Rote Slips Pa. Div.....	6 33
“ “ “ Racing Board.....	10 50
“ “ “ Gold Medal 25 mile championship.....	50 00
“ “ “ Cycling Pub. Co. two lists of applications.....	3 38
“ “ “ Mailing List furnished Baird & Co.....	3 50
“ “ “ L. A. W. Gazette, June.....	240 00
“ “ “ “ July.....	205 61
“ “ “ “ August.....	228 80
“ “ “ “ September.....	187 87
“ “ “ “ October.....	198 04
“ “ “ “ November.....	123 83
“ “ “ “ December.....	142 66
“ “ “ “ January.....	179 37
	\$2,133 32

Balance deposited in City National Bank, Hartford.....\$1,489 62
Respectfully submitted,
STEPHEN TERRY, Treas.

FEB. 23, 1885.

The report of the corresponding secretary then followed, showing the amount of work done by that officer in the past year. It was accepted without debate. At this point a number of representatives and chief consuls, who had been appointed since the last meeting, were confirmed and took their places in the meeting.

Owing to the absence of Mr. Burley B. Ayers, the report of the Transportation Committee was delayed until his arrival.

Mr. Abbott Bassett, as Chairman of the Racing Board, made a verbal report on the progress of the work of the committee, complaining that the roller-skating craze was interfering very much with the amateur standing of the members of the League of American Wheelmen. That many have engaged in polo games with professionals, and thereby tarnished their status as amateurs, and that the question would be a very serious matter for the League unless some stop was put to the wholesale slaughter of innocent wheelmen. He also requested permission to have a standard die manufactured for the various championships that had been created by the Board, so that all the prizes for future championships be alike as to design. The report was accepted without debate.

The special committee appointed at Philadelphia to investigate the case of Mr. Jenkins, reported in favor of reinstatement. Report was laid on the table.

The special committee appointed to prepare a code of bugle calls for adoption by the League, reported progress.

Considerable dissatisfaction has existed for a long time in the New York

State Division as to the manner of conducting its affairs, many clubs not yet receiving their tickets for this year. A long series of explanations followed by Chief Consul Torrance and others, in which it was shown that the treasurer had on account of absence from the country been unable to properly attend to his duties, that his resignation had been handed in, and a successor appointed, and that matters were in a fair way to be attended to promptly and in a business-like manner, but in view of the fact that League officials had been put to considerable trouble by the negligence of the division secretary and treasurer, and that a committee of three be appointed to fully investigate the matter, and place the blame where it belonged.

The following resolution was then passed:

Whereas, it is reported that a bill is passing in the Legislature of the State of Indiana, forbidding the use of bicycles upon the highways of that State, be it

Resolved, that the Board of Officers of the League of American Wheelmen, assembled in this city of New York, this 23d day of February, 1885, representing four thousand seven hundred and thirty-seven (4,737) wheelmen, many of these residing in said State of Indiana respectfully protest against the enactment of such a bill into a law, or the enactment of any law impairing the reasonable rights of wheelmen in this said State.

Resolved, that a copy of these resolutions be furnished to the Chief Consul of the Indiana Division, and that he is hereby authorized to bring the same to the notice of the Legislature of said State, in the proper committee thereof, in such respectful and proper form of communication as he may deem expedient.

The special committee appointed to investigate the case of Mr. Fred. Jenkins presented the following report:

“The majority of the committee would report that they consider the disqualification to membership should be removed from Mr. Fred. Jenkins, and the matter referred to the Board of Officers for a mail vote, the vote to be taken by the corresponding secretary as soon as possible.

G. CARLETON BROWN, Chairman.

Mr. W. I. Harris, of Boston, then introduced the following resolution, which, after an animated debate, was passed almost unanimously:

Whereas, it is not in accordance with the letter of our constitution to reinstate Mr. Fred. Jenkins as a member of the League.

Be it resolved, that it is the sense of this meeting that his election as a member of the League would be for its best interests.

The report of the Committee on Rules and Regulations was then submitted, and many important changes suggested, which, however, cannot be adopted until they are sent to the entire board for a mail vote. When the complete revision is ready we shall be pleased to publish the entire constitution and by-laws as amended.

The changes in the rules as recommended by the Committee on Rules and Regulations, which were ratified by the Board of Officers, are very numerous and virtually a new set of rules. The arguments in most cases showed that the subjects had been carefully studied, and a knowledge of the require-

ments of the members, far beyond anything we have heretofore listened to at officers' meetings.

Space will not permit us to dwell at length on the changes, which will, no doubt, be reported in full in the “Gazette.” The recommended changes in the constitution will, of course, have to be acted upon by a mail vote of the League members, while the alterations in the rules now known as by-laws will require ratification at the hands of the Board of Officers. Article three of the constitution is amended to provide for an initiation fee of fifty cents, in addition to the yearly dues of one dollar, and requires a man to be proposed by two League members or three reputable citizens of the United States. A clause is also inserted which provides for amendments being made to the constitution by a mail vote.

The rules, of course, necessitated the best attention. The amalgamation of the offices of corresponding and recording secretary having been accomplished a while ago, changes were necessary in all rules that referred to the separate offices. In future all applications for membership will be forwarded directly to the secretary, who will cause their names to be published, and remit all moneys received to the treasurer, provided that amount exceeds fifty dollars, and he shall never retain over than two hundred dollars more than forty-eight hours after that sum has accumulated. He is required to give bonds in \$3,000, and will receive a salary of \$1,000 a year. The secretary is also editor of the “Official Gazette,” and has entire charge of the same.

The method of voting by delegates at the annual meeting was somewhat altered, and clubs can now choose one delegate to represent them to the extent of fifty votes instead of ten, as provided in the old rules. In future only League members will be allowed to ride in League parades, which will be arranged according to divisions, the chief consul of each acting as commander. Clubs will be arranged in each division according to the order in which they joined the League, as will also the divisions in the order of their formation.

The method of voting at the Board of Officers was changed, allowing proxies, provided that the person holding the proxy shall be a member of the Board of Officers. Representatives are allowed to hold three proxies, while chief consuls can control six. An order of business was also provided for.

An executive committee of three, consisting of the president, vice-president and one chief consul, was also created to which are referred all matters relating to revenue and disbursements, and league funds, and the investment thereof, and such other matters as shall be referred to them by these by-laws, and all matters affecting league routine not otherwise disposed of, are referred as they arise. They shall report to the Board of Officers at each regular meeting.

An unlimited amount of power was given to the Racing Board, in the matter of investigating any suspicious circumstances as regards any amateur's standing, with power to expel in case formulated charges are proven.

The rule governing the election of officers was so amended that the chief executive officers could be chosen from the general membership of the League, and not from the board of officers exclusively as heretofore.

The amateur rule was also amended and read as follows:

(a) An amateur is a person who has never competed in an open competition, (b) nor for a stake, (c) nor for public money, (d) nor for gate money, (e) nor under a false name, (f) nor with a professional when gate money was charged, (g) who has never engaged in any athletic sport for money, (h) who has never exhibited his skill in any branch of athletics for money, (i) who is not a paid teacher of any branch of athletics, (j) who has never made the pace for a professional nor accepted such service from a professional, (k) and who has never competed for a staked bet.

The date of the expiration of the league year was changed from May 30 of each year to January 1, but of course this cannot take effect until 1886. This will make the next league year consist of only seven months, but the change is a commendable one.

The business of the rules having been finished, the invitation of the Buffalo Club to hold the sixth annual meet in that city on July 2d and 3d was taken from the table, and after considerable discussion accepted.

On motion of Mr. W. I. Harris, a committee of five were appointed to consider the advisability of publishing a League "Gazette" for the ensuing year. The following were selected: W. I. Harris, chairman, box 1825, Boston, Mass.; Eugene M. Aaron, E. N. Miller, G. N. Buzby, and Chas. K. Alley.

A committee of three, consisting of Dr. N. P. Tyler, F. P. Kendall and G. Carleton Brown, were appointed to investigate the affairs of the New York State Division and report at the annual meeting.

Dr. N. M. Beckwith was unanimously chosen Chief Marshal for the meet at Buffalo.

A vote of thanks was extended to the managers of the Grand Union Hotel for their courtesy in providing the meeting with ample accommodations for the transaction of business.

On motion of Mr. A. D. Claflin a resolution was passed by which it was deemed advisable to publish an agenda of the business to be acted upon at future meetings at least two weeks previous to the date of the meeting.

On motion the meeting adjourned at 5 o'clock.

NOTES OF THE MEETING.

Many chestnuts were ably discussed.

Now is the time to join the League and avoid paying the initiation fee.

Secretary Aaron is a bundle of nervous energy, resembling somewhat, it is said, a well-known wheelman.

Dr. Beckwith presided as usual in his happy manner, smoothing the ruffled feelings of the delegates when occasion required.

Mr. Ducker heaped coals of fire upon the head of his bete noir by seconding the resolution introduced by Mr. W. I. Harris.

Mr. C. K. Alley was rotund and rosy, attended to his work in good shape, and gave general satisfaction to himself and his colleagues.

Treasurer Terry is a good man weighing 190 pounds; a man of sound ideas on all subjects, and one that the League should well be proud.

GRAND INTERNATIONAL SIX DAYS' ROLLER-SKATING TOURNAMENT AND CARNIVAL, MADISON SQUARE GARDEN, N. Y., COMMENCING MARCH 2, 1885, SUNDAY NIGHT, 12:05 A. M., START SIX DAYS "GO-AS-YOU- PLEASE ON ROLLERS."

Roller-Skating and Bicycling Attractions Each Day at Every Hour, Commencing at 10 A. M. and Ending at 12 P. M.

THE FOLLOWING ENTRIES HAVE ALREADY BEEN MADE:

SIX DAYS' GO-AS-YOU-PLEASE.

EUGENE MADDOCKS,	JIMMY TURNER (Colored),
CHARLES WALTON,	H. C. VOOHEES,
DAVID COOPER,	MAX ROSENBERG,
GEORGE B. CLAXTON,	NAT. CLARK,
	R. A. SKINNER.

BICYCLISTS.

Prof. JOHN WILSON,	W. S. MALTBY.
--------------------	---------------

POLO TEAMS.

WRIGHT & DITSON,	HUB. POLO B. B. CLUB,
KNICKERBOCKER YELLOWS,	MANHATTAN,
	JAFFRAYS.

SKATERS.

YEDDO, Japanese Girl Skater,	KAUFMAN & BOYD,
F. G. STUMCKE, Skater and Bicyclist.	JESSIE DECAMP, Fancy Skater.
Pro. McCLELLAN, Fancy Skater.	JOHN ARGYLES, Boy Wonder.
MABEL HUGHES, Waltzer.	UNKNOWN, the fastest lady skater in the world.
WM. F. STONE, Fast five mile skater.	ARTHUR MELVILLE, fancy and waltzer.
DANIEL SEXTON, fast two mile backward.	

MAMIE MADDEN, the renowned beauty and expert fancy skater.
and many others. The whole making the most attractive collection of talent ever seen in any country.

PRICES OF ADMISSION, 50 AND 25 CENTS.

The main Floor Reserved for Skaters.

Skates to hire at the Garden.

The attendance was the largest ever seen at an officers' meeting. The best of order was maintained, and strict attention given to business.

Bets of cigars, suppers, and other things were freely offered without takers, that there would be a change in the "Official Gazette" next July.

Chairman Bassett, of our esteemed contemporary, was replete with good suggestions in regard to the management of that august body's deliberations.

Ye ex-President Egan, with a miniature crop of bangs, was on hand in the guise of a dynamiter, bursting forth when the selection of the meet was brought up.

Massachusetts was well represented by W. I. Harris, who, in connection with Secretary Aaron, had evidently done considerable hard work in the revision of rules.

Many expressions of sympathy were heard on behalf of the stenographer, and many were the remarks risked as to how long would be required by the ²⁷o. g. to publish his report.

The officers cannot be said to have neglected their duties at this meeting. They lost their dinners and missed their trains to prevent the 'cycling press from accusing them of this neglect.

It is rather hard to make the treasurer give bonds for performing duties for which he receives no pay. It would be but right for the League to provide for his bonds in a fidelity insurance company.

THE BIG TOURNAMENT.

We regret to state we are unable to give the details of the programme of the six days' roller-skating carnival that commences Monday, March 2. We can only assure all amateurs that their interests will be well protected, and the races will be run under the supervision of well-known amateurs. The centre of the building will be open to the general public for roller-skating, and attractions in the way of fancy bicycle riding and roller-skating will be presented every hour from 10 A. M. to 12 P. M. At the same time short races will be run in the inner track, while the six days' race is in progress on the special track.

The "Clipper" of this week contains the following: "The project set on foot by Messrs. Wood & Garnett of holding a six-day roller-skating tourney, supplemented by a series of short and medium contents, and enlivened by carnivals and masquerades, polo-playing, exhibitions of fancy skating and bicycling, with a number of novel features, amusing and otherwise, seems to have been received with much favor by the professional and amateur performers in those lines. Although the entries do not close till Friday, February 27, a large number of male and female artists have already sent in their names for the competitive events, and many attractions have been engaged to appear during the week. The tournament opens in Madison Square Garden at 12:05 A. M. on Monday, March 2, and if a programme crammed with varied and novel features will suffice to draw the public to the extent indicated by the liberal support extended to the roller rinks, the financial success of the enterprise would appear to be a fixed fact."

FROM THE CLUBS.

BUFFALO BICYCLE CLUB.—This organization held their annual election of officers February 9, with the following results: President, J. E. Danelson; vice-president, H. T. Addington; secretary, C. S. Butler; treasurer, J. O. Monroe; captain, Geo. Dakin; executive committee, J. E. Danelson, Geo. Dakin, C. S. Butler, J. O. Monroe, ex-officio, W. S. Bull, H. E. Choate, D. N. Milley, C. W. Adams, A. G. Mang. The club unanimously decided to extend an invitation to the L. A. W. to hold the meet in Buffalo.

CORTLAND WHEELMEN.—At the annual meeting of the Cortland Wheelmen, held Friday, February 20, the following officers were re-elected for 1885: Captain, D. C. Hasbrouck; lieutenant, S. Allen Mead; secretary and treasurer, A. D. Dunbar; bugler, E. A. Hodgkins. The club also by a unanimous vote nominated Mr. Ed. F. Hill for chief consul for New York State. We do not believe a better man could be chosen for the office, and hope to see our candidate endorsed by prominent wheelmen and elected by a good majority next month.

Very resp't'y,

A. D. DUNBAR, Sec't'y.

PEEKSKILL, N. Y.; Feb. 21, 1885.

PITTSBURG'S LAW CASE.

On the 16th February the court refused a new trial in the case of T. R. Estep against J. D. Hailman and others, which was tried in January and reported in full in THE WHEEL. The riders of Pittsburg are entirely satisfied with the result, and with great good nature acknowledge the charge made by irate horsemen that they (the horsemen) have no rights the wheelmen need respect. The smile accompanying this acknowledgement is caused by the ruling before noted of the able judge that the bicycle has an undisputed right to the right, left, middle and whole of any roadway, not already occupied by another vehicle.

We can assure the wheeling world that, though elated, we are too well balanced to abuse the concessions made by our magistrates. There are whippers of a "road tax" to be inflicted by way of reprisal. While not inviting, we will not shirk such a law should it be passed—especially if the roads would thereby be improved.

We are glad to see that a bill is before our State Legislature looking to better roadways. It provides that supervisors shall be appointed in each township, who shall levy a road tax, one-third of which must be devoted strictly to macadamizing the principal thoroughfares. Should this be done Pennsylvania would be teeming from end to end with tourists and local riders.

THE NEW VICTOR BICYCLE.

The Springfield (Mass.) "Republican" gives an interesting description of the new Victor bicycle just brought out by the Overman Wheel Co., of Chicopee, Mass., and to be put on the market at once. It is a new light roadster, which A. H. Overman has been planning for four years. He has examined thoroughly every English high grade machine for excellencies to incorporate, and claims his machine has the best features of the Rudge, Royal Mail, Club, Challenge, Sanspareil, etc., while it has special points of distinction all its own. Not an

ounce of cast metal and nothing but interchangeable steel forgings is used in its construction. Lightness is sought after strength and rigidity have been secured. Free use of imported weldless steel tubing has been made, and all the bearings are of the improved Bown's Æolus ball pattern, which are acknowledged the best in use. Warwick's hollow rims. Harrington's enamel and compressed tires are among the patents used to make the bicycle complete. The machine is well proportioned, light and graceful in appearance, by its narrow tread, curved handle-bars, new saddle and the tangent-spoked wheel, and heightened by the finish in enamel and nickel.

The large wheel of the 54-inch machine, taking that as the standard size, has 72 tangible return spokes, double wound and stayed at the two outer crossings. The felloes are Warwick's hollow rims of weldless steel, the best in use. The red Para rubber tire is $\frac{1}{8}$ inch for the large wheel and $\frac{3}{4}$ inch for the small one, both compressed into the rim and cemented to it by Overman's patent process, which has stood the severest test without loosening. By using this, the hollow rim of the small wheel is made very shallow, exposing a much larger proportion of the rubber than others, which offsets much of the objectionable jarring of the rear wheel. This wheel is 18 inches in diameter and has 24 tangible return spokes. The hub of this wheel is fitted with a spring top oil cup of a new pattern. The large wheel has a narrow thread; the hub, a solid steel forging, has a spread of $5\frac{1}{2}$ inches. Yet the wheel is so rigidly built that it is impossible to "buckle" it. It has been subjected without injury to the severest tests; two men have rested their weight on the rim on opposite sides as the wheel lay on its side on the floor, trying in vain to "buckle" it. The cranks are adjustable, of the usual pattern. The pedals are fitted with the patent square corrugated rubber rolls used on the Victor tricycle, and weldless steel tubing is used for the dust-proof centers. The hollow forks are elliptical and very rigid. The head is the improved Stanley pattern, known as the Andrews. The handle-bars, 29, 30 and 31 inches long, are bent and fitted with large vulcanite handles. They are of tapered weldless steel tubing. A spoon-brake with a curved lever is attached. The backbone is of

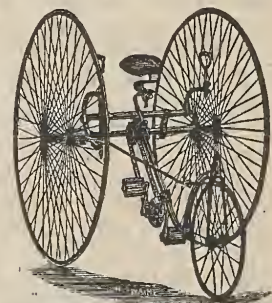
$1\frac{1}{2}$ -inch weldless steel tubing, tapering at the lower end, where the half-hollow rear fork is brazed to it with a weldless steel ball bushing underneath, giving special strength there. The solid steel forging at the upper end, which fits into the head, is reamed out for greater lightness and elasticity. The suspension saddle is the new Victor patent, and makes an easy seat. A coiled rear spring is fastened by two screw loops to clamps around the backbone, which may be easily adjusted. The saddle, which is of flexible leather, with long side flaps for the trousers guard, slips over this spring, holding firmly to it. It can be taken off easily. An adjustable catch fastens it to the head.

The machine is finished in Harrington's enamel and nickel-plating, the latter on copper. The enamel is best and most durable known. It is widely used in England and is used on the Victor tricycle. The hubs, cranks, head, handle-bars, brake and spring are nickel-plated, the remaining parts enameled. The machine is medium weight, and is made in the usual sizes to the 58-inch. The price has not yet been fixed, but will be near the average for machines of its high class. Mr. Overman holds that the Victor light roadster, from its many excellent features of design, from the choice material used and the superior workmanship, is the equal of any English roadster.

THE RUDGE BICYCLES AND TRICYCLES.



THE RUDGE ROADSTER.



DOUBLE DRIVER CENTRAL GEAR.

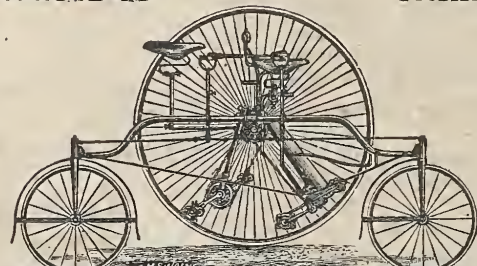
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LIGHT.

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EASY RUNNING.

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

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

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

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UNEXCELLED IN DESIGN,
UNSURPASSED IN CONSTRUCTION,
UNEQUALLED IN MERIT,
UNRIVALED IN EASE OF OPERATION.

Among the leading advantages of Nos. "M," "J," "O," and "P" of the Barney & Berry Roller Skates may be mentioned.

1st. The oil well, an opening in journal extending to axle, which supplies the axle, wheels and journal bearing with oil.

2d. The use of steel springs in place of rubber, as the latter, both from use and effects of oil, varies in its elasticity, and when one worn-out rubber is removed to secure perfect action it necessitates the renewal of all rubbers on both skates, while springs do not require this and retain the same amount of elasticity.

3rd. Owing to simplicity of construction these skates are the lightest, the lowest, and run the easiest of any roller skate in the market.

4th. The Barney & Berry roller skate is noiseless as compared with other skates.

5th. The centre of action coming on the axis and angle of trucks being slight, skating on the Barney & Berry Roller Skate is similar to ice skating and position or inclination of body the same, without the bending of ankle as attended with skates whose trucks have considerable angle and whose centre of action is on one side of the axis.

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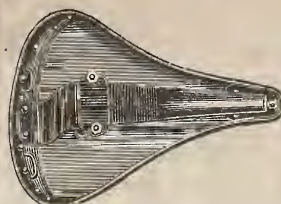
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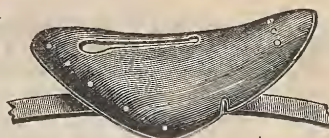


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"I don't think there is a better saddle for the Star."
J. P. MAYNARD, Chicago, Ill.
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The steel spring and suspension seat appear to take away all the jar of riding.
J. W. PARKER, Buffalo, N. Y.

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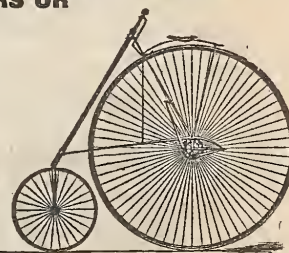
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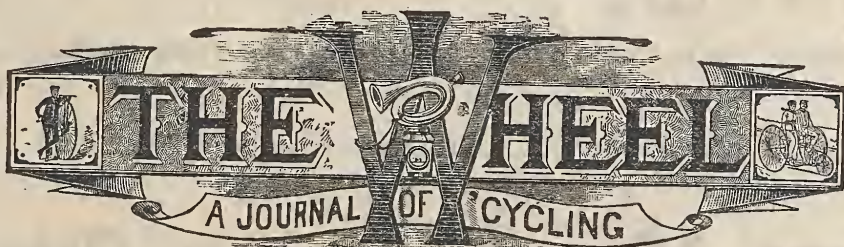
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Three hundred selections from the poets in regard
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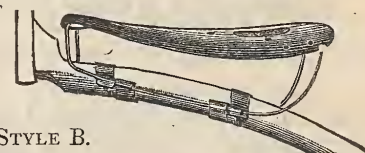
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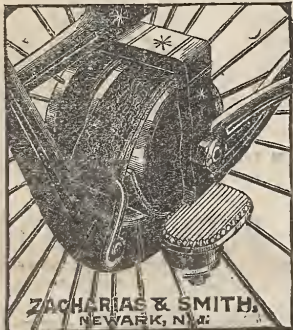
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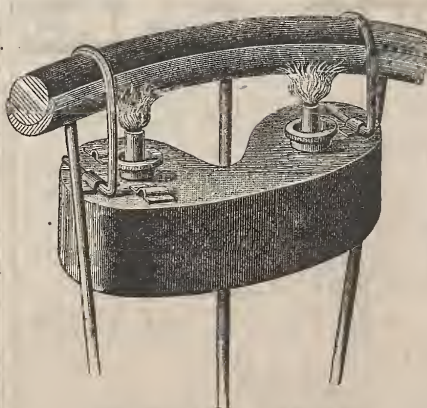
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