

THE SPRINGFIELD WHEELER'S GAZETTE.

A JOURNAL OF CYCLING.

PUBLISHED MONTHLY.

PRESS OF SPRINGFIELD PRINTING COMPANY.

Vol. III.—No. 3.

SPRINGFIELD, MASS., JULY, 1885.

Price 5 Cents.



FRESH LAURELS FOR THE VICTOR!

The L. A. W. One-Mile Bicycle Championship Race was won on a VICTOR BICYCLE by GEORGE M. HENDEE.

The L. A. W. One-Mile Tricycle Championship Race was won on a VICTOR TRICYCLE by E. P. BURNHAM.

The One-Hundred-Mile "Big Four" Road Race was won on a VICTOR BICYCLE by COLA E. STONE.

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SPRINGFIELD, MASS., U. S. A.

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GENUINE WARWICK HOLLOW RIM! TIED TANGENT SPOKES!
NOTICE THE PROPORTIONS OF THIS WHEEL!



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IN EVERY TOWN IN THE UNITED STATES FOR THE

ROYAL MAIL!

THE GREAT DEMAND ATTESTS ITS POPULARITY!

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WEIGHT, 36 POUNDS.

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Weight, 36 pounds. Seventy-two Tangent Spokes, strongly tied, as well as brazed at intersections by ROYAL MAIL system of tying, giving rigidity and adding great strength to the entire wheel. Genuine Warwick Hollow Rim, 7-8 inch; the edges of this rim overlap and are strongly brazed together, thus giving two thicknesses of metal on the under side of the rim, besides a thick washer through which the spoke passes before receiving the nut, making it impossible to pull out. Andrews Head, with long center. Hollow Forks, very stout, and with round edges. Detachable Cranks. Bow's Moulus Bearings, which are easily adjusted and do not tighten after long runs. New pattern, noiseless, close-fitting, strong Brake. Best moulded non-slipping Rubber Tire, very full. Oval Backbone, much handsomer than round. The New American Adjustable Saddle, and Buffalo Tool Bag. Finely enameled finish, with bright parts nickelated.

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Champion of America, and 1-mile Champion of the World.



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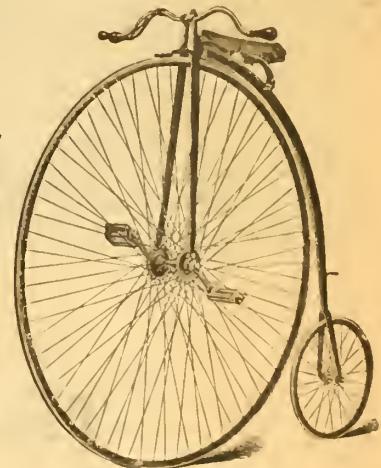
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One Mile—2 m. 59 s. Three Miles—9 m. 49 s. Ten Miles—40 m. 30 s. One Hundred Miles—7 h. 11 m. 10 s.

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FOR AMATEURS AND PROFESSIONALS.

FINE MUSIC! UNEXCELLED TRACK! LARGE CROWDS!

PLEASANT WEATHER! RECORDS BROKEN!

NEW RECORDS MADE! A JOLLY
GOOD TIME ASSURED!

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SPRINGFIELD, MASS.

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(Established 1879)

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Wheelmen about here swear by *The World*, and take no other.

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The Subscription Price is only \$2 per annum.

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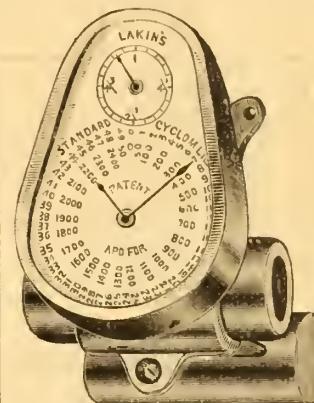
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Of any kind, and stamp to
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For Large Illustrated Price List of New
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Second-Hand Bicycles taken in exchange.
Bicycles repaired and nickel-plated.
Cash paid for Second-Hand Bicycles.



Simplest and best instrument ever invented! Registers 2500 miles. Can be read from the Saddle. Will not get out of order.

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SANSPAREIL LIGHT ROADSTER.
AMERICAN ROADSTER.

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THE EXPERT COLUMBIA BICYCLE:

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FIRST SEASON. A genuine light-weight Bicycle; 51-inch, ready to ride, weighs 36 pounds.

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TRICYCLES
OF ALL
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C. H. LAMSON,
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THE LILLIBRIDGE SADDLE

Is adjustable in height, width, and tension; is bifurcated to remove pressure from the perineum; is positively the easiest and most perfect saddle ever made.

FREEMAN LILLIBRIDGE,
ROCKFORD, ILL.

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This is what the following well-known cyclers say of it: —

GEORGE M. HENDEE: "I ride the VICTOR because I think it is the fastest Bicycle made."

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HENRY E. DUCKER: "The wheel is all that was promised, and even more."

FRED RUSS COOK: "As a roadster it has not its equal."

GEORGE D. GIDEON: "It is the best-finished piece of machinery I ever saw."

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WILL FIND THE
RICHMOND
STRAIGHT CUT
BRAND
Far superior to all others.

THE WESTERN TOY CO.
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Bicycles and Tricycles.

EASTERN BRANCH at 47
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R. L. Coleman, Manager.

TOURNAMENT OF THE SPRINGFIELD BICYCLE CLUB



September 8, 9, and 10, 1886
SPRINGFIELD, MASS., U. S. A.

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Has been greatly improved since last season, both in pattern and workmanship.

Butcher Cycloometer Co.
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STANDARD CYCLOMETER.
Simplest and best instrument ever invented.

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THE PERFECT HYGIENIC SADDLE.
The only perfectly hygienic Saddle made. Thoroughly tested last season.
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Safe, swift, easy. Can be learned in an hour. Proved by six years' increasing use.

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For large illustrated price-list of new and second-hand machines.

THE AMERICAN STAR BICYCLE.
A practical roadster, safe from headers or other dangerous falls. The workmanship and entire practicability of each and every machine are fully guaranteed.

H. B. SMITH MACHINE CO.
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HIGHEST QUALITY.

Roadster, Light Roadster, and Racer. All built to win. Send for Catalogue giving detailed illustrations and descriptions before you buy a wheel.

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THE AMERICAN BICYCLE COMPANY,

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New and Second-hand Bicycles and Tricycles of all kinds.

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AMERICAN RUDGE.
RUDGE RACER.
RUDGE SAFETY.
RUDGE DOUBLE-DRIVER TRICYCLE.
COVENTRY ROTARY TANDEM.
RUDGE'S RACING ROTARY.

During the last three years we have found that our wheels have given perfect satisfaction, and with a view to still further increasing their popularity we have visited the manufacturers in England and have had our machines built with all the latest improvements and changes to meet the requirements of our roads. We confidently believe we now offer the finest line of wheels on the American market.

STODDARD, LOVERING & CO.
SOLE UNITED STATES AGENTS,
Nos. 152 to 158 Congress Street, BOSTON, MASS.

Send stamp to
S. T. CLARK & CO.

BALTIMORE, MD.

For catalogue and full particulars of their
SLAUGHTER SALE.

CHARLES J. SCHERER,
MEMPHIS, TENN.

Represents Stoddard, Lovering & Co., the Overman Wheel Company, and the Western Toy Company for the sale of Bicycles and Tricycles.

Coventry, Eng.,
March, 1885.

SINGER & Co. have found it necessary to entirely withdraw their Agency from Stoddard, Lovering & Co., and have pleasure in announcing that they have appointed W. B. Everett & Co., 6 and 8 Berkeley street, Boston, Mass., their sole agents for the United States.

BULL & BOWEN,
BUFFALO, N. Y.

Buffalo Duplex Whistle.
Buffalo Tool Bag.

Dealers in Bicycles and Tricycles; makers of sundries; repairing a specialty.

THE ROYAL MAIL.

A rigid, superbly-built light roadster. The great demand attests its popularity. We offer it as the highest quality wheel brought to the States. Examine one, or send stamp for circular with many testimonials from leading American wheelmen.

JOHN S. PRINCE, who rode a mile in 2:39 on a ROYAL MAIL at Springfield last September, says "It is the best wheel I ever crossed."

Weight, 36 pounds; 72 tangent spokes; genuine Warwick hollow rim; hollow forks; detachable cranks; Brown's Aeolus ball bearings; close-fitting noiseless brake; best moulded rubber tire; oval backbone; new American adjustable saddle; Buffalo tool bag.

WILLIAM READ & SONS,
AMERICAN AGENTS,
No. 107 Washington Street, BOSTON, MASS.

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A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

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SPRINGFIELD, MASS., JULY, 1885.

No. 3.

TERMS OF SUBSCRIPTION.

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Six Months " "	- - - - -	25 "
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HENRY E. DUCKER, Editor and Manager.
CHAS. A. FISK, Treasurer.

Communications must be in not later than the 20th of each month, to secure publication for the following month.

Address all Communications to THE SPRINGFIELD WHEELMEN'S GAZETTE. Make Checks and Money Orders payable to CHAS. A. FISK, Treasurer.

Entered at the Post-Office, Springfield, Mass., as Second-class Matter.

BUFFALO, JULY 23.

SIXTH ANNUAL MEETING OF THE LEAGUE OF AMERICAN WHEELMEN.

The long-looked-for meeting of the L. A. W. at Buffalo has come and gone. We were there and enjoyed the hospitality of the Buffalonians, and can only say that it was generous to the extreme. Rain on the first day prevented many wheelmen from venturing out doors; but as it is an ill wind that does not blow somebody some good, the rain proved a blessing in disguise, by driving the wheelmen to the hall of the V. M. C. A., where the general meeting was held.

Meeting was called to order at 10 A. M., President Beckwith in the chair. When the old board formally retired, Frank H. Clark, of Cheyenne, Wyoming, was chosen chairman, and the election of officers proceeded with the following results:

President—Dr. N. Malon Beckwith, New York City.

Vice-President—Stephen Terry, Hartford, Ct.

Treasurer—F. P. Kendall, Worcester, Mass.

Secretary—Editor Eugene M. Aaron, Philadelphia.

T. J. Kirkpatrick, of Springfield, Ohio, was elected the third member of the executive board, the two others being the president and vice-president.

The retiring treasurer's report was read, showing that the receipts for the past year had been \$4,686.44 and the disbursements \$3,688.59, leaving a balance in the treasury of \$997.85.

C. K. Alley, of Buffalo, the corresponding secretary, made a report showing that in the past year there had been 2,742 applications for membership, of which 2,698 were accepted. After which a few minor reports were read, when the officers' meeting adjourned till evening.

In the afternoon, about 2:15, a general meeting of the League was held, President Beckwith in the chair. The president read his annual report, in which he congratulated the L. A. W. on its remarkable growth the past year, nearly 1,500 new members having been added.

The reports of various minor committees followed, when the oft discussed and much abused question was drawn and quartered, till hardly a

baker's dozen knew what they were talking about. But the members did not fully understand the purport of Mr. Bassett's motion, and were biased by the old prevailing idea that "to be a professional is a disgrace," and that the only point aimed at was "professional wheelmen"; whereas that part of the question was not worthy one-tenth part of the time devoted to it, and the real question at issue was, whether we would admit professionals, *i.e.*, "those men who had become so by playing polo, roller skating, and kindred sports"; but the die was cast and discussion on behalf of professionals useless.

An attempt on part of the members to inquire into the whys and wherefores, and by what authority the L. A. W. *Bulletin* was contracted for, was frowned down by the officers; a very injudicious act on their part, and one which caused no little comment. The prevailing opinion was that the board was carrying the Star Chamber business too far in the government of League affairs, while all were generally satisfied with the new League organ, and willing at least to give it a fair trial.

The meeting then passed a hearty vote of thanks to the retiring officers, to the common council of Buffalo for the freedom of the city sidewalks, to Colonel Waud for his tender of the 65th regiment drill hall in case of wet weather, and to the Buffalo Bicycle Club for hospitalities extended and promised. The meeting then adjourned.

The board of officers immediately reconvened and took up the professional-amateur question. After a brief discussion the following definition of an amateur was adopted at the suggestion of Abbot Bassett, chairman of the racing committee of the League:

An amateur is one who has never engaged in, nor assisted in, nor taught cycling or any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist forfeits his right to compete as amateur, and thereby becomes a professional, by

(a) Engaging in cycling or any other recognized athletic exercise, or personally teaching, training, or coaching any other person therein, either as a means of obtaining a livelihood or for a stated bet, money prize or gate money.

(b) Competing with, or pace making for, or having the pace made by, a professional in public or for a prize.

(c) Selling, realizing upon or otherwise turning into cash any prize won by him.

(d) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz.: Running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tugs of war, and also rowing, boxing, sparring, lacrosse, polo, roller and ice skating.

The above rules are without a doubt the most stringent amateur rules ever passed by a body of amateurs for their guidance.

Charles E. Pratt, of Boston, was requested to take charge of the North Carolina difficulty, the

League to stand ready to pay all such expenses as are necessary to prosecute the case vigorously.

The board considered the question of the management of the official organ. The whole subject was referred to the executive committee, who decided to continue the publication of the L. A. W. *Bulletin* with Eugene M. Aaron as editor, and headquarters at Philadelphia.

The evening was spent in telling stories, visiting places of amusement, and in preparing for the annual parade of the morrow.

July 3d, the day opened auspiciously, with a clear sky and plenty of sunshine. At early morn the wheelmen were busy preparing for parade, at which over 600 men participated. Large crowds gathered on the line of parade, and numerous places were very tastefully decorated. The parade was marshaled by Commander Beckwith, the divisions coming in the order of their seniority in the League. The following clubs appeared in line and in the order named below:

Mounted police.

Pacemakers, Albert G. Mang and Frank E. Drullard.

Plogsted's 65th Regiment Band

Commander, Dr. N. M. Beckwith, president of the League, New York

Adjutant, George R. Bidwell of the Citizens Bicycle Club of New York.

MASSACHUSETTS DIVISION.

Commander, Henry E. Ducker

Massachusetts Bicycle Club, A. L. Atkins, Captain, 5 men.

Springfield Club, W. N. Winans, Captain, 13 men.

Greenfield Club, F. R. Hollister, Captain, 4 men.

Northampton Club, 1 man.

NEW YORK DIVISION.

Commander, E. K. Hill.

Yonkers Club, H. O. Talmage, Captain, 11 men.

Albany Club, A. H. Scaterrgood, Captain, 14 men.

Ixion Club, New York City, P. M. Harris, Captain, 12 men.

Mt. Vernon Club, 1 man.

Trojan Wheelmen of Troy, J. R. Torrence, Captain, 24 men.

Ariel Club, Poughkeepsie, 1 man.

Binghamton Club, W. H. Stone, Captain, 11 men.

Buffalo Bicycle Club, George Dakin, Captain, 64 men.

Kings County Wheelmen, E. F. Fiske, Captain, 14 men.

Genesee Club of Rochester, S. C. Piper, Captain, 27 men.

Lock City Wheelmen, C. A. Ward, Captain, 11 men.

Batavia Club, C. W. Gardiner, Captain, 20 men.

Randolph Club, O. M. Jeffords, Captain, 5 men.

Hornellsville Club, F. C. Pringle, Captain, 8 men.

Alleghany County Wheelmen, E. G. Latta, Captain, 8 men.

Citizens Club of N. Y. City, Simon Ford, Captain, 14 men.

Unattached, 28

Lyons Club, J. M. Happler, Captain, 7 men.

NEW JERSEY DIVISION.

Commander, G. Carlton Brown.

Brunswick Club of New Jersey, F. Provost, Captain, 20 men.

Hudson County Wheelmen, D. G. DeWitt, Captain, 11 men.

New Jersey Wheelmen, G. P. Williams, Captain, 13 men.

PENNSYLVANIA DIVISION.

Commander, E. M. Aaron.

Philadelphia Club, E. L. Miller, Captain, 10 men.

Keystone Club of Pittsburgh, P. S. Johnson, Captain, 9 men.

Scranton Club, A. J. Kolp, Captain, 15 men.

Alpha Club of Bethlehem, Pa., F. J. Seibert, Captain, 6 men.

Williamsport Club, Dr. N. R. Hubbard, Captain, 7 men.

Germantown Club, F. S. Harris, Captain, 16 men.

Pennsylvania Club of Philadelphia, C. A. Roberts, Captain, 15 men.

Penn City Club, H. B. Morrell, Captain, 8 men.

Wellesboro Wheelmen, F. A. Deans, Captain, 10 men.
Bradford Club, R. L. Edgett, Captain, 5 men.
Newcastle Club, H. W. Terry, Captain, 10 men.

OHIO DIVISION.

Commander, T. J. Kirkpatrick.
Cleveland Club, H. R. Payne, Captain, 35 men.
Champion City Club of Springfield, 2 men.
Cincinnati Club, 3 men.
Findlay Club, 5 men.
Massillon, 3 men.
Unattached, 4 men.

CONNECTICUT DIVISION.

Commander, W. H. Hale.
New Haven Club, 3 men.
Hartford Club, 2 men.
New London Club, 1 man.
Waterbury Club, 1 man.
New Britain, 1 man.

MICHIGAN DIVISION.

Commander, L. D. Munger.
Detroit Club, L. D. Munger, Captain, 16 men.

ILLINOIS DIVISION.

Commander, J. O. Blake.
Hermes Club of Chicago, H. D. Higinbotham, Captain, 3 men.
Rockford Club, 3 men.
St. Louis Ramblers, 2 men.
Chicago Club, W. G. E. Peirce, Captain, 21 men.

IOWA DIVISION.

Ottumwa Club, 2 men.

CANADIAN WHEELMEN.

Montreal Club, L. Rubenstein, Captain, 5 men.
Belleville Ramblers, 1 man.
Seaford Club, E. C. Coleman, Captain, 5 men.
Simcoe Club, A. W. Donly, Captain, 5 men
Woodstock Club, W. A. Karn, Captain, 10 men.
Wanderers of Toronto, A. Daniel, Captain, 6 men.
Toronto Club, 3 men.
Hamilton Club, 2 men.

The line of march was about six miles long, over some very fine asphalt roads; returning, a rest was taken on the hill-side and a lunch served.

At the Driving Park in the afternoon, at 2:30, the combined races of the Buffalo Bicycle Club and the League of American Wheelmen took place. The track was very rough and a strong wind blowing, making fast time impossible. Of the championship events, the one-mile bicycle was won by George M. Hendee, and the one-mile tricycle by E. P. Burnham. The attendance was about 3,500, and the crowd seemed to enjoy all, unless we except the tedious wait for the start, which was nearly one-and-a-half hour late. Mr. Kaufman, of Rochester, gave a fine exhibition of fancy riding on the ordinary wheel, as did Thomas Finley on the Star, each of which received a well merited *encore*.

The banquet was held in the evening at the new Becker building, and was attended by about 300. The banquet was furnished by the Tiff House, and presided over by our most genial, and ever welcome toast-master, the Hon. Charles E. Pratt, of Boston. The repast over, the following toasts were indulged in:—

Address of welcome, Hon. E. Carlton Sprague.
"The L. A. W.," Dr. N. Malon Beckwith, of New York.

"Buffalo and Niagara Falls," Hon. Sherman S. Rogers.

"The Canadian Wheelmen's Association," Mr. Briarly, of Toronto.

"Bicycling," Col. A. A. Pope, of Boston.

"The President of the United States," Hon. D. N. Lockwood.

"The Clergy," Rev. George W. Cutter.

During the evening Plogsted's orchestra and the Mendelssohn Club gave many very pretty and appropriate selections.

Saturday was employed in visiting various places of interest under the guidance of the home club. In the afternoon a special train conveyed the remaining wheelmen to Niagara Falls, where the afternoon was spent in sight seeing at the Falls, after which most of the wheelmen returned to their homes, tired, but happy and loud in praise of their entertainers, the Buffalo Bicycle Club.

"BIG FOUR" TOUR.

The significance of the wheel as a practical means of locomotion is aptly illustrated in the "Big Four" tour, when 107 men start on a two weeks' journey, and on one day of the above 100 miles is covered within 10 hours. The *Buffalo Express* in a fit of absent mindedness, or through ignorance, published a leading editorial in its Sunday edition, of July 5, and labors hard to convince its unthinking readers that the bicycle is "a pretty toy." Well, supposing it is, can the *Express* point out to us poor benighted (?) wheelmen one invention in the past century that has helped man to cover 266½ miles on the road in 24 hours unaided by anything except his trusty wheel? Can the *Express* point out to us to-day any means outside of the railroad by which a man can cover the above distance in 24 hours? Well, come to think of it, as a pretty toy it is also a useful one, and withal a practical one. A man who has never ridden a wheel has not the least conception of the joys, pleasures, and profit to be derived from the use of it, and it is only those men who have an eye to the beautiful and have never been initiated into the art of cycling, who attempt to ridicule the bicycle as "a pretty toy."

PROGRAMME OF CONN. BICYCLE CLUB.

HARTFORD, SEPT. 2 AND 3.

First Day.—One-mile novice, one-mile tricycle, five-mile professional, one-mile amateur open. Fancy riding. Five-mile Connecticut State Championship, one-mile ride and run, ten-mile amateur open, three-mile class, 9.45, one-mile-tug-of-war.

Second Day.—One-mile, class 3.00, five-mile L. A. W. championship, ten-mile professional, three-mile amateur open, three-mile tricycle, three-mile Connecticut State championship, one-mile safety, one-mile professional, five-mile amateur open, one-mile consolation.

C. W. Ashinger, professional of Eaton, O., participated in a handicap race against a sprint runner at Chester Park, June 14. Ashinger was to ride 1½ miles to runner one-mile. The track, which was in a wretched condition for bicycle racing, secured the defeat of Ashinger.

How things do change was aptly illustrated to a quintet of happy wheelmen hailing from Cincinnati, recently, one Sunday. Their uniforms betokened them *attachés* of the same club whose members had been frequent visitors at the hostelry of a village some dozen miles from their native burg. But, alas! local option and reform combined—since their last visit—limited the usual sumptuous spread to a sandwich lunch, inducing an adjournment to a neighboring drug store, where noble efforts were made to pleasantly swallow an abundance of *aqua pura*, with phosphate, nothing stronger being attainable, the stringent Sunday ordinance prohibiting the sale of an article not a drug. Poor cyclers! the charm of the return trip was greatly marred.

BRITISH CORRESPONDENCE.

In strong contrast to 1884 the previous year has, up to the present time, been a very unfavorable one for all out-door pastimes. We have had exactly six warm and dry days; but a tremendous quantity of rain has fallen during May and the early part of June, so that cycling has been checked in many ways. Whitsuntide was very wet, giving rise to numberless stale jokes afoot the season being "Wetsun"; and although three broiling hot days last week gave promise of summer, they were followed by twenty-four hours of continuous rain and three more days of very heavy intermittent rain, which is a phenomenal state of things for June in this country.

We have three racing sensations. Furnival, who did a little racing last year, started training early this spring; and although consistently pulled back by the handicappers, he won six first and two second prizes out of nine consecutive open handicaps. It is a difficult thing to win a first-class handicap in the London districts, so many men training systematically, and Furnival's success has astonished everybody. The second phenomenon of the path is a boy named Illston, of Birmingham, who, although only sixteen years of age, has developed wonderful sprinting powers, twice lowering the record for Aston track—a slow cinder path with bad corners—and making some of the best men of the day "sit up." For such a youngster, his riding is simply marvelous, and fears are entertained that he will break down unless very careful not to overdo the business while so young. The third wonder hails from the Isle of Wight, and has come out with a sudden burst, surprising himself as well as others by the startling form he has developed on his first appearance on a London path. His name is Webber, and his marks in three consecutive handicaps have been respectively seventy yards, twenty yards, and scratch! So sudden has been the revelation of Webber's powers, indeed, that universal regret is being expressed at his entry for the one-mile amateur championship having been refused, his discovery of his own powers, and consequently his application to be entered for the championship, having taken place just after the entries had closed. The press is unanimous in condemning the unreasonable adherence of the N. C. U. officials to their own recommendation (it is not a rule) that entries should close a fortnight before a race meeting; for handicaps, which require time to prepare, the fourteen days is all very well, but for scratch races a week's interval is ample, and this adherence to the strict letter of the law looks very much like keeping out of the race the best man of the year, certainly a man who would have an excellent chance of victory.

The race referred to—for the one-mile bicycle championship—is to be held at Aston track, Birmingham, to-morrow, and will be keenly interesting on account of the number of good men engaged. Hendee is entered, I see, but it is not known yet whether he has come across to compete; should he be here, he will be heartily welcomed, and his victory would be as popularly appreciated as that of any of our own nationality. The tricycle championship at five miles is to be run at the same time and place, and has also attracted a good entry, although Sidney Lee is looked upon as pretty sure to be the winner, Cripps being the only man likely to wrest the palm from him, bar accidents. English has entered, but he also rides in the bicycle race, and

has not had much experience at tricycle racing; so that he is not regarded as dangerous, although there is no saying what may happen if he has been practicing hard, and elects to force the pace from the start in his usual running-away fashion. Several other men are expected to obtain the Union's medals for riding the distance within the standard time. Never before has so much interest centered in the championship as this year. The "waiting game," which reached its climax last year, is abolished, and the men entered for the mile bicycle race are so well matched, and of such sterling quality, that the wheeling community awaits the issue with much interest. As the mail leaves twenty-four hours before the race is run, I must defer comment upon the results.

By the May GAZETTE I notice that your American championships are very unequally divided between bicyclists and tricyclists, the former having six and the latter only one. Here, there are more tricycle racing men than in your part of the world, and we have accordingly four bicycle and three tricycle championships. The fifty miles road-race for the so-called championship is obsolete. Doubtless, when the tricycle has made its way in America (as it is bound to do before long), the L. A. W. will institute championships at other distances. One mile, five miles, and twenty-five miles are found sufficient for tricyclists in England.

In Scotland, they have a series of Scottish championships, closed against any but Scotchmen, on both road and path. The English championships are of course open to the world, so that the Scottish contests are not part of the British championships, but purely local races, and usually competed for exclusively by members of the Edinburgh and Glasgow clubs. There is a good cinder-path in Edinburgh, but the ground belongs to the corporation, and is to be let, or sold, to a railway company for extension works, so that in a month or two "Powderhall Grounds" will be broken up. For this reason, one of the championships, which was to have been run at Edinburgh, is transferred to Leicester.

In professional circles, Howell has beaten Lees, when they ran off the dead-heat for the twenty-miles professional championship. Various other races are taking place for professional championships of all kinds, Howell being evidently the best man all round; but although the Leicester sport-loving public continue to pay gate-money in big numbers, the frequency of these "championship" contests robs them of interest for the bulk of the wheel world.

Before leaving the racing-path I must chronicle the stand that is being made against the obnoxious practice of receiving post-entries for handicaps. Many riders have made it quite a regular thing to enter after the lists have closed, and in their anxiety to secure a large number of entries, the secretaries generally accept such late applications; but the prevailing custom this year is for handicaps to be published in the weekly cycling papers, four or five days in advance, so that it is now impossible for post-entries to be received without the fact becoming known; and the Union's "fourteen days" recommendation usually results in seven days being the actual period in advance at which entries close.

On the path, this year, we have had a remarkable paucity of accidents. Last spring an epidemic of headers seemed to be raging; but both in practice and in actual racing our cinder-paths

have enjoyed an immunity from accidents quite refreshing, until a week or so ago, when Cripps, English, and Milthorpe became victims to their bicycles' unstable equilibrium.

On the road, unfortunately, a blacker tale has to be told, several fatal accidents having been met with by riders of both bicycles and tricycles.

"Wet" Monday saw the first of the year's noteworthy road-performances. The London Bicycle Club's annual 100-miles road-race, from Bath to London, was held exactly as usual, although the possibility of police interference had been guarded against by a false report being spread to the effect that the race would be held over a totally different road this year. An unknown rider named Watson took the club by surprise, winning in 7 hours 33 minutes. This is a quarter-of-an-hour longer than the best on record, but in reality it means a vastly better performance, the wind being much less strong in the rider's favor, and the roads for the last half of the distance being very heavy, so that practically the ordinary bicycle has regained its supremacy, the time made under such circumstances being infinitely better than the "Kangaroo" record under so vastly more favorable a state of roads and wind.

Three bicyclists (P. C. Wilson, H. Lloyd, and C. Lloyd) have ridden over 200 miles in 24 hours, one on a Kangaroo and two on Faciles.

On May 23, the North London Tricycling Club held its annual road-ride for twenty-four hours, on handicap principles. Three of the best men entered refused to start on account of the heavy state of the roads; and the captain gave up at 105 miles in sixteen hours; but of the remaining five C. W. Brown rode 160 miles, E. P. Morehouse 150, E. Webster 137, L. C. Brookes 130, and A. W. Phillips 125 miles. These are all ordinary road-riding tricyclists, not racing men. Subsequently the three non-starters went over the same ground, a fortnight later, but were worse off still, having twenty-two hours' rain out of the twenty-four, so that A. J. Wilson gave up on completing 105 miles in the first 12½ hours, and G. Moore only covered 126 miles in 24 hours exactly; J. H. Parish, a member 52 years of age, riding 126 miles in 23½ hours. The last performance was really admirable, considering the practically incessant rain, showing what a man can do who is beyond the period of youth. He finished quite fresh and unconcerned.

The Land's-End-to-John-O'-Groat's craze has set in again with its wonted severity, but the weather has sadly damped the ambition of would-be record-breakers. Oxborrow on a Facile just managed to beat Adams's time over the distance by thirty-five minutes, failing to reach Lennox's record for the ordinary bicycle. Lawrence Fletcher, of Liverpool, beat Nixon's record by six and a half hours, but says that with fair weather in August Nixon will be able easily to beat that time, and ride from end to end of Great Britain in seven days.

The Pickwick Bicycle Club possesses an aspirant to record honors, one Nicolas having ridden against time at the Crystal Palace, in a half-trained condition, with the intention of lowering the 25 to 50 miles records. He rode 19 miles 705 yards in the first hour, and made the fastest times on record for 26 miles (th. 21m. 7s.); 27 miles (th. 24m. 25s.), and 28 miles (th. 28m. 30s.), but then went all to pieces, completely exhausted, and retired from the scene. If he would only train carefully, he would probably get

within the hour for twenty miles, and be a hard nut to crack for the twenty-five and fifty miles bicycle championships; but he won't be advised as to how to train.

The annual meeting of the Cyclists Touring Club, whilst affording an outlet for some pent-up enthusiasm, did not result in any practical changes being made. The muster-roll numbers 17,700 up to now, and the Secretary seems confident of reaching 20,000 this year, which is possible; but when he goes on to add that he will have 30,000 members next year "or perish in the attempt," it is evident that his zeal runs away with his discretion.

Thomas Stevens is going on well, I hear. He last wrote me from Munich, seeming quite pleased with his journey so far. My cousin at Shanghai will be on the lookout for him in a year or so.

The National Cyclists Union has formulated a system by which road-riding feats may be authenticated. Riders wishing to "go for the record" on the road must give seven days' notice to the Union Secretary, and also send notice to the cycling papers, stating the time and place of starting, route and approximate times of passing through each place; they must carry books wherein to sign their names before witnesses at all necessary points, to make sure that their proofs of riding all the way will be complete; and it is also recommended that they shall post letters (not post-cards, which are apt to be delayed and wrongly stamped at the post offices), to the Union Secretary from all available points *en route*. By this means bogus claims to records for journeys partially made by rail will be impracticable. Even now, however, there are loop-holes for abuse, since there is nothing to prevent the road-rider availing himself of chance or premeditated aids by being towed or pushed up hills, or even carted along the road whilst resting and taking refreshments, but the hazard of accidental meetings with unexpected cyclists revealing such a fraud renders it a very improbable contingency, and the road records of the future may fairly be looked upon as above suspicion after the N. C. U. committee's investigation has produced a verdict in favor of the chain of evidence's completeness.

The annual meet of tricyclists was held at Barnes' common, Surrey, on May 9, in fine weather. The parade was composed of upwards of five hundred tricyclists, fifty of whom were of the fair sex. At Nottingham, four days later, the local meet of tricyclists was attended by 185 riders. The Midland Meet at Leamington, on Whit Monday, was ruined by the rain, only about a hundred cyclists of all wheels taking part.

Harrogate Meet and Camp will be held as usual at the August holiday period. The camp opens July 31, and on August 1 and 3 there are to be races; the meet and parade will be on August 3, and a lawn-tennis tournament (open to campers) on August 4.

Mr. J. S. Dean, from Boston, is now in England, but has not yet come south, being in Bradford. He will be at the championship meeting at Birmingham to-morrow, I understand, and I expect to meet him at the Cambridge University races on Monday.

I am not surprised at your dislike to the so-called "Stars and Stripes," which purport to be American notes by "Uncle Sam," in *Cycling News*. They are so transparently mere "boilings-down" of American newspapers that nobody imagines that they are written anywhere but in the London office of the *B. N.*

I noticed that one of the American periodicals recently spoke of the Speedwell Club as being a newly-formed one in England. Seeing that this club has just held its eighth annual sports, its youth is problematical. The said sports, by the way, were most successful, drawing a crowd of 9,000 people—quite a phenomenal gate for this country.

Singer & Co. evidently do not believe that "a tricycle by any other name would run as sweet," but have adopted the popular title of "Springfield" for their new tandem tricycle. The Springfield Bicycle Club has made the name of your town famous all over the world, "Springfield" being a familiar household word now in places where it was previously unknown, save to lovers of Bret Harte; indeed, there is yet a doubt in my mind whether the legend of "Caldwell of Springfield" was ever supposed to have any origin at Springfield, Mass. (?)

Somebody this side of the Big Drink has discovered my identity, and because I have, in the course of some nine years' writing for the cycling press, adopted several distinct *noms-de-plume*, I am reproached publicly for not putting to my monthly letters to the GAZETTE the signature by which I am as well known as—or better known than—by my patronymic. I am not ashamed of what I tell you; but I don't see any need to brag of being your correspondent (however much I privately appreciate the honor); but anybody who thinks he knows my name is at liberty to say so, even although I do but indicate the title of the excellent pen with which I write, to wit, a

WAVERLEY.

LONDON, June 12, '85.

AN AMERICAN HOBBYIST.

TRIALS AND TRIBULATIONS OF AN AMERICAN ABROAD—HOW PET THEORIES ARE RECEIVED IN THE BICYCLING CENTER OF THE WORLD.

Editor Springfield Wheelmen's Gazette:—

Some friend has kindly sent me a copy of the GAZETTE, and I make haste to remit you the amount of subscription.

I will not assume that the bicycling papers of the country of which I am now a guest are not good. In fact, to do so would no doubt libel my host; I simply say that being an American, I like American papers.

In the letter I first wrote, of which this is in main a copy, I asserted that the papers here were too much taken up by race course news, but even since then I have received a copy of an English periodical which I find is not open to the objection given, hence I will still speak cautiously, lest I do not know all yet.

I have no penchant for the race course—in fact, I never ran but one race, and then I was left so far behind that I have never been interested in racing news since. In one respect my race was a success, for I was loudly cheered by the crowd opposite the starting-point, for by some fortunate error they got the idea that I had been handicapped half a lap, that being about my distance in the rear at the end of the first round. Since that time I have confined myself exclusively to touring, with which object my brother and I came to England this spring.

I have been admitted to membership in the Cyclists Touring Club, and must say it is a grand institution, and the official organ thereof is a valuable production.

If you and your readers will permit me to speak of my object in making a center at Coventry without denouncing it as merely a scheme whereby to benefit in a free advertisement, I would say that I have taken the liberty—almost a criminal one it seems here—of having a hobby relating to an "ideal bicycle." This is from a tourist's standpoint; not that of a racer, or it would have been all right.

My hobby consists in the following hobbies in detail: 1. A bicycle with a large front wheel, because it rides smoother and steers easier than any other. 2. A bicycle in which you are directly over the work and do not have to reach out to it, or lean over the handle-bar to get your center of gravity over it. I should think the "Grasshopper" good in this respect. 3. A bicycle in which the legs are at rest on all down grade, or when work is unnecessary, *a la Star*. 4. A bicycle with a treadle motion, as I think power is more economically applied by the same. (This is largely theory, so far.) 5. A bicycle with no dead center at any time, as I think it is a continual impediment in up-hill or rough roads (also theory). 6. A bicycle where one foot going down lifts the other positively, as in a crank; to lift by springs I consider bad. 7. A bicycle safer from headers than the common large wheel machines, say about comparable with the "Grasshopper." I do not aspire to the security of the small wheelers, nor do I like the other known safety devices (probably prejudice). 8. (Ordinary bicyclers' pride suggests No. 8.) A bicycle as neat and trim in appearance as the common large wheel crank machine without octopus-clawed walking beams, gear wheels, or chains swinging through the air in full view at long range. 9. A bicycle that brakes from the hind wheel, as there is less danger of headers. 10. A bicycle with some good sort of safety handle-bar that will be open to no objections found in those now used. This is to prevent injury in case of a header, and also to store the bicycle in less space.

You will infer, of course, that I had a plan for combining these hobbies, hence my trip to Coventry with a view to having such a machine made for my own use. When I arrived here and called on some of the bicycle manufacturers and made my purpose known, I cannot say that I was quite so well received as your correspondent C.,—in fact, a Yankee inventor does not seem to be such desirable property in Coventry as a foreign agent, and yet I doubt not that a real genius of the former sort might do them much more good. Now I think I was entitled to the reception of such a character for at least the few minutes it would have taken to expose the error, but there seems to be a sort of suspicious dread of a Yankee inventor, which is all wrong and against their interest. The greatest fault I have to find is in the manner in which they insist that I could not possibly know anything about the bicycle business, or have a right to a hobby and waste some money on it if I wanted to. Before dropping this part of the subject, however, I must cite one notable exception, namely, Mr. Hillman, of Hillman, Herbert & Cooper, whose gentlemanly treatment I shall ever remember, notwithstanding he is the greatest opponent I have met to my hobby.

In making up my hobby I had cause to use the principal parts of an American Club machine, and I must at least thank the Coventry Machinist Co. for the workmanlike manner in which they turned out these parts for me, though I did have to wait

a very long time. I must also speak of the courteous treatment, latterly at least, on the part of Mr. Turner, the able manager at Cheylesmore, and mention that I am grateful to Singer's folks for referring me to so competent and genial a person as Mr. J. H. Greenhill, engineer and machinist, where I have done my work. To Mr. and Mrs. Greenhill we owe much of our pleasure in Coventry. The bad weather has detained us here much longer than we thought to stay, but we do not regret it, as it is the best center in England from which to make short tours. The attractions of this ancient city are innumerable, and the proximity of Kenilworth, Warwick, and Stratford-on-Avon need only be mentioned to make Coventry all I assert.

You will pardon me if I say that my new machine is all and more than I expected; but a word to all hobbyists before I close: Have you a hobby? If so, then "bend low and with bated breath I will a secret tale unfold."

Have your hobby, nourish it, talk and write about it and make everybody believe you "could fly through the air with the greatest of ease," don't let anybody down you, get in the last kick at every man who won't think just as you do, but just as you are going to put it in practice, stop! slip quietly to your escritoire, get out your book, go straight to the bank and have it accurately footed up; if there is a fat balance, and you are unmarried, with no other care on your mind and nothing to do for seven years, then go in, and God speed to you.

If any of the above conditions fail you, go straight home, kiss your wife and baby, if you have them, and thank the Lord that you are saved from the lunatic asylum and your family from poverty and want.

R. P. S.

COVENTRY, ENG., June 11, 1885.

THE WHEEL IN GERMANY.

It may be of interest to your readers to hear how our sport is progressing in Germany. Slowly indeed has the interest been awakened there, but as steadily have the devotees of the wheel appeared, and helped swell the membership of clubs which, to-day, are counted by scores. A short time ago, in the fall of 1884, the wheelmen of Germany were divided into two distinct bodies, or factions, recalling some of the historical partisan feeling which the North and South have shown. The "German and German-Austrian Bicycle Union," organized at the Munich congress, May 29, 1882, and the "North German Bicycle Union," organized at the Hanover congress, October 22 of the same year, were at arm's length, and really damaging the good cause through the open display of absurd party feeling, until the memorable 17th of August, 1884. Upon this date, and in the old city of Leipzig, the officers and delegates of both bodies came together, at last amicably, and ushered into life the present "Deutsche Radfahrer-Bund" (German Cyclists' League or Union). A complete revision of the membership list, April 1, 1885, shows the highly encouraging and satisfactory number of 3,327. Add to this the applicants up to May 1, we have a sum total of 3,775. The official organ, *Der Radfahrer*, which appears fortnightly, edited by Mr. T. H. S. Walker, 18 Krausenstrasse, Berlin W., is a bright and clean paper, reflecting great credit on this gentleman's enterprising spirit and energy in making the same what it is to-day.

Those acquainted with the German language will do well to write Mr. Walker for a sample copy. The yearly subscription is \$2. The 1st of May edition lies before me now, showing how rapidly the sport is progressing, how popular and practical the many uses of the wheel.

The writer remembers as yesterday when, in 1880, he was the solitary wheelman of Bremen, enjoying alone the splendid promenades on the old ramparts. To-day there are over a hundred, and the leading club (Bicycle Club Bremen) has just finished laying out the grounds and putting down a fast cinder path. Truly, the glorious sport is making big strides in the old Fatherland.

HERM. H. KOOP, JR.

BROOKLYN, May 19, 1885.

News Notes.

By
Gones,
Buffalo.

Yet to come,
Springfield tournament,
September 8, 9, and 10, 1885.

Fred Rollinson is running a riding school at San Francisco, Cal.

The interest in the next Springfield tournament far excels that of former years.

Master George Nash has returned home after a very successful tour in the West.

The meeting of the champions: Hartford, Sept. 2, 3; Springfield, Sept. 8, 9, 10.

A bicycle club in Hungary rejoices in the name of "Budapesther Kerekpar-Egyesnelet."

Huntley, winner of the Nonantum Bicycle Club road race at Newton, Mass., rode a 52 Rudge.

A couple of Cumberland (Md.) wheelmen are arranging for a tour to the great Springfield meeting.

Duncan and De Civry, of France, announce in the *Vélociman* that they will attend the Springfield meet.

Hartford is looming up as a racing center, and considerable interest is manifested in the coming two days' meet.

A tapered parallel pedal shaft sounds paradoxical but it is found nevertheless on all Columbia Light Roadsters.

Our American wheel specialties: the Victor, racing; the Columbia, road riding and a practical every-day machine.

The Rudge Safety is on the boom. Recently its agents cabled an order for 150 in addition to the large supply on hand.

A certain wheelman who is continually taking headers told a friend confidentially that a pretty girl always caused a header.

The ingenuity displayed in cutting the Columbia rear forks out of an inch and a half tube compels the admiration of machinists and experts.

Thomas Stevens, who is going through Asia on a bicycle, will doubtless be a man of whirled-wide fame by the time his journey is completed.

S. Sellers won the one-mile championship at Birmingham, Eng., June 13, in 2m. 47 1-5s. He rode a 58 Rudge racer weighing 19 1-2 lbs.

Any one who would "kick" about the roads on the Ohio tour should be forced to travel on crutches. So says the Fort Wayne *World*.

A French athletic paper, in a report on the recent race meeting of the Zurich Velo Club, says:—"Le scratchboy ne tarda pas à se mettre en tête."

Sunday racing in the West and South should be discouraged by all wheelmen as it has a strong tendency to degenerate our now popular sport.

Messrs. Cox and Illston, England's young cyclists, will be the dark horses at the coming international meeting of the Springfield Bicycle Club.

The fact that the balls in the bearings of the Columbia machines do not vary $\frac{1}{1000}$ of an inch has led to quite a demand for them for racing skates.

Messrs. Stoddard, Lovering & Co. have been appointed sole United States agents of Messrs. Marriott & Cooper's celebrated Humber bicycles and tricycles.

The passing of the L rod on the Two Track Columbia tricycle down into the frame out of sight is a point that it would be well for other makers to note.

The hemispherical head centers that have proved so satisfactory on the Expert will be used on the Columbia Light Roadster and the Two Track tricycle.

A bicycle enthusiast says, "Every revolution of the wheel lengthens life." Whew! what a collection of ancient wheelmen will inhabit this globe six hundred years hence.

Wheeling states that not a single racing crack in all England pays full price for his machine. It has been said that American cracks don't pay any price for their machines.

With large crowds, fast riders, splendid tracks, England doesn't seem to be able to touch 2-39. Well, what they call fast in England we term slow this side of the pond.

With F. Russ Cook on the Pacific coast, and George M. Hendee on the Atlantic, the American and world's records will be at the mercy of two men nearly 3,000 miles apart.

Why is it our young men will run crazy after the wheel that wins a race or makes a record? It seems like blind stupidity, as less than one out of every hundred are racing men.

Wheelmen wishing for that excellent road book of Essex county, can obtain it free by addressing George Chinn, Marblehead, Mass., enclosing two stamps to pay for postage.

Wheelmen all over the country are planning their summer vacation so as to take in the "twin cycling tournaments," Hartford, September 2, 3; Springfield, September 8, 9, 10.

The early bird catches the worm, and wheelmen are looking with longing eyes on the Springfield track. L. B. Hamilton is already on the grounds. F. R. Cook will arrive August 1.

Corey was recently asked whether he intended to win the 100-mile road race on the "Big Four" tour, to which he quietly replied, "Well, I shall do my best for the Rudge. Angels can do no more."

That live and energetic editor of *Wheeling* (an equally live cycling paper), Harry Etherington, is succeeding in his endeavors to bring a truly representative body of wheelmen to the one and only Springfield meeting.

Ex-treasurer A. L. Fennessy, of the Springfield Bicycle Club, was married to Miss A. Armstrong, of New Haven, June 10. Mr. Fennessy's many

friends will hear of this with pleasure, and wish the young couple every success.

In the sales floor at 597 Washington street, is a table completely covered with parts of Columbia machines showing the rough forgings and semi-finished parts, somewhat similar to the style of their exhibit at Springfield in '83.

The "Demon," as Howell is rightly named, has carried all before him in England this year. With his 58 Rudge Racer he has beaten every man that has ridden against him, an event unprecedented among English racing men.

Mr. C. H. Lamson, of the Portland Bicycle Club, has a 52-inch Columbia direct spoke light roadster that has been used three seasons and has participated in the two Down East tours and in the Bermuda tour, and is as staunch to-day as ever.

An exchange says: "We heard this week of a bicyclist taking a header on one of the back streets in Woodstock and picking himself up with a mouthful of sand. Lots of sand about him."

Overman Wheel Company's maxims: Now is a good time to wheel into line! Wheeling is better than walking. It is healthful to wheel. It is fashionable to wheel. It is fun to wheel. You will eat, you will laugh, you will sleep—when you wheel!

A New Jersey snake story reads as follows: "A Newark bicyclist ran over and killed a black snake which got twisted among the spokes and made several revolutions in the wheel, compelling the rider to dismount and remove the repulsive reptile."

GRAY EAGLE KILLED.—Mr. Anthony Dibrell killed, on Thursday evening last, on the banks of the Potomac river, a gray eagle of magnificent proportions. It measured seven feet from tip to tip of its wings. It was shot with one of Stevens bicycle rifles, 22 calibre, distance 60 yards.

In an account of the Ohio tour of 226 miles, the Fort Wayne *World* has the following good words for the Columbia wheels: "The Experts, as usual, went through the tour famously, every one coming home in perfect condition. They were found to be the favorite wheel in every town visited."

The Overman Wheel Company has considerably increased its facilities for the production of the Victor bicycle, which is steadily growing in popularity. The works now turn out from 12 to 15 a day and are beginning to catch up with the orders. Some are now sent out in full nickel to meet special orders.

Harry Etherington, editor of London *Wheeling*, will leave England for America on or about August 24, with a party of English racing men and wheel celebrities. They will arrive here in time for the Hartford race meet; visit Boston, Montreal, Toronto, and Niagara Falls; thence to New York and to Springfield for the great international meet.

According to the *Oberlander Volksblatt*, a Swiss bikist, Herr Graveur Duruesel, met with a severe accident during an attempt to drive his wheel over the mountain pass of Brünig (Canton Berne). In riding down a steep incline the machine collided with a wall, and the rider was thrown over, breaking his collar bone and causing serious fracture of the skull.

T. J. Richardson, superintendent of drawing in the Minneapolis public schools, certainly believes in the practicability of the bicycle. Over three

years ago he disposed of his horse, and ever since has used constantly a Columbia bicycle. Summer and winter it has taken the place of a horse; and for over two years he has ridden his rounds, as a professional man, on a bicycle, averaging ten miles a day.

The great one-mile professional championship of the world will be won as follows:—

— — — — of — — 1st,	time, 2.3?
— — — — of — — 2d,	" 2.3?
— — — — of — — 3d,	" 2.3?

Name them if you can, and we will present you with one year's subscription to the *Outing*, *Bicycling World*, *Wheeling*, *Cyclist*, *Wheel*, and *Cyclist and Athlete*.

A number of New York capitalists are about to lay a concrete road between Brooklyn and Coney Island, for the use of roller skaters and bicyclists. They hope to be repaid by the tolls which will be exacted from persons using the road. H. H. Bigelow, of Worcester, has long had a similar scheme for connecting cities by a concrete or plank elevated road, for the special use of roller skaters and bicyclists.

The bicycle introduces a delicate point into western etiquette. It is the unwritten Montana law that all horse thieves shall be hanged. Now when a man substitutes a bicycle for his horse, and loses his new steed between two days, is the thief still to be hanged, or merely turned over to the officers of the law? We commend this point to our western contemporaries as a welcome relief from the discussion of politics in hot weather.

Mr. George F. Williams, president of the Nonantum Cycling Club, had the misfortune, some two months since, to be run over by a heavy team, seriously injuring his ankle, but, although requiring a crutch or cane to walk with, he has continued to ride his machine, a 52-inch Expert, to a limited extent, and was present at the road race of the club on the 17th, using one foot only in riding, and carrying his cane under his arm.

Mr. Chas. Zacharias, of the firm of Zacharias & Smith, and Miss Adelaide March, of Newark, clad in bicycling costumes, rode to the residence of the Rev. F. B. Pullen, of East Orange, June 10, Mr. Zacharias on a bicycle and the lady on a tricycle. Mr. Pullen married them in the presence of a small gathering of their friends and then the couple mounted a tandem tricycle and started upon a wedding tour through Pennsylvania. They will spend ten days on the roads of that State.

Marriott & Cooper, having thoroughly tested their tandem (the Humber), and feeling convinced that for pace and ease of propulsion it is unapproached by any other, as a test of supremacy, will match two men to ride their tandem ten or twenty miles, against any other tandem, for £100 a side, the test to take place in six weeks after acceptance, and the riders named. A few days ago Mr. H. D. Corey and Mr. Dwight Baldwin rode nine miles in 41 minutes, on one of the above machines.

Howell regrets that James should have been compelled to forfeit, through indisposition, and in answer to the offer of James to wager £25 as to his beating him in the one mile professional championship race, to be held at the great Springfield meeting in America next September, he (Howell) is ready and willing to stake either £25 or £50 that he beats him. We would suggest that the only John S. Prince and only Fred Wood

should both stake like amounts; the sweepstakes then, with the handsome purse offered by the Springfield B. C., would be worth going for with a vengeance. Who knows but that the telegraph board would hang out 2.35?—*Wheeling*.

The other day I heard a good little story of a well-known elderly cyclist, who was airing himself in the country, when he was caught in a heavy storm. Not having a mackintosh he saw a hollow trunk of a tree close at hand, in which he at once took shelter "until the clouds rolled by." He then attempted to make a move for the next hostelry, but the heavy fall of rain had so swollen the wood that the aperture, which had let him in by a scrape, had become too small to let him get out. Our friend thereupon got nervous, sat down and began to think of all the mean things he had done in his life, and he remembered that he had long been in the habit of borrowing *Bicycling News* from his neighbor instead of subscribing like a man. At this thought he felt so "small" that he slipped out of the tree easily and journeyed on with a lighter heart. His order for annual subscription reached us next day.—*Bicycle News*.

The Veloce Club Bordelais organized an evening *fête vélocipédique* by the electric light in aid of the wounded soldiers at Tonkin. This splendid affair came off on June 4th, on the Place des Quinconces, in delightful weather, about 20,000 spectators putting in an appearance for the benefit of the cause. The arrangements were perfect and the illuminations magnificent, about two thousand colored lamps, and as many Venetian lanterns, were strung over the track, from pole to pole, in a very pretty fashion, and gave a scene of splendor to the surrounding decorations of drapery, flags, and banners of every country and color. Chalk was strewn all over the track, and the electric light shone brilliantly as daylight upon this white surface, making matters less dangerous for the racing division. In the center of the ground five military and other bands played in their turns, and the delightful selections of music gave an enchanting sensation to the pleasure of the evening.

W. A. Illston, of the Birchfield Harriers, England, is the coming man in racing circles; although only seventeen he has created a sensation in England. At the great mile championship he was a good second to Sanders Sellers. The following account of the final heat is interesting in view of Illston's visit to Springfield this fall: Final heat.—Sanders Sellers, Preston, 1; W. A. Illston, Birchfield Harriers, 2; R. Chambers, Birchfield B. C., 3. Of course every one on the ground was all excitement for this, the crucial test. A rumor was rife that Sellers had given the crank of his machine a bad twist in the last heat, owing to the enormous strain he had put upon it, and that, consequently, he was somewhat heavily handicapped. On the firing of the pistol, Illston, the little wonder, following his usual tactics, made the running, followed by Sellers, with Chambers in close attendance, until just before the bell rang Sellers, amidst a roar from the assembled multitude, showed in front. Illston answered, however, gamely, and again drew level with the "big one." Entering the straight for home it was any one's race, and the roars for Illston showed how popular the youngster was with his townsmen. His weight told, however, and, despite the fact that in exerting his great strength Sellers made his machine wobble dangerously, he landed home the

one mile championship of England by six inches, after one of the most magnificent struggles on record. Chambers eased up in the home stretch, evidently to watch the finish. The winner rode a 58-inch Rudge, weighing only 19 1-2 lbs.—a marvel of symmetry and excellence of workmanship, in fact, a veritable work of art. Time, 2m. 46 4-5s.

STAMFORD (CT.) NOTES.

A Standard man here lately broke his [bicycle] neck.

Lieutenant Hendrie is cultivating an acquaintance with a 51-inch Light Roadster.

An eight stone cradle spring on a Victor leaves nothing to be desired! Weight of rider 145 lbs.

Two of our prominent business men have lately made Experts their slaves, so to speak. Let the good work progress.

Among the frequent tourists passing through here during June was Mr. John Duerr, of Meriden, *en route* to Newark, N. J. Expert Columbia.

What we want, that we did not have last year, are special rates over this N. V., N. H. & H. road between New York and Springfield. Will our workers please brace up a little upon this subject?

NOTES BY THE WAY, OF BUFFALO.

The tag business was good at Buffalo.

Three times and out, says Dr. Beckwith.

Who got left? And echo answers, "Burnham."

Where was Gideon Haynes when the light went out?

What's the matter with Buffalo? They are all right.

Four years a champion is George M. Hendee's record.

Ewing L. Miller enjoyed the meeting and his little —.

President Beckwith and Vice-President Terry ride Experts.

The tournament programme of the club was greatly admired.

As a female impersonator, W. I. Harris is a pronounced success.

The L. A. W. medals are not what they are cracked up to be.

Webber made a fine race, and a bold push for the championship.

The cyclers in town are a handsome lot of fellows.—*Buffalo Republic*.

The universal verdict was, "We are all going to Springfield this fall."

All of the commanders of the League parade rode Columbia wheels.

The riding on the sidewalks was a decided novelty to Eastern wheelmen.

Where, O where, were Buffalo's pretty girls? and echo answers, where!

The Springfield boys went to first mass very, very early Sunday morning.

Why is it some men will persist in carrying their keys in the wrong pocket?

Editors Aaron and Jenkins were on hand, and enjoyed the meetings immensely.

The advertisement of the Cleveland bicycle clubs, announcing their coming meeting, Aug. 17,

18, reads: "The finest two days of racing west of Springfield." Thanks, brother.

It was gratifying to see the number of wheelmen who brought their wives with them.

Hendee's mile at Buffalo in 2.44 was better time, all things considered, than 2.39 at Springfield.

The Big Four tour left Buffalo with 107 men, each happy in the possession of a new straw hat.

The Scranton Club was on hand with some neat paper napkins advertising its coming meeting.

The Trojan Wheelmen came on special cars, with flying streamers, and were a happy set of fellows.

The disposal of the League organ business by the officers was rather distasteful to the members at large.

What next? The Buffalo *Republic* announces President Henry E. Ducker as the "Barnum of bicycling."

Boys, look out for Webber and his little *Star* at Springfield. You cannot go to sleep, nor ride a waiting race.

That was a generous act of the Buffalo city government, in granting the freedom of the city to wheelmen.

Hendee's mile in 2.44 was wonderful, when the conditions of the track and wind were taken into consideration.

The *L. A. W. Bulletin* is a fine looking paper, and is a compliment to THE SPRINGFIELD WHEELMEN'S GAZETTE.

That dinner after the parade was too much for our gallant commander and referee, but then, the races were started.

Kaufman's riding the unicycle in the L. A. W. parade created considerable enthusiasm; the feat was well performed.

The Holman Opera troupe know what a bicycle *encore* is; and also know how to give the boys a lively entertainment.

The criticisms of the Buffalo *Sunday Morning News* on the local club's management was as uncalled for as it was unjust.

Mr. Kendall's fidelity to the L. A. W. is fully appreciated by the members at large, who rejoice in his election as treasurer.

President Beckwith was the prominent figure in the L. A. W. parade, mounted upon his 62-inch full nickled Expert Columbia.

The parties of wheelmen who went to ride under the guidance of George Dakin and J. A. Donelson, report them as excellent captains.

The special trip to the Falls was enjoyed by 160 wheelmen, who went down on a special train, under the guidance of Capt. Geo. Dakin.

With 1,000 wheelmen in Buffalo and on a national holiday it can be truly said that Buffalo was not painted the prevailing color, red.

Colonel Albert A. Pope's speech, at the recent L. A. W. banquet, was most enthusiastically received. It was worthy of the name of oration.

The next League meet should be a rouser, and it will; it must be held in Boston, under the auspices of the Massachusetts State Division L. A. W.

Where is the American who is to fill George M. Hendee's shoes? O, we forget; Springfield must trot him out. Yes, we will show him Sept. 8, 9, 10.

Charles E. Pratt presided at the L. A. W. banquet in his usual graceful style. The first president of the League has few equals on such an occasion.

The decorations were very pretty, and worthy of special mention. The bicycle and L. A. W. were served up in all styles, flowers being the principal decoration.

Wheelmen are not prepared to entertain the question of admitting professionals to the League. Never mind, Brother Bassett, we have got a year to educate them in.

League meetings are on the wane. New York had nearly 1,000 wheelmen in line, Washington only about 800, Buffalo 650. Well! we must have the next one in the old Bay State, and then we will show you 2,000 men in line.

Charles Potter, of Cleveland, was on hand, although a cripple. Our Charlie rode a sociable in the parade, with the aid of a strong, true, and trusty friend, who propelled the sociable over the entire distance traversed by the parade.

One of the main subjects for discussion was the securing of road rights to wheelmen in all States of the Union, and it was the unanimous opinion that the L. A. W. use every effort to secure the same, using, if necessary, every dollar in the treasury.

Are you a member of the L. A. W.? If not send \$1.50 to Eugene M. Aaron, box 916, Philadelphia, and then feel as if you were a wheelman, and help pay the debt you owe the L. A. W. for the freedom with which you can ride your wheel unmolested from Maine to California.

The election of Mr. F. P. Kendall, of Worcester, as treasurer of the League was wise and judicious on the part of the League, and Mr. Kendall is to be congratulated upon his election and the League upon securing one of the finest gentlemen among its members as its treasurer the coming year.

The order of League meets is as follows: Organized at Newport May 30, 1880; Boston 1881, Chicago 1882, New York 1883, Washington 1884, Buffalo 1885, Boston (to come) 1886. The Springfield Club extended to the officers a cordial invitation to hold their fall meeting at Springfield, Mass., on one of the days of the coming tournament, Sept. 8, 9, 10.

The Buffalo *Express* of July 5, contained a long editorial entitled "A Pretty Toy," in which the editor labors hard to convince its readers that because the bicycle cannot jump a gutter, or go over the garden wall, that the bicycle is a very pretty toy. The editor would have made out a very clear case only for one thing, i. e., "he never rode a wheel, so was unable to judge of its merits."

Correspondence.

OMAHA, May 29, 1885.

Editor Springfield Wheelmen's Gazette:—

The name of the city of Omaha so seldom appears in the columns of the GAZETTE, that I am led to think that many of its readers are not aware that there is such a place. To disabuse their minds on that point and to set forth a few facts concerning the said city, bicycircular and otherwise, I have penned the following:

Omaha is situated on the right bank of the Missouri river, in the State of Nebraska, and has a population of over 59,000. It is a great railway

center, being the terminus of the Union Pacific Railway and the outlet to all eastern roads, making it truly the "Gate City of the West."

It has electric lights, gas, water works, sewerage, some of the best hotels in the United States, beautiful public buildings and private residences, and last but not least its wide streets are paved with nearly fifteen miles of sheet asphaltum and several miles of granite pavements, and paving still going on.

The Omaha Wheel Club is composed of a dozen active members, who represent about a third of the wheelmen here, and are in possession of a fine quarter-mile cinder path, at which there is ample seating capacity for spectators and all accessories for racing men, and are soon to have a club-house to be situated on one of the principal paved streets of the city.

On the 11th of October last the club gave its first annual parade and races, which were quite liberally attended by neighboring wheelmen considering that it was our first attempt, and at which was offered over \$200 in prizes, which were awarded the winners on the day they were won.

There are several fast racing men in the club, but its captain, Mr. John G. Hitchcock, holds the medals for the state championship of Iowa and Nebraska and many others besides.

The roads for touring around Omaha are good, though somewhat hilly at the start; as they go farther west the rolling prairie makes them excellent. There are several good roads leading out of the city for short runs, which riders may take when tired of pavements, but the best and by far the most popular for driving and wheeling alike is Sherman avenue, extending several miles north of the city to Fort Omaha and the Fair Grounds, and is always kept in good condition during the riding season.

With the increasing number of paved streets and the rapid growth of the city, Omaha bids fair to be a great bicycling center in the near future, and the enterprising firm of Messrs. Collins, Gordon & Kay, who carry a stock of the best makes of wheels, are doing all they can to gain that end.

The club will give another tournament this year at which it hopes to offer prizes, which, with other attractions that the city offers, may induce some eastern men to come out and see us, and who will be right welcome and well treated while here.

"1150."

VINCENTOWN, N. J., June 16, 1885.

Editor Springfield Wheelmen's Gazette:—

Received the March, April, and May numbers of the GAZETTE. It is surely the "acme" of cycling journals. I was first to receive the March number, and our local wheelmen wanted to subscribe immediately, which I suppose they have done ere this. My experience has proven to me that it is undoubtedly the best cycling paper for advertising. I wanted to trade my machine for a larger size, and placed an advertisement in the GAZETTE and one in another prominent cycling paper. I received double the amount of communications from the GAZETTE publication than from the other paper. We have a young Star rider, J. C. Haines, whom we term at a par with Finley on that machine.

Have you heard from "Spalding" yet as to whether he would guarantee "all made to win" or not? If so, we may send a club order.

"MACK."

A GREAT BICYCLE RIDE.

Editor Springfield Wheelmen's Gazette:—

Mr. J. E. Harder, Consul L. A. W., Clearfield, Pa., left here at 4:05 A. M., Tuesday, June 16, 1885, on his American Rudge 54-inch bicycle for Lock Haven, a distance of 96 miles by rail, and 72 miles by the nearest route. He reached Lock Haven at 10 o'clock the same night, having been hindered by a heavy rain the latter part of the distance. This is a wonderful ride on a bicycle. There are few, if any, who can accomplish such a feat in a similar length of time. Mr. Harder is confident that he can do this distance in two hours less time if the weather favors him. Anybody in the United States wishing to try this, will find Mr. H. ready to pilot them over the route. The road is good one-third the distance; for one-third is sand and stone, and the other third is bad riding, worse than sand and stone. Try it, boys. On the road one man asked if "that thing was a lost-pede?" Another, "is that one of them icycles we hear about?" Mr. H. relates a good many funny things on this fast trip.

Respectfully, WALLACE HILTON,
Pres. Clearfield Bicycle Club.

CHATHAM, N. Y., June 8, 1885.

Editor Springfield Wheelmen's Gazette:—

A meeting of the wheelmen of this place, on May 13, resulted in the organization of a permanent club, and the election of the following officers: President and captain, George E. Patton; vice-president, E. A. Beckwith; secretary, W. C. Beebe; treasurer, C. E. Stewart; color-bearer, S. Williams; bugler, H. I. Fish. The club has adopted the name of "The Columbia County Wheelmen," and rented and furnished rooms fronting on Park Row. The present membership is twelve, with prospect of an increase during the season. The latch-string will always be out to visiting wheelmen.

The GAZETTE is a welcome visitor at the club room, as well as to individual members. W.

Items of Interest.

The Cyclist Touring Club has 17,700 members.

Several Columbia bicycles are in use in Mexico.

John Keen recently made 9½ miles, 170 yards on the road, in 30 minutes 57 seconds.

Howell says that he will stake from \$125 to \$250 that he can beat Robert James at Springfield in September.

The record from Land's End to John O'Groats on a tricycle is now 8 days 5 hours 20 minutes, and is held by Lawrence Fletcher, of Liverpool.

Mrs. Allen, the Birmingham, England, lady who holds the twenty-four hours' record, is contemplating another long journey this summer, when she expects to get near 200 miles in the day.

The bicycle is to be officially introduced into the Bavarian army. A number of soldiers of the garrison of Munich are at present doing orderly service for the purpose of trying the practicability of the wheel.

The Deutscher Radfahrer Bund (German Cyclists' Union) has 82 associations, with a membership of 3,099. The largest are in Magdeburg and Munich, the former with 426, and the latter with 424 members.

W. A. Illston, Birchfield Harriers, at scratch, won a mile handicap at Aston lower grounds, Bir-

mingham, May 16, by over 20 yards, in 2m. 51s. The winner is but 16 years old, and bestrode a 20½ pound North Mail racer.

F. J. Nichols, of the Beckenham Bicycle Club, established the following records at the Crystal Palace, London, May 28, in the attempt to break Falconer's 50-mile record: 26 miles 1h. 21m. 7s.; 27 miles, th. 24m. 25s.; 28 miles, th. 28m. 30s.

Mr. C. D. Kershaw, the adjuster of the White Sewing Company, at Cleveland, Ohio, probably holds the record of practical road riding. In the regular discharge of his duties, he has ridden upon his Expert over 11,000 miles in 14 months, over all kinds of roads, has not spent a cent for repairs, and his machine is in first-class condition.

A. Kennedy Childs, Ph. D., ex-Executive National Cyclist Union, London, England, writes:—"Well, I tested the wheel (Expert Columbia), and if I cannot smash a machine, I don't know who can. I found it to be what I believe it is claimed, in every respect a 'model road machine,' one upon which a rider can safely trust himself, fully assured that brains, enterprise, and money have combined to place the American wheelmen in possession of what I honestly consider, after a severe and prolonged test, to be equal if not superior to any wheel I ever possessed for road purposes."

Among the Clubs.

THE PEORIA BICYCLE CLUB'S NORTHERN TOUR.—It is proposed to arrive in Rock Island, Ill., so as to spend Sunday, August 16, in that city, Moline, and Davenport. The Government Island and Arsenal will be visited, and the wheelmen of the "three cities" may be depended upon to make it pleasant. Taking boat at Rock Island Monday, August 17, at noon, the party will proceed up the Mississippi to St. Paul. This will consume three days, landing us at 6 A. M. Thursday morning. The large Mississippi river boats are noted for their tables and magnificent appointments, and a trip on one is long to be remembered. These boats stop at all the principal points from one to four hours. This will give ample time to wheel through the different points, seeing all there is to see. This will be a most enjoyable feature. Arriving at St. Paul, one day will be spent in that city, leaving the next morning by wheel for Ft. Snelling, the Falls of Minnehaha, and the city of Minneapolis, 10 miles. Arriving there in the afternoon, we shall be received by the Minneapolis Club, the secretary of which has already extended a hearty invitation to visit them. After spending the time necessary to visit the many points of interest in Minneapolis, we shall proceed by wheel to Lake Minnetonka, the finest summer resort in the west, 18 miles. Here an unlimited time may be spent, and we shall leave only with regret. It is expected that five days more will be spent a-wheel among the lakes and summer resorts of Minnesota, bicycling over the fine roads of that section, covering from 150 to 200 miles. This part of the trip is now being arranged, and full particulars will be announced later. Special rates are being arranged for everywhere. Returning, we shall take train at Minneapolis, arriving the next morning at Kilbourn City, Wis., where a day will be most enjoyably spent visiting the famous dells of the Wisconsin. The next morning will find us in Milwaukee, where a day will be spent trying the fine surfaces of her streets, and in visiting the Soldiers'

Home and other points of interest. Taking a lake boat the next morning the day will be spent upon Lake Michigan, arriving at Chicago at 2 P. M. If any desire for bicycle riding still exists, it can be gratified on the fine surfaces of the parks and boulevards. The party will here separate, taking the night trains for home. The time required will be fifteen days, including three Sundays, and the expense, including hotel bills, etc., will not exceed \$50, and will probably be considerably less. The exact expense will be announced later. All wheelmen interested in this tour and desirous of participating are invited to join, and to correspond with Charles W. Freeman, captain Peoria Bicycle Club, Peoria, Ill., in regard to the matter. If sufficient encouragement is received, arrangements will be completed at once. A number almost sufficient to warrant the tour have already signified their intention of going, and as the number will be limited and the time is short, immediate responses are requested. H. G. Rouse, C. F. Vail, C. W. Freeman, managing committee.

FIFTH ANNIVERSARY WILKESBARRE BICYCLE CLUB.—Saturday, May 30, being the fifth anniversary of the organization of the Wilkesbarre Bicycle Club, the following programme was adopted for its celebration: 1, Club photograph by the club artist, Mr. A. E. Collamer, on the River common at 9:30 A. M.; 2, club road race of 19 miles to Pittston and return, for gold medal and championship for 1885, at 10 A. M.; 3, club run to Lee Park at 2:30 P. M.; 4, banquet at the Wyoming Valley Hotel, 7 P. M. The above programme was all carried into effect except the club road race, which was postponed until Thursday of the following week on account of rain. Notwithstanding the continuous rain of the fore part of the day, the pleasures of the latter part were thoroughly enjoyed.

About twenty wheelmen of the Scranton Bicycle Club rolled down the valley a distance of about twenty miles, reaching here about noon and dining at the Wyoming Valley Hotel.

Thursday, June 4, the only entries for the club road race were B. H. Carpenter, the champion short distance rider of the Club, and Shepherd Ayars, three other names having been withdrawn since May 30.

Ayars started first, and after an interval of five minutes Carpenter started. After hard work by each man, Ayars won in 1h. 31m. 28s., Carpenter's time being 1h. 32m. 38s.; difference 1m. 10s. This is indeed remarkable time considering the route and condition of the roads. On the east side of the river it was necessary to go over a column bank, through a field, and over a creek without a bridge. Ayars would undoubtedly have made better time had it not been for an accident.

THE COLDWATER BICYCLE CLUB desires to call the attention of Michigan wheelmen and their neighbors to the 3d annual meet of the Mich. Div. L. A. W. to be held at Coldwater, Mich., July 16, 1885, with the following programme: 10 A. M., annual meeting and election of officers Mich. Division L. A. W.; 1:30 P. M., grand parade; 2:30 P. M., races at driving park, including the following events: 1 and 5 mile championships of Michigan for 1885; ½ mile, 1 mile, 2 mile open to all amateurs; ½ mile novice race; ½ mile consolation, club race, single and double fancy riding, etc. Elegant gold and silver medals and other suitable prizes will be given, also a handsome silver water service to the largest club in uniform; 8 P. M., grand banquet to visiting

SINGER'S CYCLES.

18 Patterns
SPECIALY ADAPTED FOR
AMERICAN RIDERS.

SINGER'S
"Apollo" Bicycle.
STRONG, LIGHT
ROADSTER, ENTIRELY NEW.

SINGER'S
"British Challenge."
THE FINEST ROADSTER KNOWN.

IMPORTANT
IMPROVEMENTS FOR 1885.

SINGER'S
"Challenge" Racer.
THE MOST SPLENDID RACER
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56-INCH COMPLETE, 22 LBS.

Singer's "Challenge."
A FIRST CLASS ROADSTER
AT A VERY LOW PRICE.
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CENTRAL GEARED & CONVERTIBLE.
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SINGER'S
"Sociable" Tricycles.

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"THE KING OF SAFETIES."

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A REALLY SAFE GEARED-UP
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READ OPINIONS OF THE ENGLISH
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SINGER'S
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A STRONG GEARED-UP BICYCLE
OF VERY BEST QUALITY
AND STYLE.

SINGER'S
"Apollo" Tricycles.
SIDE GEARED.

CENTRAL GEARED.
TWO-TRACK.
TELESCOPIC

SINGER'S
"Traveller" Tricycle.
A VERY FAST MACHINE.

Coventry, Eng.,
March, 1885.

SINGER & Co. have found it necessary to entirely withdraw their Agency from Messrs. Stoddard, Loveling & Co., and have pleasure in announcing that they have appointed

Messrs. W. B. EVERETT & CO.

6 & 8 BERKELEY STREET,

BOSTON, MASS.

Sole Agents for the United States, from whom full particulars of all their latest patterns may be obtained.

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INSPECT OUR THIS YEAR'S PATTERNS.

AMERICAN RUDGE !

MANUFACTURED BY

D. RUDGE & CO., COVENTRY, ENG.

The Only First Quality Bicycle Listed at a Low Price !

The great popularity attained by this machine during the last two years, together with the large number we have sold, convinces us that the AMERICAN RUDGE has filled a want long felt by a large class of American riders; namely, a first-class, thoroughly reliable, easy running, and carefully built all-round roadster at a low price, and we can unhesitatingly say that there is no other low-priced Machine on either the English or American market that will compare with it in either quality, workmanship, or finish. Purchasers will please bear in mind that this wheel is built from the very best stock to be obtained, and that it is not a second-grade machine in any sense of the word.

SEND FOR
CATALOGUE
1885

SEND FOR
CATALOGUE
1885



PRICE: 50-INCH, ENAMELED AND NICKELED, \$107.50; NICKELED EXCEPT WHEELS, \$120.00.

BEARINGS.—Rudge Unequaled Ball to BOTH wheels, exactly like the Rudge Light Roadster.

FORKS.—Elliptical; hollow to front wheel; solid to back; very rigid.

HANDLE-BAR.—Curved, solid; same shape as fitted to Rudge Light Roadster.

HEAD.—Long-center Humber; similar to the Andrews patent.

HUBS.—Gun-metal, nickeled; well recessed to admit narrow tread.

TIRES.—Seven-eighths inch full to front wheel, three-fourths inch to back, of first quality rubber.

SADDLE.—Lamplugh & Brown's, or Brooks's, long-distance tension.

PEDALS.—Heavily nickeled parallel, fitted with extra strong pins.

SPOKES.—Direct; 80 to front wheel, 20 to rear, giving the wheels immense strength.

CRANKS.—Detachable.

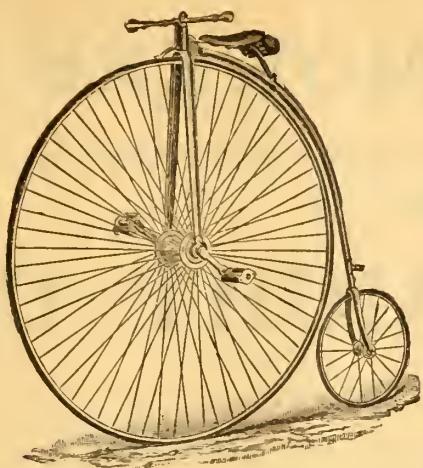
A few Shop-worn and Second-hand Machines in stock at low prices. Send for List.

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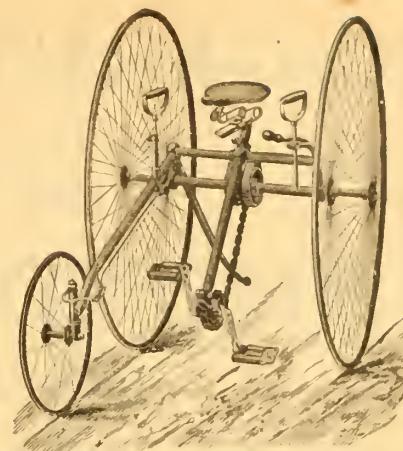
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EXPERT COLUMBIA BICYCLE.

This machine has had the practical test of three seasons; it has been ridden by every size and weight of rider, on all kinds of roads, in every State in the Union, under all supposable conditions. It is presented for the fourth season.



COLUMBIA TWO-TRACK TRICYCLE. FIRST SEASON.

Needs no mud-guard; can be passed through an ordinary door-way; adjustable crank-throw; gear-wheels can be changed without machine work.

Only 1% OF WHEELMEN ARE RACING MEN. 99% RIDE ON THE ROADS.

WHEN ABOUT TO PURCHASE A MACHINE,

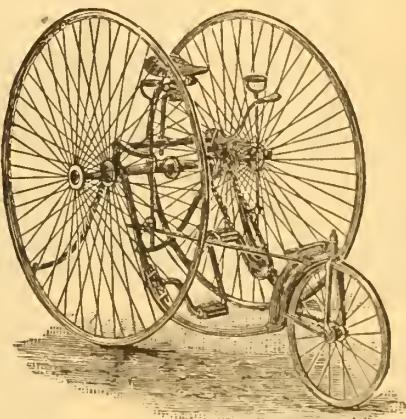
Choose That Which has the Best Reputation for All-Around Use; Which Seldom Needs Repairing; Which is Thoroughly Staunch and Reliable for Long-Distance Tours; Which is in More General Use in the United States than All Other Makes of High-Grade Bicycles Combined; Which has Never Worn Out, although Scores are To-Day in Use which were Made Seven Years Ago.



COLUMBIA LIGHT ROADSTER.

FIRST SEASON.

A Genuine Light-Weight Bicycle. Resultant Spokes. Weight of 51-inch, ready to ride, 36 pounds.



COLUMBIA THREE-TRACK TRICYCLE.

This machine is offered for the third season, as a thoroughly reliable and practical roadster.

"I have ridden it in all kinds of weather, on every conceivable kind of road, over gutters, cobble-stones, in slush three inches deep, on the ice, and now I have at last ridden on the top of a gas-holder. I ride up over curb-stones six inches high with ease, by lifting the steering-wheel high enough to clear; in fact, I begin to think that I can ride it over anything. I have never had occasion to tighten the adjustment of the bearings but twice, and there is not a loose spoke in the whole machine; and to-day, after riding 2,000 miles, I consider the machine to be practically as good as ever."

W. H. MILLER, President Buckeye Bicycle Club.
COLUMBUS, OHIO, January 7, 1885.

STANDARD COLUMBIA BICYCLE.

The "old reliable" steed has entered upon the eighth season. It is presented upon its merits and popularity already acquired. It is too well known to need illustration or description.

Illustrated Catalogue Sent Free.

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THE SPRINGFIELD WHEELMAN'S GAZETTE.

— CIGARETTE * SMOKERS —

WHO ARE WILLING TO PAY A LITTLE MORE THAN THE PRICE CHARGED FOR THE ORDINARY TRADE CIGARETTE WILL FIND THE

RICHMOND * STRAIGHT * CUT

BRAND FAR SUPERIOR TO ALL OTHERS.

THE WESTERN TOY COMPANY,

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Eastern Branch, 47 Murray St., New York; R. L. Coleman, Manager.

THE OTTO TRICYCLE.

The cut represents a large Tricycle suitable for ladies and gentlemen. It is one of the strongest machines made, being reliable, safe, and easy running; comparing favorably with the higher-priced machines in the market, especially in the matter of durability, workmanship, and finish.

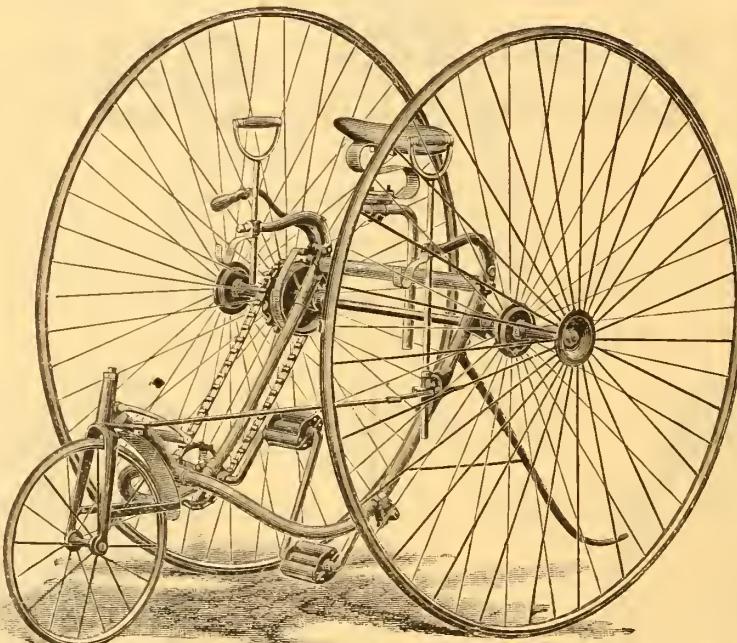
No. 10 has steel wire wheels, with rubber tires, 42-inch hind and 16-inch front.

Price, \$65.00

No. 11 has steel wire wheels, with rubber tires, 48-inch hind and 16-inch front.

Price, \$85.00

BRIEF.—Two 48-inch driving and one 16-inch front steering wheel, $\frac{7}{8} \times \frac{3}{4}$ inch moulded red rubber tire, $4\frac{1}{2} \times 6\frac{1}{2}$ inch driving hubs, cylindrical cone steering head, rack and pinion steering rod, adjustable spade handles, adjustable 1 seat rod, double-cranked pedal shaft, $5\frac{1}{2}$ -inch throw, chain driving, balance gear, tubular frame, and safety stays; plain universal bearings to main and pedal shaft, adjustable cones to front wheel, and band brake; S spring, suspension saddle; tool bag, wrench, and oil-can. Total width, 40 inches; weight, 96 pounds; finish, enameled, with nickelized trimmings.

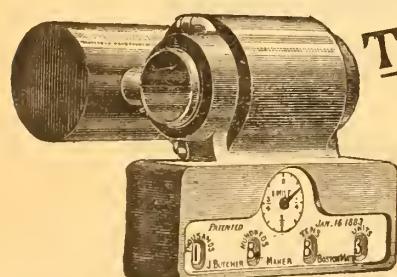


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Can be read from the Saddle and used with a Hub Lamp.

PRICE, \$10.00.

This Cycloometer has been greatly improved since last season by the use of a new style of movement which is much superior to the old, both in pattern and workmanship.

THE BUTCHER AUTOMATIC BICYCLE ALARM

Is the Cheapest and Best Automatic Alarm in the Market.

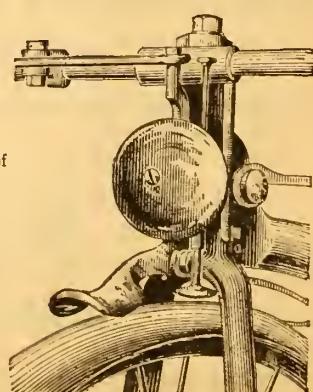
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APOLLO:

A Light Roadster of the Highest Type.
Weight of 52-inch, 37 pounds.

BRITISH CHALLENGE:

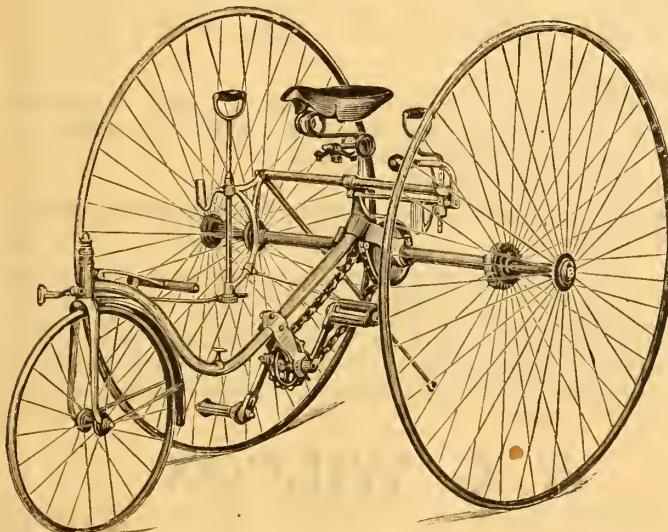
1885 Pattern has Cow-Horn Handle-Bar, Reduced Tread, Ball Pedals, and other improvements.

SINGER'S CHALLENGE:

60-inch, \$105.00. A Model Machine for the Price. Balls to Both Wheels, Hollow Steel Forks, Dropped Handle-Bar, Long-Distance Saddle, and Tool Bag.

CHALLENGE SAFETY:

40-inch Wheel. A Real Safety, and Free from Vibration.



APOLLO CENTRAL-GEARED TRICYCLE.

SINGER'S CYCLES

18 PATTERNS IN STOCK

* TRICYCLES *

APOLLO TWO-TRACK:

Light, Staunch, and Durable.

APOLLO CENTRAL-GEARED:

Graceful in Lines, and Easy Running.

APOLLO LOOP-FRAME:

A Rigid Roadster, Free from Rattle.

APOLLO SOCIABLE:

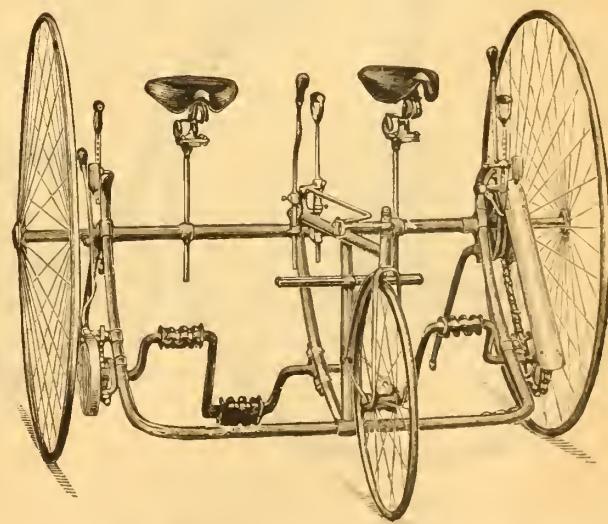
Well-Built and Strong, with 22-inch Steerer.

SINGER'S TANDEM:

Central-Geared, Convertible, Steering for Both Riders.

TRICYCLE ADJUNCT:

Makes a Tandem of an ordinary Tricycle.



APOLLO SOCIABLE.

Illustrated Catalogue Free.

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ISSUES

ACCIDENT POLICIES

Indemnifying the Business or Professional Man or Farmer for his Profits, the Wage-Worker for his Wages lost from Accidental Injury, with Principal Sum in case of Death.

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PAYS FOR LOSSES BY DEATH AND DISABLING INJURY, \$4,000 A DAY. HAS PAID TO POLICY-HOLDERS SINCE 1864, \$10,500,000.

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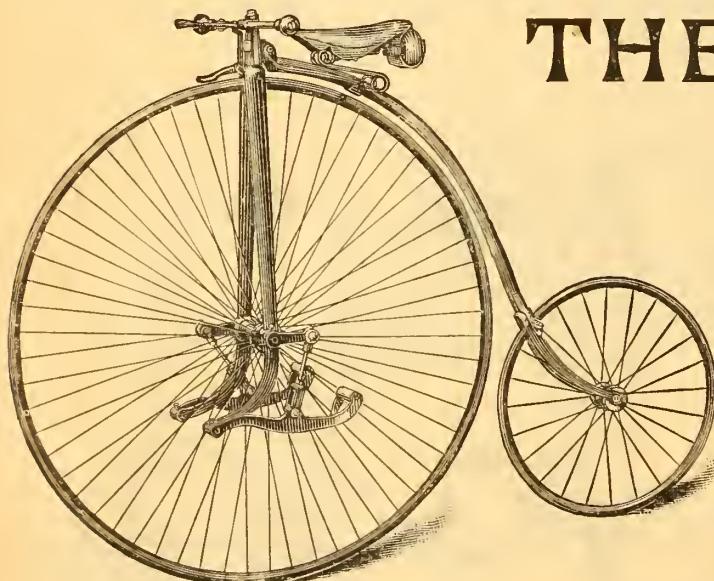
Its Rates are as Low as will PERMANENTLY Secure FULL PAYMENT of FACE VALUE of Policies.

Payment is Secured by \$8,000,000 of CAPITAL AND ASSETS, not Chanced on an Empty Treasury and Assessments on the Survivors.

TRAVEL and RESIDENCE Permitted Without Extra Charge in All Civilized Parts of United States, Canada, and Mexico; Europe, Asia Minor, and Palestine; Africa, north of Tropic of Cancer; Sandwich Islands, Australia, Tasmania, and New Zealand.

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*Can be Learned in an Hour.
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HOLDS THE FOLLOWING
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Ten Miles, in 33½ minutes.

Twenty Miles (actually Twenty-one Miles), in 1 hour 15 minutes.

Fifty Miles (actually Fifty-one Miles), in 3 hours 15 minutes.

Twenty-four Hours, covering 266½ miles.

Seven Days, covering 924 miles.

The Longest Continuous Ride, covering 1,332 miles in 12 days and 20 hours.

The above is the THIRD TIME it has broken the 24-hours record. It has done 100 miles in 7½ hours, and holds every road record but one. It has made more records of 200 miles and over in one day than any other machine whatever, and for universal availability for all roads, weather, and purposes, and ALL-THE-YEAR-ROUND, is simply unapproachable. Get 1885 Price-List and read about it.

Thoroughly efficient Local Agents wanted in all places where not now represented. Mention this paper.

W. G. WILCOX,

15 PARK PLACE, - NEW YORK.

FACILE ✧ LUBRICATING * OIL ✧

Will never gum, thicken, dry up, clog, or change, in or out of use. The cleanest, clearest, finest, and most perfect lubricator for wheels. Ball bearings oiled only with it will never get sticky. Use it, if you want to beat records, or to save trouble, or to have the best. Is not sperm, and is sold at about the price of the poorest stuff in market. Absolutely warranted. Price, 25 cents a bottle. Cannot be mailed. Ask your dealer for it, and if he does not keep it I will send six or more bottles, expressage paid, to any point east of the Rockies, on receipt of price.

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FACILE ✧ LIQUID * ENAMEL ✧

For general use on bicycles, tricycles, and other articles. Smooth, jet black, fine, very lustrous; dries very quickly; wears well; one coat suffices; anybody can apply it. The best substitute in the market for baked enamel, and much the cheapest. Price, 50 cents a bottle, with camel-hair brush. Cannot be mailed. Warranted as represented. Ask your dealer for it, and insist on having it. If he does not keep it and will not get it, I will send four or more bottles, expressage paid, to any point east of the Rockies, on receipt of price.

W. G. WILCOX, 15 Park Place, New York.

THE SPRINGFIELD WHEELMAN'S GAZETTE.

THE

RUDGE

AT

SPRINGFIELD, MASS., MAY 30, 1885.

RECORD FOR THE RUDGE SAFETY

ONE MILE

IN

$3.06\frac{2}{5}$!

ONE MILE

IN

$3.06\frac{2}{5}$!



THE RUDGE SAFETY.
Stoddard, Lovering & Co.
Boston, Mass.

PRICE (ALL SIZES), \$140.00.

REMEMBER that, although the price of the RUDGE SAFETY is a trifle higher than some other Safety Machines, it has the decided advantage of being TEN POUNDS LIGHTER, with no loss of safety, and having HOLLOW RIMS and BALL PEDALS, together with MUD GUARD, CRADLE SPRING, and FOOT RESTS. It is not only immensely strong and remarkably easy-running, but has unquestionably the most graceful appearance of any Machine of its kind; and if the riders will compare the price of this Machine WITH ALL THE ABOVE IMPROVEMENTS with the price of other similar Machines, they will see that the RUDGE SAFETY is considerably CHEAPER in the end.

SEND FOR CATALOGUE. RELIABLE AGENTS WANTED.

Sole United States Agents,

STODDARD, LOVERING & CO.

Nos. 152 to 158 Congress Street, Boston, Mass.

THE VERDICT:

SO SAY THE PRESS! SO SAY ALL OF US!

THE SPRINGFIELD WHEELMEN'S GAZETTE is conducted by an "inexperienced editor."—*Wheel.*

THE SPRINGFIELD WHEELMEN'S GAZETTE is what you might call a "bright, sparkling gem" in the circle of cycling literature.—*Southern Cyclist.*

THE SPRINGFIELD WHEELMEN'S GAZETTE is certainly a beautiful and valuable journal, and we do not blame bicyclists for being proud of it.—*Pittsburgh Sportsman.*

We have received an advance copy of THE SPRINGFIELD WHEELMEN'S GAZETTE, which contains twenty-eight pages. Mr. Henry E. Ducker is editor and manager, and Chas. A. Fisk, the treasurer. The initial number contains a variety of well-written and selected articles on wheel matters, healthy in tone, and loyal in their allegiance to the L. A. W. We extend the right hand of fellowship to the new comer and hope for its success. Our brief acquaintance of last summer convinced us that the GAZETTE was a great aid to cycling interests, and knowing, as we do, that the editor and manager never does anything by halves, we can believe that the new journal will find a place in the hearts of all wheelmen.—*Bicycling World.*

THE SPRINGFIELD WHEELMEN'S GAZETTE, a monthly journal devoted to cycling, has been received. It is one of the finest specimens of the printer's art that comes to hand. Full as it is of interesting items for wheelmen, it cannot but find favor.—*Guelph (Canada) Herald.*

THE SPRINGFIELD WHEELMEN'S GAZETTE is a publication of great influence among bicycle riders.—*Mirror of American Sports.*

THE SPRINGFIELD WHEELMEN'S GAZETTE bids fair to occupy in the field of journalism the position the club occupies on the track.—*Boston Globe.*

THE SPRINGFIELD WHEELMEN'S GAZETTE, published monthly at Springfield, Mass., occupies a prominent place in the front rank of cycling journals in this or any other country.—*Lynn Reporter.*

The paper of our choice, THE SPRINGFIELD WHEELMEN'S GAZETTE to wit, comes to hand for March a veritable half-pounder, consisting of no less than 64 pages, and selling at but five cents. It reflects the greatest credit upon Ducker, the editor; 'tis full of the most entertaining reading, has the best news, and gives in its single issue more than all the others put together. Thank goodness, we have not got Ducker to compete against over here; times would be à la a perpetual last lap. Any reader passing by our offices should look up and risk one eye at the current issue. We think they would endorse our opinion of the work and forthwith subscribe. The S. W. G. is the best of our exchanges either at home or abroad, and, in point of fact, it gives *Wheeling* a long start and a beating. We know a good thing when we see it, and own up honest on the point.—*Wheeling (London).*

THE SPRINGFIELD WHEELMEN'S GAZETTE for January is at hand, and an excellent GAZETTE it is. There is a crisp freshness in the style of the criticism which almost brings before one's eye the down-drawn satiric mouth, or rings in upon one's tympanum the twang of the Yankee tongue. It also casts into awful shadow those strainings after Americanisms which render one of our papers so blood-curdling.—*Wheel Life (London).*

It is almost superfluous to praise the appearance of the SPRINGFIELD WHEELMEN'S GAZETTE, but the January number is surprisingly elegant. The contents also are unusually interesting.—*Cyclist and Athlete.*

The March issue of THE SPRINGFIELD WHEELMEN'S GAZETTE is out, and in typographical appearance and interesting reading matter far excels any cycling paper now before the public.—*Boston Globe.*

THE SPRINGFIELD WHEELMEN'S GAZETTE is the finest cycling paper in every particular ever issued in America.—*Chicago Sporting and Theatrical Journal.*

The December number of THE SPRINGFIELD WHEELMEN'S GAZETTE is one of the best yet issued.—*Boston Herald.*

THE SPRINGFIELD WHEELMEN'S GAZETTE is one of the most reliable wheel papers of the day.—*Fort Wayne World.*

The March number of THE SPRINGFIELD WHEELMEN'S GAZETTE is the largest issue on record of any cycling paper.—*Wheel Life (London).*

THE SPRINGFIELD WHEELMEN'S GAZETTE for April is bright as any preceding number.—*Springfield Republican.*

THE SPRINGFIELD WHEELMEN'S GAZETTE leads the way.—*Wheeling (London).*

The October number of THE SPRINGFIELD WHEELMEN'S GAZETTE contains the finest account of a race meeting ever given in any cycling paper.—*Canadian Whigian.*

Again that interesting paper, THE SPRINGFIELD WHEELMEN'S GAZETTE, is on our table, and we are glad to see the carefully-selected matter that is enclosed between the first and last pages. Absolutely, there is not a dry line in the whole paper, and we even go so far as to read the advertisements. "And more and more the wonder grew" how so much interesting wheeling matter can be furnished for fifty cents a year.—*Lynn Union.*

THE SPRINGFIELD WHEELMEN'S GAZETTE comes to hand this month as fresh and even brighter than ever.—*Boston Globe.*

THE SPRINGFIELD WHEELMEN'S GAZETTE is one of the spiciest and best of our bicycling exchanges. We know a good thing when we see it.—*Turf, Field and Farm.*

It would be drawing it mild to say that we are pleased with THE SPRINGFIELD WHEELMEN'S GAZETTE.—*Stamson.*

THE SPRINGFIELD WHEELMEN'S GAZETTE for March is out. It is a beautiful number, especially in the matter of advertisements, for Stoddard, Lovering & Co. take seventeen pages, and the Overman Wheel Company have four pages in color. An ideal League gazette is furnished, which has many fine points to commend it.—*Bicycling World.*

The one publication which wheel riders cannot afford to be without, all things considered, is THE SPRINGFIELD (MASS.) WHEELMEN'S GAZETTE.—*Elmira Advertiser.*

THE SPRINGFIELD WHEELMEN'S GAZETTE, published at Springfield, Mass., has become a necessity to all devotees of the cycle.—*Woonsocket Patriot.*

THE WHEELMEN'S GAZETTE for February is out, and a lively number it is. It contains a good likeness of Asa Dolph, with a sketch of his life, and a number of other interesting articles.—*Springfield Union.*

The March number of THE SPRINGFIELD WHEELMEN'S GAZETTE is decidedly the most beautiful wheel publication ever issued here or abroad.—*Philadelphia Sporting Life.*

THE SPRINGFIELD WHEELMEN'S GAZETTE, for March, is one of the most valuable numbers yet published. It contains the cycling records, a bicycle club directory, and an interesting sketch of Prince, the champion.—*Pittsburgh Sportsman.*

The editor of THE SPRINGFIELD WHEELMEN'S GAZETTE, who is president of the Springfield Bicycle Club, as a matter of pleasure, and superintendent of the Springfield Printing Company, as a matter of business, announces in the current issue that his establishment has been awarded the contract for printing "Ten Thousand Miles on a Bicycle," and that he shall take personal pride in insuring to Karl Kron an accurate and handsome typography,—if only for the sake of advertising the mechanical excellence of the GAZETTE, whose plates are cast from the same type.—*Wheeling.*

THE SPRINGFIELD WHEELMEN'S GAZETTE comes out in the March number double in size and full of good reading. This number contains interesting comparative cycling records both amateur and professional in bicycle and tricycle, in this country and in England.—*Rink and Sporting News.*

THE SPRINGFIELD WHEELMEN'S GAZETTE for March is unusually valuable for the compilation of records it presents, list of bicycle clubs in the country, L. A. W. department, and the bright and well-edited miscellany, and news bits.—*Lowell Morning Times.*

THE SPRINGFIELD WHEELMEN'S GAZETTE is having remarkable success in point of circulation, reaching even "the isles of the sea." A club of twelve subscriptions was received from Bermuda last night.—*Springfield Republican.*

THE SPRINGFIELD WHEELMEN'S GAZETTE for March is one of the most valuable numbers yet published.—*Boston Herald.*

ONLY 50 CENTS PER YEAR.

THE SPRINGFIELD WHEELMEN'S GAZETTE, SPRINGFIELD, MASS., U. S. A.

wheelmen. Entries for races close at 12 M., July 16, 1885, with R. J. Cudner, secretary Coldwater Bicycle Club, Coldwater, Mich. We have every inducement to offer to wheelmen—a beautiful city, hospitable citizens, smooth and shaded streets, a fine track, the famous Lewis Art Collection, and young ladies no less beautiful than the pictures hanging therein. We wish to make Coldwater the "Springfield" of Michigan, Thursday, July 16, 1885.

THE CAPITAL BICYCLE CLUB, of Washington, D. C., is planning for a tour East. About thirty members of the club will leave Baltimore by steamer for Boston, August 13. From Boston they will ride to New Bedford and take the steamer for Cottage City, where they will remain until September 5 as guests of Mr. Owen. Early in September the party will go by steamer to Portland, and wheel from there to Boston, thence via Worcester to Springfield for the meet; then to New Haven, and by boat to New York, where, after a trip to Coney Island, with other runs and excursions, they will take the train home.

THE BOSTON BICYCLE CLUB will hold its third annual tricycle road race Monday, Aug. 3d, starting from Bailey's hotel, South Natick, at 6 A. M. and finishing at club-house, 87 Boylston street. Exact route will be given hereafter. Suitable gold and silver medals will be awarded. Entrance fee \$1.00. Entries to close Saturday, Aug. 1st, at noon. Letters and entries must be addressed to W. B. Edmunds, chairman, care of Boston Bicycle Club, 87 Boylston street, Boston, Mass., and same will receive prompt attention.

CLUB ELECTIONS.

BEAVER VALLEY WHEELMEN (Beaver Falls, Pa.)—President, W. H. Leigh; captain, Thomas Midgley; secretary and treasurer, S. H. Dawson; club committee, W. H. Leigh, A. Eutenreith, and W. H. Hubbard.

CAPITAL BICYCLE CLUB (Washington, D. C.)—President, John Rillils; vice-president, Clarence G. Allen; recording secretary, Thomas A. Benghill; corresponding secretary, Chas F. Bacon; treasurer, Joseph E. Learning; captain, L. W. Seeley; sub-captain, James Q. Rice; junior sub-captain, Fred F. Church.

DAYTON (O.) BICYCLE CLUB—President, Wm. Callender; secretary and treasurer, Chas. Moore.

DEARBORN CYCLING CLUB (Chicago, Ill.)—President, B. B. Ayers; vice-president, Mrs. L. K. Waldron; secretary and treasurer, H. F. Fuller; captain, Dr. J. W. Wassall; first lieutenant, R. H. Kimball; second lieutenant, E. B. Weston.

EAST SAGINAW (Mich.) BICYCLE CLUB—President, Theo. Huss; vice-president, Wm. Seyffards; secretary, Fred Richardson; treasurer, Peter Traynor; captain, A. L. Button; first lieutenant, H. A. McCausland; second lieutenant, N. W. Ely.

MADISON COUNTY WHEELMEN (Fredericktown, Mo.)—President, M. Deguire; secretary and treasurer, Julien L. Frolock; captain, Charles Deguire; lieutenant, Jas. W. Neill; bugler, M. H. Cahoon.

MARBLEHEAD (Mass.) BICYCLE CLUB—President, Geo. Chinn; secretary, P. H. Sherley; treasurer, Geo. I. Glover; captain, George P. Graves; lieutenant, J. W. Richardson.

MERIDEN (Ct.) WHEEL CLUB—President, T. S. Rust; secretary, J. E. Brainard; captain, William Collins; first lieutenant, J. F. Ives; sec-

ond lieutenant, L. A. Miller; color bearer, F. F. Ives.

MILL RIVER WHEEL CLUB (Florence, Mass.)—President, A. G. Hill; vice-president, O. M. Smith; secretary and treasurer, W. H. Wyman; directors, W. Twigg and A. E. Fredrichs; captain, W. Haven.

PENTUCKET WHEEL CLUB (Haverhill, Mass.)—President, Rev. C. A. Hilton; vice-president, Wm. E. Bixby; secretary and treasurer, A. E. Leach; captain, George H. Philbrick; first lieutenant Hervey E. Guptil; second lieutenant, F. H. Fernald.

TOLEDO (O.) BICYCLE CLUB—President, H. W. Compton; vice-president, A. H. Brown; secretary and treasurer, J. M. Tryon; captain, E. E. Richards.

UNION COUNTY WHEELMEN—President, G. J. Ames; vice-president, W. Leary; secretary and treasurer, W. Hildebrand; captain, W. Storer; lieutenant, N. Star.

WHEELING (W. Va.) WHEELMEN—President, Dr. Chas. E. Mason; secretary and treasurer, Wilbur L. Wright; captain, David C. Singer; lieutenant, W. H. Laughlin; bugler Harry Sturm; color bearer, O. H. Dorsey.

RACE MEETINGS.

COMING EVENTS.

July 1—Canadian W. A. races, Woodstock.

July 2 and 3—Annual meet of the L. A. W. at Buffalo, N. Y.

July 3 and 4—Annual race meeting of the Bartholomew County Wheelmen at Columbus, Ind.

July 4—Bicycle races on Boston Common.

July 4—Bicycle races on Boston Union Athletic grounds.

July 6—Big Four tour starts from Buffalo, N. Y.

July 10—Big Four road race, one hundred miles, Cobourg to Kingston.

July 16—Third annual meeting Michigan division L. A. W. at Coldwater.

July 17—Down East tour starts from Boston.

July 18—Annual meet of the New Jersey division L. A. W. at Orange.

July 20 and 21—Ohio State division L. A. W. meet and tournament at Springfield.

July 23—Second annual meeting of the Pine Tree Wheel Club at Bangor, Maine.

July 23—Third annual meet of the Pennsylvania division L. A. W. at Scranton.

July 23—Second annual race meeting of the Scranton Bicycle Club.

July 25—Race meeting, Chicago Bicycle track association.

July 27—Moosehead lake tourists start from Boston.

August 1—Tricycle road race of the Boston Bicycle Club.

August 6—Peoria Bicycle Club tour starts from Rock Island.

August 13—Annual race meeting Berkshire Co. Wheelmen at Pittsfield, Mass.

August 27 and 28—Annual races Cleveland Bicycle Club.

September 2 and 3—Tournament of the Connecticut Bicycle Club at Hartford.

September 5—Tally-ho coach run of the Boston Bicycle Club along the north shore.

September 8—Ten-mile amateur championship race at Springfield, Mass.

September 9—One-mile professional championship of the world at Springfield, Mass.

September 8, 9 and 10—Grand international tournament Springfield Bicycle Club at Springfield, Mass.

September 19—Tally-ho coach run to Lake Massapoag, by the Boston Bicycle Club.

October 3—Annual 100-mile cycle road race of the Boston Bicycle Club.

BARTHOLOMEW COUNTY WHEELMEN, COLUMBUS, INDIANA.

Date of Meeting, July 3, and 4; Track, clay, 2 laps to the mile. Weather, very warm, fair, and clear. Wind, on north curve strong.

OFFICERS.—Judges, Beddo, Schimpler, of Louisville, Ky., Winterroad, of St. Louis Crossing, Ind.; Timers, Harden,

Irvin and Jones, of Columbus and Rushville, Ind.; Starter, Dr. Rice, of Columbus, Ind.; Clerk of Course, Henry Sanders, of Columbus, Ind.; Secretary, John W. Clarke, of Columbus, Ind.; Attendance, 3,000.

Better time would have been made but for the fact that none wanted to be pace makers.

SATURDAY, JULY 4.

Five-Mile Handicap.

J. D. Macauley (60 sec.), Louisville, Ky., Time, 19.06
Phil Hammel (scratch), Chicago, " 18.12 1-2

Charles Jenkins (scratch), Louisville, Ky., " 18.12 1-2

One-Half Mile Heat Race.

W. G. Irwin, Columbus, Ind., Time, 1.29 3-4
L. M. Wainwright, Noblesville, Ind.,
C. F. Johnston, Louisville, Ky.

One-Mile 3.29 Time Race.

Phil Hammel, Chicago, Ill., Time, 3.23
C. Van Oberbeke, Louisville, Ky., " 3.36
F. B. Bradley, Chicago, Ill., " 3.20 1-4

Two-Mile State Championship.

S. P. Hollingsworth, Russiaville, Ind., Time, 6.45 1-2
L. M. Wainwright, Noblesville, Ind.
W. G. Irwin, Columbus, Ind.

One-Mile Heat Race.

Phil. Hammel, Chicago, Ill., Time, 3.42 3-4
J. D. Macauley, Louisville, Ky.

One-Half Mile Novice.

F. B. Bradley, Chicago, Ill., Time, 1.29
C. F. Johnston, Louisville, Ky.
John Verhoeff, Louisville, Ky.

100 Yards Slow.

Will Donner, Columbus, Ind., Time, 4.52

One-Half Mile Tricycle Race.

C. F. Smith, Indianapolis, Ind., Time, 2.21
M. T. Robinson, Indianapolis, Ind.

One-Quarter Mile Heats.

Charles Jenkins, Louisville Ky., Time, 0.43 3-4
F. B. Bradley, Chicago, Ill.
Phil Hammel, Chicago, Ill.

One-Mile Consolation.

Chas. Monsch, Louisville, Ky.

The Trade.

List of patents granted for devices of interest to wheelmen for the month ending Tuesday, June 16, 1885, compiled from the Official Records of the United States Patent Office, expressly for THE SPRINGFIELD WHEELER'S GAZETTE by Shipley Brashears, patent attorney, solicitor and expert, No. 637 F Street, N. W., Washington, D. C., of whom copies and information may be had.

No. 318,500, May 26, 1885, C. E. Pratt, Boston, Mass., assignor to the Pope Manufacturing Company, Hartford, Ct., velocipede.

No. 318,532, May 26, A. J. and F. S. Beavis, Peoria, Ill., velocipede.

No. 318,568, May 26, J. Knous, Hartford, Ct., assignor to the Pope Manufacturing Company, same place, velocipede saddle.

No. 318,725, May 26, L. Hall, Boston, Mass., assignor of one-half to H. C. Willis same place, tricycle.

No. 318,789, May 26, J. H. Patton, Harrisburg, Pa., bicycle.

No. 319,040, June 2, A. A. Ugland, Smithville, N. J., motor for velocipedes.

No. 319,130, June 2, W. H. Rudling and J. F. Coffin, Southsea, County of Hants, England, velocipede.

No. 319,329, June 2, H. Schneider, Pittsburgh, Pa., velocipede.

No. 319,385, June 2, W. Bevan, London, England, safety attachment for bicycles.

No. 319,470, June 9, F. J. Drake, Boston, Mass., assignor to the Pope Manufacturing Company, Hartford, Ct., velocipede saddle.

No. 319,682, June 9, L. Dickey, Vibbard, Mo., velocipede.

No. 320,073, June 16, C. S. Leddell, Morristown, N. J., velocipede.

No. 320,076, June 16, G. S. Long, Hartford, Ct., assignor to himself and G. W. Williams, same place, bicycle wheel.

No. 319,983, June 16, C. S. Leddell, Morristown, N. J., bicycle.

No. 320,100, June 16, T. E. Ware, Clifton, County of Gloucester, England, bell for bicycles.

Rudge & Co. report the sale of upwards of 2,000 Rudge Safeties since their introduction about eight months ago. Another record for the Rudge.

Zacharias & Smith are now prepared to fill orders for their Patton cradle spring, promptly. This spring has proven a boon to Star riders. They report that they will soon place on the market a spring for the crank machine, which promises to be as well liked as the present Star spring is by the Star riders.

Gormully & Jeffery, Chicago, are the only exclusive bicycle manufacturers on this side of the water, and every wheel they turn out is under their direct supervision—is tested and warranted to be perfect. It is conceded by all that the American Challenge is the best as well as the cheapest machine made in the world, and the other productions of these celebrated makers are par excellence.

The American Challenge is winning laurels for itself wherever it goes, as a road machine. We hear many speak in its praise, and it does our hearts good to find that at last America has a bicycle of her own that will stand usage and can be bought for a reasonable price. Now comes a party from Indianapolis, Ind., who claims to have ridden an American Challenge 12½ miles in 48 minutes, over an ordinary turnpike. The wheel had ball bearings to the front wheel only.

Messrs. Zacharias & Smith, Newark, N. J., again come forward with another addition to their line of bicycle accessories. This time it is a cradle spring, designed expressly for the Star; but it is also adapted to the ordinary, and will be found to have advantages over the usual form of cradle springs. A glance at the cut will explain its construction; being clamped to the flat spring of the Star, any suspension saddle can be used on the cradle spring; and by screwing the eye-bolts up or down the horn of the saddle may be raised or lowered to suit the individual riders. By using this spring any ordinary saddle will be found to be most comfortable. Either the American or English long distance saddles, or the old style Star saddle make a perfect seat; while the Patton spring absorbs all jar. For prices, etc., see advertisement in another column.

A CYCLER'S VACATION.

THE SOLITARY CLUB'S LONG ISLAND TOUR—THE ISLANDER'S WELCOME—GLIMPSES ALONG SHORE—JAMAICA TO PATCHOGUE.

Little need be said of the train's coal smoke and discomforts, of the club's disgust at the bone-shaking pavements to Thirty-fourth street ferry, or of the crossing over and taking a train at Long Island City for Jamaica, by advice of a member of the "Long Island Wheelmen." Soon we were out of the haze of smoke and the factory odors from either side, the bustle and din gave way to well tended little vegetable gardens, and equally small habitations of the gardeners. Then came marshy sections, and anon newly cleared land, with much wood, corded up, yet remaining scattered about on it.

Now the country mends a little, and there are broader and fairer fields, and more elbow room for the tillers of wheat, from the crops visible it seems like good soil. Here are raised cabbages enough for all Germany, one would think, great fields of deep green ones flanked by those of purple, and turnips, beets, etc., in endless numbers and varieties. The flora of the Island was seen at a disadvantage, owing to the dry weather, and the architecture along the way was in no marked contrast to the general average throughout New England. On arriving at Jamaica, and getting our wheels safely away from the cranky baggage man, the entire club at once mounted, and with quickened pulses and pedals were away, giving hardly a glance at the town, where the captain said he supposed they made a good deal of "d' you make a rum," but his nonsense was checked by the appearance of a large wagon containing a brass band, discoursing fine music, and followed by a cavalcade of about thirty bronzed young men in showy uniforms, escorting a chariot laden with fair young Islanders.

Here the president of the club jumped at the conclusion (and to the ground) that all this display was Jamaica's reception to the Connecticut cyclers, but his mistake was apparent when he learned that the company composed the "Young Farmers' Light Guard" of Foster's Meadow, an adjacent hamlet, and that they were entering the place to attend a ball. The president's conceit, the moments, and the club then fled on and on down the street, heading for land's end, flitting into and out of the shadows of great elms, and gliding serenely along a path where there was nothing to molest or make us afraid.

There came to us frequently the homely music of the resounding flails as the farmers threshed their grain in that primitive manner of years gone by. A noticeable feature of the Island is the absence of hills, and its prairie-like level was a delightful change to the club. In no other way of touring can one so satisfactorily see and enjoy "the smiling landscape that seemed to beckon us on" as on a bicycle, and to say that we reveled in Long Island's seaside and pastoral attractions would faintly express it.

In sidepath riding, which is the only alternative much of the way along the Island, the limbs of trees were troublesome, and required many obeisances from the rider, and in one instance a sharp thorn pierced the chief officer's cap and retained it in the tree. We did not hesitate to run under the many graceful, feathery branches of the willows, which seemed rather to caress than scratch us rudely. On through Queens, a little roadside ville, where the Islanders were much taken "in admiration of the wheel in its holiday luster of shining steel," and where it carried us so swiftly and silently through what we learned later was a toll-gate. This was done without malice aforethought upon the part of "wheels or riders," and as there was no sign given nor outcry made, the pace was not slackened until we ran into Hempstead, and from our hurried glances about in passing were pleased with its cleanly appearance, its fine republican political banner, its read-of historic associations, and the favorable impression it gave the touring observer.

At Ridgewood we halted to peep into a century-old mill, grinding away by the roadside, whose sides are covered with wide oak boards, mossy and weather-worn; inside, the floors are deeply worn by the busy tread of a succession of millers,

and the timbers overhead show that they were gotten out by hewers of wood before the days of sawmills and when timber was plentiful. Its great undershot wheels go slowly and steadily round as they have for so many years, grinding the Islanders' corn and wheat.

We lunched further on at Seaford, which some of the inhabitants also called South Oyster Bay, one of those quaint Island fishing villages, whose social surface is apparently unruled from one year's end to another.

A little while in the saddle again brought us to West Babylon, where the old Bedell tavern of stage-coach days stands, and which has stood 110 years. A giant willow by the door—one of those old-time doors, cut through the middle, so half can be opened while the other half is closed—was planted just forty-three years ago, the matron of the house said, as we tarried a few moments in its shadow. There is of course a huge brass knocker on the door as in ye olden time, and the house made a picture of "then," as the wheels did of "now."

That was indeed a delightful run over the smooth walks into Babylon, a few minutes further on, for the town has surely "fallen" in a pleasant place.

Here are magnificent residences and foliage, fountains and flowers on either side, and the wheel even runs silently that it may not disturb the tranquillity of the scene, for the summer loiterers have flown, and an Indian summer quiet has settled down about these pretty places that will last "till the blossoms come again."

Near here is August Belmont's fine mansion and park, and his stables of famous horses. Near by also is the property of Austin Corbin, president of the Long Island and some other railroads. Here capitalists representing \$5,000,000 own Argyle park, containing seventy-five acres, with a pretty lake, and the finest hotel on the Island, the Argyle, in the "Queen Anne" style, as are many of the cottages hereabouts.

We made a pleasant call at the Babylon Budget office, and, seeing that the genial editor was in the hands of his friends, and that a handsome political banner of the right persuasion swung near by, we sped away again for Islip and conquests ahead, but while going too fast before the wind "I-slip" ped off the saddle as the wheel struck the far side of a hole in the path, disguised with autumn leaves of "gold and crimson, brown and gray," many of which we passed that day, which accounted for the patched condition of the scribe's face. Having turned a summersault, we appropriately put up at the Somerset House for the night before proceeding, as we should by rights, to Patchogue.

At Islip we had the fortune of meeting Dr. Hamill, a devoted cyclist, who uses his 54-inch Expert Columbia in his daily visit to patients, finding it more convenient and profitable than a horse, not to mention the pleasure of riding. Even the birds of the air seemed to "crow over our mishap," for we were awakened in the morning by the cawing of a hundred crows flying over the house.

The nickelized 52 carried us out through the Somerset's beautiful grounds at 9 o'clock A. M., en route for Patchogue. Passing Greenville, one of those gone-to-seed places, little larger than when it was first settled in 1776, as a sign-board announces.

We have vague recollections of Bayshore, Oak-

dale, and other wayside clusters of Island homes, with their hotel, post-office, church, and school-house, as we push the pedals on to Sayville, a larger town, and where we met a "Star" rider, Mr. Edgar W. Green. There were pretty rural pictures all along the way, for the farmers were a-field, and we had charming vistas of the bay, whose waters sparkled under the bright October sunlight. About the finest views of the bay were had in the vicinity of Bayport, which has many attractions for the Island tourist, and one feels well paid for the trouble of visiting its several points of interest.

The largest place on the bay shore is Patchogue, which the club entered at a serene and easy pace, and dismounted at the *Advance* office, whose editor welcomed the club to Patchogue. The town is on another of the many arms of the bay, up which fishing, oyster, and pleasure boats come and cluster about the odd docks. Just east of Patchogue is a picturesque old mill on Swan river, much like that at Ridgewood, but in a better state of preservation. We regretted that vacations ever have an end as ours did here, and as we wheeled along to Bellport, four miles further, passed resolutions to take up this jaunt right here some other day, and complete what is said to be the finest part of this pleasant tour.

"STAMSON."

SIXTY POETS ON A WHEEL.

Boston, Mass., E. C. Hodges & Co., publishers, price \$1.00. This little book of 160 pages of bicycle poems by J. G. Dalton, Esq., was sent us for review and for once we depart from our regular rule and allow the author the privilege of reviewing his own work, although we would state that the book is far better than the author's note would indicate, and one worthy of the patronage of wheelmen.

Editor Springfield Wheelmen's Gazette —

Your not noticing 2d edition of my book is a case of especial and extreme meanness and indecency. The man who could intrude for a whole evening in a club reception here, uninvited, is quite the sort of fellow to basely ignore any book at all above his vulgar level.

J. G. DALTON,
87 Boylston st.

BOSTON, July 2, 1885.

Reports from New York city say that there was a tremendous uproar and commotion in the region of Washington Square, on the first Saturday of this month. The big guns boomed; the chimes of Grace church rang out a merry peal; and (in spite of Superintendent Murray's order that the policemen strictly enforce the municipal regulation forbidding all such things) the cannon-crackers roared and rattled all through the day, and the rockets and Roman-candles hissed skyward and illuminated the towers and battlements of the University building, until late into the night. The universal popular passion for making suitable demonstration of heart-felt joy over a long-hoped-for achievement, simply could not be repressed! Many a small boy, and several grown-up citizens, submitted to the indignity of temporary imprisonment, rather than abate one jot of their noisy enthusiasm for celebrating the success of an enterprise which all good judges had declared to be "visionary and impossible." Every one of the victims were quickly released, however, as soon as he had a chance to explain to the ruler of the police

court: "The three-thousandth subscription was enrolled this morning, in support of Karl Kron's scheme for publishing a great American road-book!" Then the judge would say: "Is that so? How stupid of these policemen to run you in! They thought you were merely having the usual Fourth of July racket, in memory of that old subscription business at Independence Hall, Philadelphia, a hundred and nine years ago to-day. You are discharged, with my best wishes. Blamed if I don't burn some powder myself, as soon as court hours are over!"

YE BALLAD OF YE BICYCLIST.

TUNE—"FINE OLD ENGLISH GENTLEMAN."

Come, all ye gallant wheelmen,
And listen to my lay,
About a gay young bicyclist
Who lived across the bay:
Who loved to mount his silent steed
And softly steal away,
To take his daily spin about
The closing of the day.
CHORUS—This fine Columbia wheelman,
All of the modern time.

He bought a nobby uniform,
Of knickerbocker style,
And Oh! he loved to show it off
To catch a lady's smile.
For O, he looked "too sweet to live,"
As on his graceful bike
He trundled down Park avenue,
Or on the Cliff House pike.
This fine Columbia wheelman, etc.

Thus day by day this wheelman gay,
Whene'er the skies were blue,
With graceful mien might still be seen
On street and avenue;
And whensoe'er the admiring fair
Soft eyes on him would fix,
He'd blush and smile, and all the while
Go through his little tricks.
This fine Columbia wheelman, etc.

Alas! one day this wheelman gay
Got out beyond his beat,
Where boulders bare were far less rare
Than on his native street.
He got all mixed among his tricks
And took a fearful "header,"
And man and horse with horrid force
Came down pell-mell together.
This fine Columbia wheelman, etc.

And there he lay, this wheelman gay,
Among the dirt and stones,
A torn and muddy, bruised and bloody
Mass of rags and bones
A milkman found him on the ground,
A lot of odds and ends,
And in a sack conveyed him back
Unto his weeping friends.
This fine Columbia wheelman, etc.

For days he lay, this wheelman gay,
A mutilated wreck,
And each one said, but for his head,
He would have broke his neck.
And thus he mused with mind confused,
While his medicine they mix,—
That ruts and stones make broken bones
When doing fancy tricks.
This fine Columbia wheelman, etc.

And now he likes the smoothest pikes
When he goes riding out,
And fancy tricks and extra licks
He does not care about.
When roads are rough and wheeling tough,—
No matter how they talk,
Or who may laugh or throw their chaff,—
He'll just get off and walk.
This fine Columbia wheelman, etc.

OAKLAND, CAL., June 10, 1885.

THE BICYCLE BELL.

He was only a clerk, a clerk in the city,
With a bicycle mania, which some thought a pity,
As now in his old haunts he never is seen,
And no one can find out where he has been
Every evening away from his office he steals,
And quickly whirls off on his glittering wheels;
Through Knightsbridge and Brompton his feet never rest,
And his eyes brighter grow as he rides farther west.

The maidens at Fulham and Mortlake know well
The silvery sound of his bicycle bell.

The grass was not green, when he first came that road;
He had not missed a day, now the grass has been mowed.
The girls at their windows all wonder why
He never looks up as he flashes by.

But they cannot see a neat cottage at Sheen,
Where a sweet little maiden looks over the green,
And, brimming with love, sings away like a lark,
As she watches and waits for the city clerk.

Like a rosebud she blushes, for O, she knows well
The silvery sound of that bicycle bell.

How sweet were the hours when, her head on his breast,
They talked, two young love-birds, of building their nest.
Till the stars lit their lamps in heaven's blue dome,
And warned him 'twas time to light his, and spin home!
They both thought the Great Bear a very great bore,
Though they knew very soon they would need part no more.
And a handsomer couple had never been seen,
Than when the bells rang for their wedding at Sheen.

They are off for the honeymoon—so farewell
To the clerk, and his bride, and his bicycle bell!

J. JEMMETT BROWNE.

OHIO NOTES.

Tiffin, O., is preparing to hold a meet on quite an extensive scale. Particulars are not quite ready for publication.

The Cincinnati Club, as a body, refused to countenance Sunday races; nevertheless a goodly number attended those held at Chester Park, Sunday, June 14.

Messrs. Browning and King, conducting the Golden Eagle Clothing Store on West Fourth street, Cincinnati, have been appointed League clothiers for that vicinity.

Canton, O., races on the Fourth consisted of three half-mile dashes. The prizes were gold medals, and were won by George Eyster, Frank Meched, George Rezenbrink.

Great crowds assembled at the Springfield Fair Grounds on the Fourth to witness a one-mile bicycle race. Only one of their local talent could be induced to enter, and to the discomfiture of the home people, the prize was carried away by P. N. Myers, of Covington, Ky.

In the special bicycle race at Cleveland, O., June 27, between Asa Dolph, champion of Ohio, W. M. Woodside, champion of Ireland, and John Brooks, champion of Pennsylvania, the result was as follows:—Time, one-mile, Dolph, 1st, 3.02½; Brooks 2d, Woodside 3d. Five-mile, Dolph 1st, 17.22; Brooks 2d, Woodside 3d.

There was a vast amount of touring indulged in on the Fourth and accompanying days in this State. Wheelmen from all parts of Ohio reported a marked increase in the number of visitors. Unusually fine weather prevailed, and with the exception of dust, our pikes and highways were in an unsurpassed condition for riding.

The Kenton Club's 4th July road run took them to Yellow Springs, O., on the 3d, where they sojourned one day, returning home to Covington on the 5th, making a tour in all of about 150 miles. Your correspondent enjoyed the pleasure of riding some 20 miles with them, or rather behind them, their unbroken and steady pace up and down hill alike soon proving beyond his endurance.

ON MOUNT DESERT.

BY KARL KRON.

[Apropos of the "third annual tour through Maine," which Mr. F. A. Elwell is about to conduct (July 17-27), "from Moosehead Lake to Mount Desert," and which about a dozen Springfield wheelmen are to participate in, we present an account of the manner in which "the first annual tour" was terminated at that famous island in June, 1883. This is from the advance sheets of "Ten Thousand Miles on a Bicycle," and our extract (pp. 274-278) occupies only a fifth part of the space given therein to the tour. The three final pages of that same twentieth chapter ("In the Down-East Fogs") will present condensed reports of this year's tour, and also the one of '84, under the same auspices, "along the Kennebec." We observe that the programme for this year's party allows them the whole of Sunday, and parts of Saturday and Monday, for Mount Desert; and we are sure that none of them will be disposed, after a perusal of this present warning, to attempt the Boston plan of "doing the whole island" at a single spurt.]*

The fogs of Monday morning were dissipated before our steamer reached Jonesport, about 8 or 9 o'clock, and halted there for 1 h., to take on many wooden boxes which were packed full of little tin boxes containing "genuine French sardines." The gangway was of so steep an incline that considerable skill had to be shown by the deck hands in sliding their trucks down it without disaster; and the spectators amused themselves by speculations as to whether a given man would get a given load of boxes safely through, or would have a collision that would disrupt some of them and send a shower of sardine tins flying about the deck. Short pedestrian tours from the dock showed that the roads were good, and some of the party talked of trying them by wheel during the steamer's delay; but none really did so. Another improvised project was that of wheeling along shore down to Milbridge, where the steamer next stopped, for we were told that the track of 12 m. leading thither was smooth and hard; and several would undoubtedly have attempted this, myself included, had not the forbidding fact been announced to us that the steamer did not touch at the dock, but only took on passengers from small boats, some distance from shore. Ten wheelmen, however, had decided to prolong their vacation sufficiently for the exploration of Mount Desert, and the special artist also went ashore with them there at 1 o'clock. Dinner on the boat was finished with some abruptness at Bar Harbor, and hasty leave-takings were offered the seventeen remaining tourists who continued onwards towards Portland, as originally appointed. The representative of one of the monster "summer-resort" hotels of Bar Harbor had met us at Machias and offered the inducement of half-rates, if we would stop over for

a day or two and help "open the season" of his as yet unpeopled establishment; and it may be added that several of the lesser hotels previously patronized had immortalized our visit by opening new registry books, emblazoned as to the title-page with "Tour of the Portland Bicycle Club," beneath which legend we placed our precious signatures.

I had hardly believed that the fascination of "riding in a regular body together" would retain its hold on the tourists in such a place as Mount Desert, where the plan of jogging about in twos or threes or solitarily, according to individual whim, seemed so much more in keeping with the character and spirit of the place; but the captain was inexorably bent on taking a regular ride; and not a man could I find to join me in rebellion against him. His decision was, after a brief inspection of the map, that we must attempt what is known as "the 22-m. drive"; and though it might perhaps be fairly assumed, on general principles, that the roads of an island distinctively famous for its rocks and crags could not be safely accepted as favorable for bicycling, except on better evidence than the beliefs and guesses of a lounger in a "summer-resort hotel"—the rest of the party acquiesced in the decision as unquestioningly as if it had related to an afternoon's spin along a familiarly-known macadamized track, like the one overlooking the Hudson from New York to Tarrytown. So, at a quarter before 2 o'clock, the devoted ten wheeled out from the seclusion of the Grand Central Hotel, and started southward, with gay and hopeful hearts,—the carriage of the artist bringing up the rear. Six hours and ten minutes later, the specified circuit of 22 m. was completed. The appointed task of getting the bicycles "around the drive" had been accomplished; not one of the pleasers had shirked a single rod of it; and though most of them were badly bruised, all were at least sufficiently alive to be conscious of unbroken bones. Yet these men were the *élite* of the thirty-five, so far as touring was concerned, for a similar number of equally good riders could not have been selected from the remaining twenty-five, nor a similar number of better riders from among ten times as many average bicyclers. Not one of them was weak or inexperienced or ill-mounted on the wheel; and not one of them failed to get tremendously tired before half the distance was gone over. It was by all odds the most memorable trip of the entire tour. Its hardships and exasperations made it in many respects unique, for probably no similar set of tourists ever suffered so much in so short a time, as a suitable reward for their foolishness. A graphic picture of the character of the roads, and of the afternoon's sport, may be vividly presented to the minds of all bicyclers by the simple record: "Six bent handle-bars, out of a possible ten!"

The road, though rough and hilly, was fairly ridable at the start, for, when a stop was made for water, at the end of 1 h., 4 m. had been covered, and one intermediate rest had been indulged in. The pace seemed to me much too fast for comfort, however, and I gradually dropped to the rear,—not even pretending to keep in sight of the artist's carriage, which I soon allowed to pass me. I overtook the party only when the halts were made, and, on the second occasion, I advised the captain not to await my approach when I should again fall behind, because of the probability of my soon turning about, or trying some shorter road than "the drive." I explained that the shock of the previous

day's tumble had affected me more seriously than I at first realized,—for my hands were sore and my arms were stiff, and I felt generally listless and indisposed to the making of any very active or prolonged exertion,—but, even had I been in good condition, I should hardly have been inclined to accept this scheme of trooping through the woods without stop, for the sake of "covering as many miles as possible in the afternoon," as exactly the ideal arrangement for "enjoying the scenery of Mount Desert." However, as the road grew more difficult, after the 5th m. had been entered upon, and as the pace grew slower because the party were more frequently pedestrians, my own spirits began to rise, and I decided I would, at whatever sacrifice, stick to them till the bitter end. I now clearly foresaw that the end would probably be very bitter indeed, but I wanted to have the happiness of sharing in its bitterness and of thus winning the right of a personal witness to testify against such foolhardy pleasure. What though my own weariness equaled or exceeded that of every one else? I should have the solace, which all the rest would lack, of seeing my theory about the discomforts of "touring in a crowd" abundantly justified! The more we sweated and suffered, the better I should be pleased! The deeper our groans and regrets and lamentations, the louder and more triumphant could be my cry of "I told you so"!

The store at Seal Harbor, 8 m. from the start, was the scene of our fourth halt and our longest one; and, though the numerous hills for the 4 m. leading thither were so steep that they had to be walked down as well as walked up, the distance was covered in 1 h. Meanwhile, on a certain rocky and sandy descent, a trio of riders had been flung over their handle-bars in rapid succession, and I, being just behind, only escaped a similar fate by a quick dismount. One of these unfortunates was the victim of the introductory accident at Eastport,—from the effects of which the final signs were just about vanishing from his nose,—and another was a townsman of his, who had never before "taken a header" in three seasons of riding. Our captain, furthermore, had already been brought to a realizing sense of his depravity in choosing so rough a route, by being forced to a slight side-fall (though he was one of the most careful of riders, as shown by his remarkable record of 6,000 m.—much of it on the macadamized roads around Boston—without any falling whatever); and he had far harder luck, on a rough descent to m. beyond, for his handle-bar then got a worse bending than happened to any other during the tour. The mishap was soon righted, however, by the skilfully applied strength of our "champion long-distance man"—who had by this time become so expert at the business as to make us gratefully give him the additional title of "champion handlebar straightener." Before this, the editor of the *Wheelman* had had his bar pulled into shape, when he took the first of his two or three tumbles; and I improved that occasion to let "the champion" also exercise his muscle on mine, which had exhibited a tell-tale curve since the fall of the previous afternoon. His last work was done in the dusk at a quarter of 8, a mile from the end of our ride, for there the sixth man tumbled and the sixth bar was bent. That final fall of the trip so changed the complexion of the party that the "bent-handle men," who began in a minority of three and then rose to the dignity of "a tie," now clearly commanded a "working majority of all,"

*The Springfield Printing Company has now completed the electrotype plates of 23 chapters (about 330 pages) of "Ten Thousand Miles on a Bicycle," and the publisher hopes to issue the book at the end of September. The names of more than 3,300 subscribers will then be printed in its appendix, for upwards of 3,000 have already been enrolled. The volume is likely to exceed the promised 400 pages, and will certainly contain more than 250,000 words. Its price will be \$1.50 except to those who promise in advance of publication to pay \$1 on delivery. A specimen chapter ("Bermuda," 10,000 words, reprinted from the January *GAZETTE*) and descriptive circulars will be mailed free to any one sending a postal-card request to the author and publisher, Karl Kron, at the University Building, Washington Square, New York City.

and might easily bring their combined ill-luck to bear for the upsetting of the happier minority, consisting of the clergyman, the agricultural college student, the handle-bar straightener and myself. I suggested, therefore, to them that the only sure way of protecting ourselves against this uncanny influence, and preserving our proud pre-eminence over the six, was to allow them to ride the remaining mile to the hotel, while we ourselves trudged thither on foot! But the road now proved too smooth for the indulgence in any such mock superstitions, and we all wheeled along together at a good smart pace. Thus, the last mile as well as the first one of what might be called "a pedestrian tour with bicycles around the 22-m. drive of Mount Desert" was really accomplished a-wheelback; though I am very sure that few or none of the men kept in their saddles for more than half of the intermediate distance.

The only place on the route where any sort of refreshments could be purchased was the store at Seal Harbor; and there we feasted for twenty minutes on oranges and lemons and crackers and confectionery. Two miles and a quarter beyond is a watering-trough, where we made our next stop, after forty minutes of hilly pedestrianism, including a very tiresome crawl over a long causeway or breakwater of loose stones. Beyond the watering-trough was a stretch of rough, hard clay, extending northward along the east side of Somes Sound, and we rode it pretty continuously for 4m., or until we reached the point where the telegraph line crosses it and goes eastward. It was now about 6 o'clock as we also turned off to the r. to follow its lead, and during this hour on the way from the watering-place the course had been so rough and difficult as to make our riding almost as slow and tiresome as the previous walking had been. The eastward roadway proved smoother, and generally shadier, though the hilliness continued, and at the top of one long slope which we had toiled up while the descending sun shone hotly upon our backs, we made our sixth and last general halt for rest and water. It was now a quarter of 7 o'clock, and we lacked 4m of completing the circuit. The bending of two handle-bars formed the enlivening incidents of the first part of this distance, though midway between them, I myself was individually enlivened by having my wheel disregard its brake and run away with me on a rough down-grade. I finally escaped the expected disaster and brought the wheel and myself safely to a halt, by a backward spring and scramble, which, though effective, was so ludicrously ungraceful that the pedestrians behind me laughed loud and long. Aside from this, our miseries were alleviated occasionally by refreshing bits of scenery, for our circuit included Dry, Green and Sargent's mountains as well as Eagle Lake, and our chances for viewing these were, at one time or another, extremely good. The trouble was that we were forced to restrict ourselves so much in the enjoyment of these chances: we were in too great a hurry. The "22-m. drive" is certainly not to be recommended as an ideal path for bicycling; but I am sure that I could find considerable enjoyment in going over it alone, if I devoted a whole day to the excursion, and loitered or kept in motion exactly when I pleased; and I should surely take that excursion if I had several days of leisure to spend on the island. At the supper table, that evening, where "good digestion waited on appetite" far more pronouncedly than the young women nominally employed for that purpose, the crowd was a tolerably happy if not

an uproariously merry one; for the pleasing sense of difficulties conquered and perils past was a sort of solace for blistered feet and aching bones. My own physical pangs had the additional solace of anticipations realized. The trip had proved difficult and wearisome beyond my fondest hope! My theory was fully justified!

The peculiarly healthful nature of bicycling, even when practiced under the worst conditions and far beyond the pleasure-yielding point, was shown by the fact that, on the following morning, every man of the party was ready and anxious for "more." Some of us even indulged in an ante-breakfast spin of 2 or 3m., to explore the smoothly-paved streets of the village, shrouded as yet in the heavy morning mists. Most of the party left the hotel about half-past 9, for a northward ride of 6m., along the shore to "the Ovens,"—as the great holes in the sea-side cliffs are not inappropriately called. I joined the party at the time of their taking a rest, two-thirds of the way out, where some road-repairing gave excuse for a halt. With this exception, the track was continuously good, and some stretches were excellent, though walking was needed on a few steep or stony pitches of the up-grades. A continuation of this road leads across a bridge to the mainland, and so on to Ellsworth, Bucksport and Bangor, which latter city, 45m. away, is the nearest point of approach by rail. The proprietors of the stage coaches which regularly run between Bar-Harbor and the places named, are said to keep the entire line in proper condition; and our youngest member, the college student, intended to make trial of it in proceeding homeward. An eastward branch from this main route leads to "the Ovens," and a wide and beautiful water-view may be had while descending thither. We stayed on that remarkable spot for about $\frac{1}{2}$ h., and wished we might remain a week, but the claims of "dinner in time for the 1 o'clock boat" necessitated an early return; and for once at least, on this final spin of the trip, every man "went as he pleased." The fogs of the early morning had now all vanished; views of varying beauty met the eye at every turn; and the sensation of spinning along the sea-wall, high above the water which stretched many miles away in the sunlight, was very fine and exhilarating.



"BY-CYCLE" IN NEW YORK STATE.

A JUNE OUTING ALONG THE HUDSON—TWO CLUBS AT LARGE—NOTES BY THE WAY.

The birds never sang merrier amid foliage greener, nor in sunlight more delightfully tempered to our needs than when two members of the Stamford (Ct.) Wheel Club pulled the ever-accessible latch-string of the Solitary Club's rooms, and granted "a delegation of the club" the pleasure of joining them in a run "over the hills to York State," through historic Greenwich, with its Put's Hill, fine views of the Sound, and smooth roads. We made nine miles an hour up hill and down to Port Chester, just over the state line, where, after soda at Hyler's, we wheeled to the right into the Westchester turnpike, and headed for White Plains.

Here we met "an exerescence" driving a fractious and consequently dangerous horse, but as neither of them turned out for us, we concluded that the driver was the most beastly of the two.

On over better roads we went, stopping only at springs of purest water by the roadside, until, on the edge of White Plains, we found a picturesque stone fort, with black, wooden guns pointing out

defiantly at us, and we surrendered at once. While assaulting this fort one day last season, "the Government man" says that "46" was hit by a red-hot Hornet, fired from one of these same guns, so we make only a short stop, and are in the saddle again, wheeling through a straggling town, whose pleasant feature to us was the invigorating lacteal beverage we found at an ice-cream shop. Despite the sand between here and Broadway, we rode all but a quarter mile, by taking side paths. Two crooked wheel tracks ahead told only too plainly that the parties distributing them were beginners, for they covered a maximum share of the roadway, not to mention the narrow path that gave us little trouble. When at last we struck the splendid asphaltum of the road into Broadway, the "no 'count Victor and Experts" went so with the very spirit of the wind that we turned to the left and down the river, instead of up to Tarrytown, our objective point, and missed the town *in toto*, but drifted on over that perfection of roads, towards Yonkers. "Certain pangs of goneness" induced us to halt at Hastings, a sleepy little old town down by the grand old river's shore, and directly opposite the Palisades, for dinner.

He who represented "Art and the Press" sauntered alongshore, noting the misty haze to the southward into which the shipping was vanishing; the trim steam pleasure yacht's speed in contrast to the loaded freight barge; pretty white sails, and old brown and patched ones; the usual men and boy fishers from the going-to-decay old wharf, and the many sights and sounds along the muddy-green water that continually washes these old wharf logs in sunshine or storms. Beyond the mile and a quarter of North river water are the bold old Palisades, fringed at base with a growth of foliage, and here and there a house of toy-like proportions in the distance. Looking up the river, many sails are rounding the Hook, a prominent landmark just above Nyack and Tarrytown.

Now our much-dined fellow cyclers come upon the scene, and soon we are up the hill again and away for Yonkers, enjoying the finest of coasts, and a long final one of about two miles into the city, where we halt, while "the Oculist and the Government man" visit some fair friends, and are collationed again.

We are haunted with the memory of a wakeful night here last summer, by the senseless (to us) noise of billiard-players in an adjoining room, and advise all wheelmen who believe night was intended for rest and sleep principally, to beware of the proximity of sleeping and billiard rooms.

Again we are away for Mount Vernon, and meet many wheelmen, and the Victor, having pushed on ahead, was overtaken at New Rochelle, where we interviewed a party of cyclists from Morrisania; their three tricyclists came tugging along after the bicycle men had been there some time, as is usual.

The Boston post-road seemed to have been shattered by an earthquake at one point (no header, mind you!) for it suddenly branched into four roads, and we of course took the wrong one, but were soon righted, and pushed on through Mamaroneck, Rye, and Port Chester. The evening shadows came on as we ran into Greenwich, and we had a starlight run for the last five of the sixty-five miles of what was a pleasant run, and one which tested very satisfactorily both the Victor and Experts.

"STAMSON."

STRENGTHS AND QUALITIES OF STEEL.

We do not publish the methods or results of all our tests of metals, for they would be dry reading for most, and "smell of the shop"; but the following paper, by a disinterested practical engineer and published in the May *Outing* (for which magazine it was written), by permission of the publishers:-

NAVAL ADVISORY BOARD,
OFFICE OF INSPECTOR OF MATERIALS,
NORWAY STEEL WORKS,
BOSTON, MASS., Sept. 8, 1884.

It may be interesting to many lovers of the bicycle, and more especially those of an inquiring turn of mind, to know what is the quality of the steel practically and analytically used in the construction of the wheel which they ride, and whether it reaches a maximum standard in every degree in obtaining the object for which it was intended.

There are three very important factors that govern the limit of size in structure for utility, and which are designated under the following heads: tensile stress, or the strength of material to withstand fracture by pulling apart its fiber; compression, or its strength to withstand a crushing force; and torsion, or its strength to withstand a twisting force.

If these elements are known in any material used for a specific purpose, then we are prepared to speak knowingly of its constructional value as used in the manufacture of any piece of mechanism which the ingenuity of man has invented.

If we attempt to pass judgment upon it otherwise, it can only be from a sight or hearsay basis, which consequently carries with it but little weight, as the foundation of its argument has no recognized value known to any of the laws of science or practice.

In considering the above conditions, I was led, through a desire to develop some of these points practically, to request the Pope Manufacturing Company to furnish me with specimens of the different qualities of material used by them in the manufacture of bicycles and tricycles. These specimens were cut from different lots of steel sixteen inches in length and one-half inch in diameter, and subjected to tests. Each of these tests was carefully noted, and the mean of each series is given as a result in table "A."

They were made upon a Richlé test machine of modern pattern, which, in connection with its micrometric scales, enables one to read measurements to the five-thousandths of an inch. All results were determined under the same rules which govern my present work as Government Inspector of steel for the new cruisers.

I have carefully prepared the analysis of the percentage of carbon and manganese from the mean of a series for each piece of material tested, in order to compare them more closely with the curves platted from the observations, as one is the verification of the other.

In all cases of testing, the first load applied was 1,000 pounds per square inch, which was allowed to remain in action for a period of five minutes. After this, successive increments of loads were applied, equal to 500 pounds to the square inch, at equal intervals of time, until the "elastic limit" was reached, at which point the first permanent set was observed to take place, *i.e.*, want of power of cohesiveness of particles to return to their original condition. Observations were taken and recorded for each load.

ULTIMATE TENSILE STRESS defines the number of pounds' pressure per square inch which the material bore at the point of failure when the piece ceases to balance the beam of the machine.

BREAKING-WEIGHT was determined by diminishing the load from *point of failure*, thereby keeping the beam balanced until fracture took place.

TORSIONAL BREAKING-STRESS defines the power applied one foot from, and at right angles to, the longitudinal plane of the axis of the piece, and shows the twisting force necessary to produce rupture.

TORSIONAL ELASTICITY defines the power of the metal to return to its original condition inside of 30° of arc after having been subjected to a twisting force.

TABLE A.
Machine Tests of Steel used by the Pope Manufacturing Company.

Analysis.	Percentage of Manganese.		.55	.834
	Percentage of Carbon.			
In original length of 8 inches.	Per cent. of final elongation at fracture.		.94	.176
	Per cent. of elongation of pt. of failure.		.49	.863
	Torsional elasticity per square inch.		.679	.679
Torsional breaking stress per square inch.	lbs.	lbs.		
Crushing strength per square inch.	lbs.	lbs.		
Breaking weight per square inch.	lbs.	lbs.		
Ultimate tensile stress per square inch.	lbs.	lbs.		
Elastic limit in pounds per square inch.	lbs.	lbs.		
Name of Parts.				
Hub Shaft	86,000	145,000	123,000	486,900
Handle-bars	83,390	138,870	117,600	420,600
Felloe	70,000	112,500	92,500	339,600
Ball-bearing Case	57,590	86,240	67,620	244,200
Steering Head	51,660	73,500	53,000	216,420
Bent Handle-bars	51,250	90,312	65,000	283,677
Perc, n. s.	51,300	72,500	67,500	225,915
Front Forks, n. s.	38,800	68,800	60,000	215,344
Rear Forks, n. s.	37,500	62,500	55,000	172,150
Pedal Shaft	57,590	86,240	57,620	244,200

With the diagram (we omit the interesting diagram for want of space) of the curves and the table "A," one is prepared to discuss the *relative values, merits, and demerits* of this beauty of steel, the joy of cyclers,—the wheel!

HUB-SHAFT.—Its elasticity is found to reach 86,000 pounds, with an ultimate tensile stress of 145,000 pounds. Its crushing strength registers 486,900 pounds, and it will stand a twisting force of 10,000 pounds per square inch, and then return to its original condition. In a length of eight inches, it stretches ten per cent. under pressure at the point of failure. By the uniformity of the curve from the point of the elastic limit to the point of failure, where the ultimate tensile stress is reached, is shown the remarkable homogeneity of the material. It also corresponds with its high percentage of carbon and manganese. This is the hardest of all the material used.

HANDLE-BARS.—These come next in the order of strength, but undoubtedly first and foremost to receive the undivided attention of all of the abuse of careless riders who indulge in the luxury of headers and every other inconceivable fall known only to the wheel. Yet they have the strength to return to their original condition unaided, after being released from a pressure of 83,300 pounds

per square inch, tending to fracture by being pulled asunder. They will even resist 128,870 pounds' pressure per square inch before failure. As for crushing, it is simply impossible through any known device to which the bicycler can subject them. They will also withstand a twisting pressure up to 8,950 pounds per square inch and then return to their original condition. The bent bar material, by a little less carbon and more manganese is even improved for its uses over the first.

FELLOE. Third on the list is the felloe, capable of resisting 112,500 pounds' pressure per square inch, with a final ductility of sixteen per cent. It is homogeneous throughout, as shown by its curve of tensile stress and elongation, and its qualities are well chosen to resist buckling strains.

BALL-BEARING CASE.—Has an elasticity of 57,500 pounds per square inch and an ultimate tensile stress of 86,240 pounds. Its ductility is twenty-one per cent., fully ample for the service required. The same qualities appear in the PEDAL SHAFT material, and are equally appropriate.

STEERING-HEAD.—This is the least hardened of all the parts, yet its elasticity of 51,660 pounds, when compared with its tensile stress of 73,500 pounds per square inch, and elongation of twenty-four per cent., is an extreme of good qualities not usually reached in the softer grades of steel. Were this made of harder material, the liability to more frequent fractures of handle-bars would be increased,—a point which all manufacturers are now seeking to reduce to a minimum. With its large percentage of ductility, it is now capable of receiving and dispensing the sudden wave-shocks communicated to it by induction through the handle-bars, without material injury to the wheel as a whole. And so one may go on through the table, where each combination of qualities bears a good relation to the requirements of the material under peculiar conditions of the parts.

It will be difficult to reach a better combination of the different qualities of steel used at present, and certainly not until further and more important researches with regard to strength of material shall have been made by manufacturers of the wheel.

(Signed) F. J. DRAKE, Lieutenant U. S. N.,
Inspector of Materials.

WHEELS AND ANATOMY.

A correspondent of *Turf, Field and Farm* says the great interest which the students of the Memphis Medical College manifested in the six days' bicycle race recently held here prompted W. M. Fuqua, Professor of Anatomy, to inquire into the effect of bicycling on the general system. The learned professor, who is a close reader of the *Lancet*, read with interest the late controversy in the British medical authority regarding the injurious effects of bicycling on the system, and he invited the professionals, Mr. John S. Prince, the champion, and Mr. W. J. Morgan, to visit his college for the purpose of an examination of their muscles and other parts brought into prominence by the sport. The wheelmen were introduced to the students at the college, about 300 in number, and Mr. Prince being asked to give the class his own observations regarding the effects of bicycling on his health, said:—

"Well, gentlemen, I commenced my career as a bicyclist seven years ago, and have been a racing man for six years. My first attempt was on what we termed a velocipede, and if anything would serve to give a man 'spinal afflictions,' that was the thing,

The machine consisted of wooden spokes and iron tires, and the way it jolted me was a caution. I soon, however, got mounted on the more modern vehicle with the luxury of a rubber tire, and I thought it was the finest sensation I ever experienced when I took my first extended ride. Then the racing fever laid hold of me, and my friends, seeing my ability to cope with road horses, put me into a course of training which made me ride so fast that I drifted into it as a profession, and to-day I have the honor of being the *fastest rider in the world*. My training consists of plenty of hard work, my diet consists of mutton, beef, and other digestible meats, generally giving pork and veal the go-by. In all my experience I have yet to learn of bicycling being injurious or hurtful to any one, except in the ordinary course of accidents to which all are liable. Look at me, gentlemen; don't I look healthy? If I don't I feel that way. If bicycling is injurious to people it would have hurt me long ago. This is all I have to say, and I hope you will speak good words for the noble wheel."

Admitting that Prince had covered the field entirely in his address, Morgan merely added that since becoming a bicyclist he had not needed the advice of a doctor.

Messrs. Prince and Morgan then divested themselves of their clothing and the medical students listened attentively while Professor Fuqua graphically described the developed muscles of the professionals. Mr. Prince has a muscle underneath the arm which was a surprise to all present, and as the champion stated, had puzzled the "Harvard" students. It is egg-shaped and is surprisingly developed. Mr. Prince's fine physique was greatly admired and it is certain the 300 gentlemen who saw him are favorably impressed with bicycling. Afterward the "demonstrator of anatomy," accompanied by the bicyclists, paid a visit to the dissecting rooms, and found laid out on the "slabs" some dozen "subjects" in various stages of dissection. The demonstrator pointed out to Messrs. Prince and Morgan the muscles used by them in their races, also the heart, lungs, etc. The morning was one of instruction, and entirely out of the ordinary run of the professional wheelmen.

PROFESSIONALING.

Professional bicycling commenced in America with the visit of the English teams, who came over here with the vain hope of capturing Yankee dollars, but unfortunately returned with not over-exalted opinions of the American appreciation of the beauties of the wheel. Immediately afterward we hear of the Harrisons, Thomas and George, who loomed up as the cracks of their day. Charles Booth was another fast man. John Wilson, known as the Boston flier, was another crack, being a great favorite in Boston. The De Noiles, father and son, also did some good work in New York. Belard was another Frenchman who tackled the, at that time, invincible David Stanton several times. William Wright, of New York, was a well-known professional. There are, however, the pioneer professionals, among whom I might name Fred Rollinson, who laid claims to the American championship, but the question is, what has become of the other men named? I will endeavor to answer it.

Thomas Harrison is now believed to be in the genial clime of Australia, whither he went some months ago on urgent notice. George Harrison,

the brother, is located in Boston, and is proving himself to be an orderly citizen, both men having given up the sweet pleasures of a racing life. Of Charles Booth, I can say he left these shores for Australia, and led an eventful life. The gold diggings there then had charms for Charles, so had a beautiful girl. He is, however, again in the land of the free, but encircled by San Francisco prison bars.

John Wilson, of Boston, disappeared from the path in 1881, and with the exception of some few scrub races, has turned out to be what is termed "a trick and fancy bicyclist." Report says John is a good one; he is at the present time filling dates in New England. The De Noiles flourished in 1878, and have since then been employed in a fine machinery business in New York, having completely disappeared from the racing arena. Belard is at the present time "boss" of a bakery and pastry shop in New York. "Dan" makes good pastry, and says that it is easier than pedaling a hard 50-mile race. William Wright figured conspicuously in many races against "Pitman," the white-washed "amateur," and others. The Central Park arrests and prosecutions for riding in the Park brought Wright very prominently before the public. Wright has given up racing entirely, and is now engaged in the brokerage business in New York. Fred Rollinson—poor Fred—I say "poor Fred," because I know him, and I believe the scrape he got into in San Francisco last year was a piece of rascality belonging entirely to the foot-pad he unfortunately got acquainted with. Rollinson has been identified with bicycling a long time. Now he is free, and since his release from "limbo" he has been racing lately in San Francisco. I welcome Fred again into the ranks, and say: "Brother, keep in the narrow path, and no harm will befall you."

Lewis T. Frye, of Boston, flourished as a "pro" for one week only. Prince either broke his back or his heart. Poor Lewis went into retirement immediately. "Shall we meet beyond the river," at Springfield this summer, dear Lewis? Oscar E. Klyne, of New York, made his appearance at Springfield in '83. Oscar has not been heard from since.

These are the professionals who have come and gone: Richard Dowse, of Chicago, appeared in only one race (the six-day at Chicago in '83). Albert Schock, same city, appeared in same race, and has not been heard from since (except as a skater). Bob Clark, Beloit, Wis., appeared in his first and probably last professional race, same place, same date. Mr. Clark has a firm belief that extracting teeth, and breeding fine poultry is a much easier way of earning a livelihood.

In another letter I'll endeavor to give the height, weight, and age of the American professionals, and the bicycles they ride.

"SPOKES," in *Turf, Field and Farm.*

A NEW WHEEL—THE UNICYCLE.

The leading bicyclers of this city, with others in different portions of the State, have become interested of late in a machine, or rather a unicycle, invented by John Rasey, a mechanic residing in Oshkosh, which the sanguine inventor is confident will revolutionize the entire system of bicycle building. A model intended for experiments has already been constructed, and is now awaiting the time when the race course will be in suitable condition for giving the machine a fair trial.

Already the inventor has attempted to ride the machine in the Exposition building, but the space is so limited that a satisfactory test has not yet been possible. Having recently visited the place where the "wonder" is kept, your correspondent is able to give a description of the principles upon which the unicycle is constructed, and some of the detail works upon it. The machine is in reality a system of wheels within a wheel. The outer wheel is ten feet in diameter, and formed by a wooden felloe four inches wide, and of sufficient thickness to hold a round tire of three-quarters iron upon both outer and inner circumferences. Inside this large circle is placed an ordinary bicycle, with a 48-inch drive wheel, and two 14-inch wheels, one in the rear of the drive wheel, and the other in front, to which both are connected by a bicycle backbone. The rubber tires of these wheels have been removed, thus affording a groove in each wheel, which rests on the rounded tire on the inside of the outer wheel. Attached to each side of the fork of the 48-inch wheel are two small iron rods of light weight, between which the wheels of the bicycle run, and after passing these the rods are strengthened by iron braces extending diagonally across from iron to iron. These rods run up inside of the outer wheel, and each way from the bicycle to a point on each side distant from the point where the outer wheel touches the ground equal to one-quarter of its circumference. They there support two 8-inch guide wheels, also grooved, and braced by a wire running from one to the other, which can be tightened or loosened at will by a turn-buckle. The rider sits upon the saddle of the bicycle, placing the feet upon immovable rests attached to each side of the fork, and propels it by 7-inch hand cranks, similar to those upon railroad bicycles, and connected with wheels, upon which run two 8-foot endless chains, which also run upon wheels attached to the axle of the drive wheel. Under the seat is placed a brake, which can be used also to throw the weight of the body either forward or backward, by moving the seat in the direction desired. The inventor claims that the leading principle in the machine is that it is based upon the laws of gravitation, and that the unicycle can be run by shifting the weight of the body forward of the center of gravity. He also claims that upon good roads an experienced rider will be able to make at least twenty miles an hour, and that it can be propelled up any hill or over any road that a team can climb or travel. The present mode is very heavy, and has considerable more friction to overcome than would a machine built at one of the bicycle factories, by skilled workmen having the use of perfected machinery. As the unicycle now stands it will run without the wheels becoming displaced, but it is so heavy that, providing no accidents occur, it is doubtful if any degree of speed can be attained even if the inventor becomes sufficiently skilled to ride it well. It is so top-heavy, and of such weight that when the rider stops he must run up beside a building, high fence, or something to rest the machine against, else it will fall to the ground in spite of all efforts, and be liable to damage. Parties in the city versed in mechanics assert that there always will be too much friction about the machine, no matter how well it may be constructed, and that, as no man can lift himself by his boot straps, no matter how he fixes himself, no faster time can be made with this machine than with the ordinary bicycle, no matter how it may be geared up. Expert

bicycle builders may already know that this design is nothing new, and that it has been tried without success. In this city, however, it is generally considered that Mr. Rasey has hit upon something new, and that although it may not be successful, it is at least ingenious. The gentleman is now anxious to have his design advertised, and to dispose of his patents, or an interest in them, to some person having capital enough to commence manufacturing. Your correspondent has been on the machine, and consequently knows that it can be made to run, but whether it will ever be made so as to be of any use is another question.

JAY A. HINMAN.

OSHKOSH, WIS., April 28, 1885.

AMONG OUR EXCHANGES.

Springfield and record lowering go arm in arm.—*Pittsburgh Sportsman*.

The report now comes that John S. Prince's quarter-mile record was made with a gale of wind blowing at his back.—*Boston Globe*.

Surrey B. C.—another success—but the two are symphonious, and it goes without saying that a S. B. C. meeting must be a success.—*Bicycling News*.

In addition to the mile record there is something in which Americans can knock the British cyclist into the proverbial cocked hat, and that is club houses.—*Cyclist*.

"What shall be done with our calves?" asks an agricultural editor. Well, for one thing, we suggest that they be stuffed before exhibited on a bicycle.—*Norristown Herald*.

OVERHEARD AT THE SHOW.—Attendant at stand: By unscrewing this nut you can 'oist the 'andle off.—Bystander: And leave the II on, I suppose? (Laughter.)—*Cycling Times*.

Cycling is a very good sport in its season, but, as Mrs. Jones remarks, it loses all its fascinations to the women, when one's husband takes her new striped stockings to ride in.—*Canadian Wheelman*.

At Milford, N. H., last April, there were three riders of the "Crank" bicycle and one of the Star; in November there were eleven Star riders and four "Cranks," and a part of them will change for the Star this season.—*Star Advocate*.

Many of our crack racing men would gladly avail themselves of the opportunities offered by the Springfield B. C., of America, at their race meeting, were it not for the great expense and time entailed by such a trip.—*Bicycling News*.

The Springfield Printing Company has printed about 100,000 catalogues for four or five bicycle dealers, besides Karl Kron's book, editions of by-laws for various wheel clubs, the WHEELMEN'S GAZETTE, and other bicycling matter. This is becoming a center for bicycle literature as well as racing.—*Springfield Republican*.

The *Troy News* says: "That young lady who came here for treatment of paralyzed limbs, has been made happy by a costly present from the senior medics in the shape of a tricycle worked by the hands. She now perambulates our streets her face all wreathed with smiles, making glad the hearts of her generous donors."

The neighborhood of the Niagara House seems to be a favorite resort for some of Lockport's juvenile bicyclists. They get up races and manifest as much anxiety as though the fate of nations was depending upon the result, all of which is greatly enjoyed by guests, who watch the sport

from the shady piazza of mine host McLean's popular resort.—*Lockport Daily Journal*.

THE SPRINGFIELD WHEELMEN'S GAZETTE urges its readers to "risk one eye on the back page." While we are probably as careful with our optics as any one can be, yet we have generally found the S. W. G.'s advice safe to follow; we took the risk, and as a result we still retain our eye and the S. W. G. has its back page.—*Cyclist and Athlete*.

Riders of small wheels, take serious notice. A new danger assails you. Formerly, mounted on a lofty bicycle, one could look down with contempt at biting curs. Now the case is reversed. A snarling cur inserted its teeth in the leg of "yours truly," as he entered Northumberland street, on Saturday afternoon, and drew blood. This is an awkward contingency at any time, and adds, too, to the horrors of cycling.—*Cyclist*.

A policeman was fined for knocking down a bicyclist at Newcastle-on-Tyne the other day. The "bobby," who was in plain clothes, refused to move out of the cyclist's way when politely requested to do so, and then overturned his machine. The charge was assault, but the fine was only a "bob," in other words, it was one bob in change for another from a "bobby" to a "booby," as H. J. Byron calls them.—*Dublin Sport*.

The demand for wheels all over the country is phenomenal. At this writing there is not a Royal Mail, a Victor, or a New Star machine in St. Louis for sale. The fever is getting hold of everybody, or nearly everybody. Those whom it has not yet attacked exhibit the first fatal symptoms of it when they jeer very loudly at the enthusiastic riders. Like Benedict, they protest too much, and in some unaccountable way fall victims.—*Spectator*.

"I tell you, Sarah," observed John Grab to his better half a few evening ago, "them college text books is awful expensive." "Why?" remarked that lady. "Well, I just got a letter from John when I was down to the store, and he says as he wants a \$1.50 for a 'geometry,' and \$8 for a 'cyclometer.' I don't think a cyclometer ought to cost more than a geometry, do you, Sarah?" "I don't know, John, but I reckon it must be a little harder study."—*Boston Post*.

CYCLES IN DANGER.—The Liverpool steamer, "Norseman," which was compelled to put back to Liverpool last week under distress of weather, having encountered a terrible cyclone, which swept her decks and carried her mizzenmast away, besides washing overboard and drowning the third officer and breaking the ribs of the captain, contained fourteen large cases of Singer's cycles. They had a narrow escape, though, we believe, were undamaged amid the general misfortune.—*Cyclist*.

There is no best cycle, and no safest tricycle, though there are several machines which are less safe than others. It is, therefore, with surprise that we read in a large and influential journal devoted to sport, as apart from "sporting," that there is a tricycle absolutely safer than all others. We fancy that an assertion like that to which we refer would do more to shake faith in the value of a cycle journal's opinion than anything that could be published. Such a statement is simply absurd on the face of it, and raises a smile on the lips of every practical rider.—*Cyclist*.

Le plus grand journal vélocipédique que nous avons vu jusqu'à ce jour est, assurément, THE SPRINGFIELD WHEELMEN'S GAZETTE; le dernier

numéro que nous avons recu ne contient pas moins de 64 pages et ne coûte que 0,05 centimes. Il pèse plus de 170 grammes. Il contient un tableau comparatif de tous les records du monde, le portrait de J. Prince, un dessin du bicycle à vapeur, etc. Nous conseillons à nos lecteurs de se procurer ce numéro, qui est très-intéressant, et envoyé gratis, sur demande, par THE SPRINGFIELD WHEELMEN'S GAZETTE, Springfield, Mass., Etats-Unis.—*Le Sport Vélocipédique*.

The Washington correspondent of the Chicago *Times* says: "A number of the leading physicians of the city now ride tricycles in making calls on their patients. The tricycles are not confined to young physicians alone, but such men as Dr. Robert Reyburn, one of Garfield's surgical attendants; Dr. John Walter, of the Georgetown university, and Dr. J. Tiber Johnson, who was Charles Sumner's physician, use them. As all the streets and avenues of this city are well concreted, bicycle and tricycle riding is very popular here. The messenger boys of all the telegraph companies deliver their messages with the aid of bicycles."

THE QUASI-AMATEUR DISSECTED.—A professional wheelman, who is not unknown to fame, sends us the following: "My attention having been drawn lately to the much discussed amateur *versus* professional question, I beg a little space in your bicycling columns for a few remarks on the subject. I do not wish to hurt any one's feelings, but it seems very strange to me that every time this question comes up, the professional amateur, as I will call him, always tries to sprinkle cold water on the professional, by calling him bad names and anything but gentleman. The professional amateur is what I call a man who seeks his livelihood one way or the other out of bicycling. These men have a way of making money out of the bicycle, and yet they call themselves amateurs. After they have learned to ride the bicycle they run in a few small races to try and get a little notoriety, and then they embark in the business either as teachers or bicycle salesmen, with the sole object from the very first of making a living out of the machine. And yet he calls himself the gentleman amateur. I would ask him what is the difference between his way of making a living and that of the professional? I confess I can't see any, only that the professional always rides in his true colors and the professional amateur does not. How long would it take me to call out twenty or more of the above named gentlemen? Not long, and yet they are the individuals who are always calling the professional a bad man, because he rides for bread and butter. Another thing, they say if it was not for the amateur clubs giving races the professionals would fare hard. Well, we will take that for what it is worth. But what do the amateur clubs give races for? Why, to make money of course. And what do they do with that money? What business is that of any one? Perhaps buy land or clothes or anything they want. That is all right; they get the money sure, and out of the races, too, and so does the professional. Now what is the difference between the two? It is tiresome to read or listen to the trash that these so called amateurs get into the papers. An honest professional needs no amateur disguise, but a dishonest amateur always sails under false colors. Professional bicyclists have done a great deal for the sport in England and in this country, and the 'professional amateur' will do well to let up his mud-throwing or it might hurt him in the near future."—*Turf, Field and Farm*.

THE SPRINGFIELD WHEELER'S GAZETTE.

A PRACTICAL EXAMINATION.

UNITED STATES HIGH SCHOOL. Uncle Sam, Principal.

Teacher.—First class, stand up. Master Nash, who rules the main?

Scholar.—Britannia.

Teacher.—Master Miller, who rules the land?

Scholar.—Columbia. [Aside] Bicycle, of course.

Teacher.—Master Beckwith, who was the first man to encircle the globe on a wheel?

Scholar.—Thomas Stevens, on a Columbia.

Teacher.—Master Williams, who made 10,000 miles on a bicycle?

Scholar.—Karl Kron.

Teacher.—Master Day, how many wheels did Karl Kron use on his long journey?

Scholar.—One a Standard Columbia.

Teacher.—Master Terry, who are the largest and most successful bicycle makers in the world?

Scholar.—The Pope Manufacturing Company.

Teacher.—Master Ducker, which wheel is most used in tours?

Scholar.—The Expert Columbia.

Teacher.—Master Aaron, upon what does the earth revolve?

Scholar.—Columbia ball bearings.

Teacher.—Master Bassett, what wheel of today has the greatest novelties?

Scholar.—The Columbia Light Roadster.

Teacher.—Master Dodge, name the other two principal events in American history.

Scholar.—Henry W. Williams's 13,500 miles on Columbia Bicycles without any accident; and 11,000 miles in 14 months by C. D. Kershaw, of Cleveland, Ohio, on the Expert Columbia.

Teacher.—Master Pentecost, what can any one get for nothing?

Scholar.—The Pope Manufacturing Company's illustrated catalogue.

Teacher.—Master Richardson, how many hubs has America?

Scholar.—Three: 597 Washington Street, Boston; 12 Warren Street, New York; 115 Wabash Avenue, Chicago.

Teacher.—Those who ride Columbia Bicycles may take a recess.

COLUMBIA NOTES

At every League meet the Columbia bicycles have been in the majority.

For seven years the oldest and best riders have ridden Columbia bicycles at meets and tours.

Although the Columbia bicycles have been in use for seven years, there has never been one so worn as to be unfit for use.

There can be no doubt that there are more Columbia bicycles in use in the United States than all other high grades of bicycles combined.

More than one-half of the bicycles in the recent parade of the League of American Wheelmen at Buffalo, N. Y., were Expert Columbias, and a proportion of the balance were of the other styles of Columbia bicycles.

On July 4 the two- and three-mile races on Lynn Common, and the one-mile race on Boston Common, were won by William A. Rowe, on a Columbia Light Roadster. The time made on Boston Common was the fastest ever made upon that track.

Sale and Exchange.

We have opened a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a trifling expense. It often occurs that a wheeler wishes to exchange or sell his machine, or a newcomer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be *one cent per word, each insertion, cash with the order.* Initials and abbreviations count as words. Remember, it will only cost you 32 cents for 32 words, and such an announcement will be widely read by wheelmen.

ADVERTISERS will consult their own interests by advertising in THE GAZETTE.

A LOT of new Suspension (\$3) hog-skin Saddles for sale at \$2.25 each. THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

A BARGAIN—I have no time to use my 48-inch American Star, full-nickel, rocker pedals, Buryea saddle, tool bag, and whistle; this machine is as good as new; will sell for \$75. W. W. FITCH, Box 27, NOANK, CT.

BICYCLING WORLD and THE GAZETTE for one year, price \$2. Address this office.

CHEAP—52-inch Victor Bicycle, new, never been ridden; too small for owner; will sell cheap for \$120 cash. Address HARRY H. BROWN, WAPPINGER'S FALLS, N. Y.

EXCHANGE—\$50 Swiss Musical Box, almost new, latest music, for a Bicycle, go-to 52-inch; have also an 18x27-foot 6-foot Wall Tent, complete, for exchange. Address ED. H. WITHERS, P. O. Box 966, STREATOR, ILL.

ENGLISH BICYCLE, 45-inch, for sale; double ball bearings to front wheel, plain to rear; backbone and fork enameled, balance bright; with tool bag and tools; in excellent order; only \$60. AMERICAN BICYCLE CO., SPRINGFIELD, MASS.

FOR SALE—A receipt for 50 cents, entitling the holder to THE GAZETTE for one year.

FOR SALE—54-inch English Bicycle, in good order; \$40. HENRY DAVISON, SPRINGFIELD, MASS.

FOR SALE—One 48-inch new Ideal, taken in trade; \$55. ADDISON TAINTOR, SPRINGFIELD, MASS.

FOR SALE—36-inch Kangaroo, run 5 miles; or will exchange for 40-inch. W. D. CLOYES, CORTLAND, N.Y.

FOR SALE—50-inch Victor, new in May, in perfect order; owner wishes smaller size. SOLITARY CLUB, STAMFORD, CT.

FOR SALE—Any Premium named in our list at retail price, and a copy of THE GAZETTE for one year free. Address this office.

FOR SALE—52-inch Harvard, painted black all over; good order; \$67.50. AMERICAN BICYCLE CO., SPRINGFIELD, MASS.

FOR SALE—Kangaroo Bicycle, used only a very few times; \$100. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—Some 40 pairs of second-hand pedals, price from \$1.50 to \$3. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—50-inch full-nickel British Challenge, excellent order; price \$95. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—Duplex Whistles, with chains. Sent to any address on receipt of 75 cents. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—52-inch full-nickel American Club; cost new \$152.50; price \$95. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—50-inch American Rudge, 1885 pattern; has never been run 10 miles; price \$90. Address at once G. H. BARLOW, OIL CITY, PA.

FOR SALE—56-inch Rudge Light Roadster, good as new; \$125 cash; too large for owner, or would not sell. SAMUEL ELLIS, ELMIRA, N. Y.

FOR SALE—New Victor Tricycle, latest pattern; has never been run; \$145 cash will buy it if ordered at once C. W. HUTCHINS, SPRINGFIELD, MASS.

FOR SALE—51-inch American Star, full-nickel; tool bag and tools, bell, and rocker pedals; \$85 cash will buy it. ALBERT CHAPEN, SPRINGFIELD, MASS.

FOR SALE—53-inch full-nickel Columbia Light Roadster; been run only about 25 miles; \$137.50. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—52-inch Shadow, full-enamede, ball bearings to both wheels; used only a very little, \$90. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—No. 5 Royal Mail Racing Tricycle; 52-inch Yale Racing Bicycle; 54-inch Expert Racing Bicycle; price \$115 each. Write for full particulars of any of them. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—51-inch full-nickel noiseless Star with power traps, cones to front wheel, owner has no further use for a machine. SAM. L. WELD, NORWALK, CT.

FOR SALE—One Tandem Backbone fitted for two Experts; has springs and saddles, and is full nickel, just half price, \$30. AMERICAN BICYCLE CO., SPRINGFIELD, MASS.

FOR SALE—Lithographs of George M. Hendee, 14x17; sent by mail to any address on receipt of 25 cents in stamps. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—A nice lot of second-hand Acme bicycle stands; expressed to any address on receipt of \$1.25. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—Nickel-plated spoke grips, sent to any address on receipt of 35 cents in postage stamps. THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—51-inch full-nickel Columbia Light Roadster, with ball pedals, has been ridden but three times; too large for owner. W. L. BALDWIN, STAMFORD, CT.

FOR SALE—One 54-inch Matchless Bicycle, nickelized and enameled, and in excellent order; price \$90. THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—52-inch full-nickel Sanspareil Bicycle, with 1885 head and handle-bars; in excellent order; price \$90. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—\$40—52-inch Standard Columbia, rubber handles, dropped bars, finished in Ardil's enamel and gold; At condition. GRANT BELL, MINNEAPOLIS, MINN.

FOR SALE—56-inch Harvard, full-nickel except painted wheels, in fine order, and shows wear only a very little \$90. AMERICAN BICYCLE CO., SPRINGFIELD, MASS.

FOR SALE—54-inch Royal Mail Racer, tangent spokes used only a very little, comparatively as good as new; \$115. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—Victor Tricycle, new last September, only been run about 30 miles; just about as good as new; \$125. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—54-inch Expert, full-nickel, with cow-horn handle-bar; new last season, and in fine order; \$100. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—50-inch Royal Canadian Bicycle, ball bearings to large wheel, plain to rear; bright and painted; hollow forks; a bargain; \$50. AMERICAN BICYCLE CO., SPRINGFIELD, MASS.

FOR SALE—56-inch Standard Columbia, with ball bearings, full-nickel, with \$3 Hill & Tolman bell; in good order; \$65. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—48-inch Standard Columbia, parallel bearings, dropped handle-bar, bright and painted; only been run about 5 miles, and as good as new; \$90. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—54-inch Sanspareil, wheels enameled, balance nickelized, dropped handle-bars, been run about 100 miles; in fine order; \$100. AMERICAN BICYCLE CO., SPRINGFIELD, MASS.

FOR SALE—54-inch Royal Mail, with direct spokes, full-enamede; new last season, and in excellent order; a bargain; \$85. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—50-inch full-nickel Harvard, dropped handle-bars, ball bearings to both wheels, and in good condition; \$67.50. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—51-inch American Star Bicycle, plain finish, Stall & Burr saddle, with tool bag and tools; in excellent order; price \$67.50. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—54-inch Special Club, with ball bearings to both wheels, nickelized and painted, and in good order, price \$67.50. THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—35 CENTS in postage stamps THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., will forward to any address a pair of the Crescent Stocking Supporters, which are the best.

FOR SALE—50-inch nickelized and enameled Spalding Light Roadster; cost new in May, \$132.50; exactly as good as new, as it has not been run 5 miles; price \$115. JOSEPH RAFTER, SPRINGFIELD, MASS.

FOR SALE—58-inch Standard Columbia, parallel bearings, direct spokes; latest pattern; with Columbia hub lamp and Hill & Tolman bell; \$60. THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—53-inch nickelized Columbia Light Roadster; been run only about 25 miles; \$137.50. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—One Carver's Tricycle, made by James Carver, Nottingham, England, selling there for \$115, price in this country \$180, has ball bearings, including pedals and is a well made and very easy running machine; bought new last month, and has not been run 25 miles; as good as new; price \$140, or will exchange it for a 50- or 52-inch Rudge machine. E. B. FOOTH, SPRINGFIELD, MASS.

THE SPRINGFIELD WHEELMEN'S GAZETTE.

FOR SALE CHEAP—50-inch full-nickled Expert, dropped handles, ball pedals, Duryea saddle; in excellent condition; object for selling,—a smaller machine needed. WATERBURY & MACDONALD, STAMFORD, CT.

FOR SALE—54-inch Standard Columbia, ball bearings, half bright; used two months; perfect condition; reason for selling, too small; including cyclometer, \$70 cash. Address W. B. COFFIN, 266 Front Street, MEMPHIS, TENN.

FOR SALE—58-inch Royal Challenge, ball bearings, hollow fork, tool bag and tools, and bell; comparatively as good as new, having been run only about fifty miles; price \$85. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—52-inch Harvard, full-enamede with Harrington's enamel, dropped bars, Hancock tires, Hill & Tolman bell, tool bag and tools; in fine order; price \$85. THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE CHEAP, as I have no use for them, one pair of good second-hand pedals, Hill & Tolman bell, Columbia hub lamp, and tool bag, all in good condition; will sell the lot for \$7.50. RALPH DAVIDSON, SPRINGFIELD, MASS.

FOR SALE—52-inch British Mail, full-nickled except felloes, ball bearings to both wheels, dropped handle-bars, Hancock tires; been run about 25 miles; cost \$150 new; will sell for \$125 cash. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—One 54-inch American Star, full nickled except felloes, power trap attachment, rocker pedals, Hill & Tolman bell; cost \$116; new, and has not been taken out of the crate; \$100 cash will buy it. FRANK LAGAN, SPRINGFIELD, MASS.

FOR SALE—Pair Expert cow-horn handle-bars, pair straight handle-bars, Evening Star lamp, Hill & Tolman bell, Expert rubber handle, set pedal rubbers, cyclist's satchel, wrench and oiler, Expert spade handles, 52-inch cyclometer. JOS. L. GARD, 318 North State Street, CHICAGO, ILL.

FOR SALE OR EXCHANGE—A Type-Writer, "Caligraph" upper-case alphabet, in perfect condition and guaranteed to last for years; price \$45, or will exchange for a good wheel of good make and any size above 52-inch. REV. L. H. SCHNEIDER, 611 20th street, N.W., WASHINGTON, D.C.

FOUND—The best Tire Cementer in use. With this tool you can cement a whole tire in half an hour; hence it is quick, and will not injure paint, nickel, or enamel, nor burn the tire, as a lamp must do. Send 75 cents for sample. Liberal discount to dealers. Manufactured by BATTLE CREEK WHEEL COMPANY, Box 2212, BATTLE CREEK, MICH.

FOR SALE—54-inch American Star, rocker pedals, Zacharias & Smith \$2 luggage carrier, tool bag and tools, Hill & Tolman \$3 bell; framework enameled and spokes bright; I will warrant this machine as good as new, and will guarantee that it has not been run more than ten miles; the best offer over \$90 will be accepted. CHARLES G. BRECK, SPRINGFIELD, MASS.

FOR SALE—Otto Tricycle, 48-inch rear wheels, 16-inch front, perfect rubber tires; brand new, perfect condition; 1885 pattern; cannot use it in this part of the country,—too rough for a tricycle; cost \$80 thirty days ago; warranted perfect; an excellent running machine, as easy-running as any that cost twice as much; will take \$68 for it; a splendid bargain. I refer you to the post-office or any of the banks here. J. E. HARDER, CLEARFIELD, PA.

GIVEN AWAY—Premiums for Subscribers. See our list and obtain some of the best Bicycling Sundries extant. Address this office.

ONE 51-inch Special Star, silent ratchet, nickled and enameled, bent bars; never taken from crate. Address WILBUR WINANS, SPRINGFIELD, MASS.

ONE nickel Burley Adjustable saddle (\$4.75), good pair of pedals, and Hill & Tolman bell (\$3); will sell all for \$6. FRANK LAGAN, SPRINGFIELD, MASS.

STOCKINGS.—A new pair regulation Stockings, never used, post-paid for \$1.25. J. W. McNARY, DAYTON, O.

SEND \$1 to the AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., and receive a box of those L. A. W. cards, which are the neatest card made. Send full directions.

SEND \$1 to the AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., and receive a pair of heavy all-wool bicycle hose, sizes 9 $\frac{1}{2}$, 10, 10 $\frac{1}{2}$, 11, the blue and black are ribbed, and the brown are plain.

THE CHEAPEST AND BEST advertising medium is THE GAZETTE. Rates 40 per cent. less than any other cycling publication.

THE "TOURIST'S DELIGHT" DRINKING TUBE sent by mail to any address on receipt of twenty-five cents. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

THOSE thinking of purchasing bicycles will find it for their interest to write to the AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., and state what size and kind they require, and about what they want to pay.

WHEELING and THE GAZETTE for one year, price \$2. Address this office.

WANTED—A 48-inch Expert Columbia, or other reliable make of bicycle, in good order, for cash. Address JNO. F. ZERN, WEISSPORT, PA.

WANTED—40,000 wheelmen to read and subscribe for THE SPRINGFIELD WHEELMEN'S GAZETTE. 50c. year.

WHEELMEN, how can you enjoy the wheel? By keeping fully posted and subscribing for so excellent a journal as THE WHEELMEN'S GAZETTE. Only 50 cents per year.

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For Cementing the Rubber Tires
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PRICE, COMPLETE, \$1.00.

By far the most convenient Heater for use in cities and towns where gas is used. Handier and less expensive than an alcohol lamp. Gives plenty of heat, and does not smoke up the rim. Useful for heating water, irons for soldering, or any other purpose where a small heater is required. Full directions for cementing on tires accompany each Heater. Such a Heater is indispensable in a repair shop and a necessity to every rider. Manufactured and for sale by C. H. LAMSON, 201 Middle Street, PORTLAND, MAINE, and sold by dealers generally.

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56-inch full painted Standard Columbia, ball bearings,...	\$80.00
40-inch half bright Youth's Challenge, parallel bearings,...	35.00
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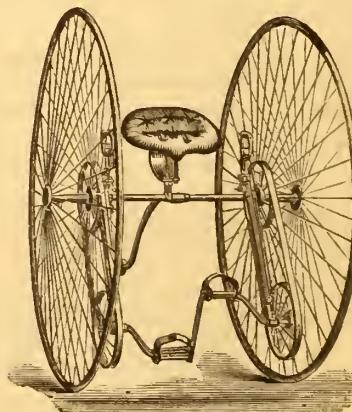
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Organized May 6, 1881.
Incorporated January 23, 1884.

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FOURTH ANNUAL BICYCLE * TOURNAMENT ! OF THE SPRINGFIELD BICYCLE CLUB.



HAMPDEN PARK,
SPRINGFIELD, MASS., SEPTEMBER 8, 9, AND 10, 1885.

LIST OF RACES.

FIRST DAY—Tuesday, September 8.

- 1—One-mile Professional Bicycle Handicap Race.
- 2—Ten-mile Amateur Bicycle Race; Championship of the United States.
- 3—One-mile Amateur Tricycle Race.
- 4—Three-mile Amateur Tricycle Tandem Race.
- 5—Five-mile Professional Safety Bicycle Race; wheels not over 40 inches.
- 6—Half-mile Amateur Bicycle Race, Open.
- 7—One-mile Amateur Bicycle Race, 3.10 Class.
- 8—Three-mile Amateur Bicycle Race, Open.
- 9—Three-mile Professional Bicycle Record Race.
- 10—Five-mile Amateur Bicycle Record Race.

SECOND DAY—Wednesday, September 9.

- 1—One-mile Amateur Bicycle Race, Open.
- 2—One-mile Professional Bicycle Race; Sweepstakes Championship of the World.
- 3—Three-mile Amateur Safety Bicycle Race; wheels not over 40 inches.
- 4—Half-mile Amateur Bicycle Race, 1.30 Class.
- 5—Three-mile Amateur Bicycle Record Race.
- 6—Ten-mile Professional Bicycle Race, Open.
- 7—Five-mile Amateur Tricycle Record Race.
- 8—One-mile Amateur Tricycle Tandem Race.
- 9—Five-mile Amateur Bicycle Race, 16.00 Class.
- 10—Three-mile Amateur Bicycle Handicap Race.

THIRD DAY—Thursday, September 10.

- 1—One-mile Professional Safety Bicycle Race; wheels not over 40 inches.
- 2—Ten-mile Amateur Bicycle Record Race.
- 3—Five-mile Amateur Tandem Tricycle Race.
- 4—Three-mile Professional Bicycle Race, Open.
- 5—One-mile Amateur Safety Bicycle Race; wheels not over 40 inches.
- 6—Three-mile Amateur Bicycle Race, 9.10 Class.
- 7—Three-mile Amateur Tricycle Record Race.
- 8—One-mile Amateur Bicycle Handicap Race.
- 9—Five-mile Professional Bicycle Handicap Race.
- 10—One-mile Amateur Bicycle Consolation Race.

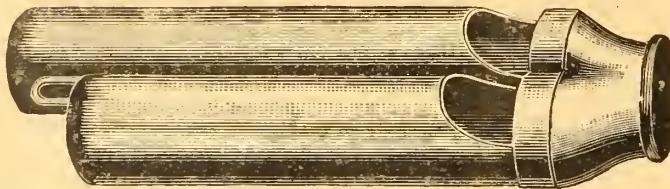
ENTRANCE FEES.

AMATEURS—All $\frac{1}{2}$ -mile and 1-mile events, \$1 each event; 2-mile events, \$2 each event; 3-mile and 5-mile events, \$3 each event; 10-mile events, \$5 each event. PROFESSIONALS—1-mile and 3-mile events, \$3 each event; 5-mile events, \$5 each event; 10-mile events, \$10 each event. All races must have at least three men to start, or the number of prizes will be reduced.

Entries Close September 2, 1885.

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With Bar
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Chain.
Nickled.



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Liberal
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(COPYRIGHTED 1883.)

SEASON OF 1885.

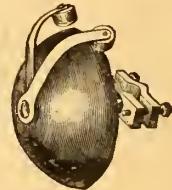
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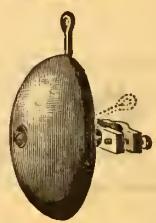
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CHEAP, GOOD.



No. 8, One Hammer, \$0.75
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H. & T. Stop Bells.

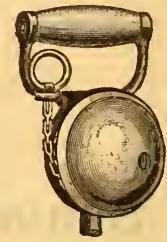
The King of Stop Bells. Surprisingly simple. Nearly equals our Automatic in effect. No rattle. Out of the way. Stopped by shifting handle. Sure to satisfy in every respect.



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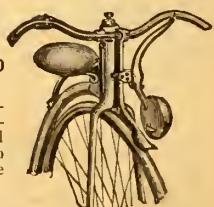
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EQUAL TO THE
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THE X-LNT AND UN-X-LD
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THE SOLE AUTHORIZED MAKER.

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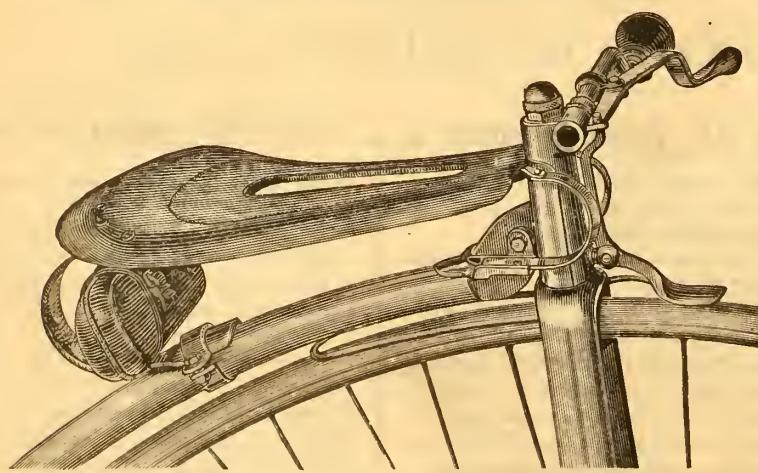
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PERFECT HYGIENIC BICYCLE SADDLE.

NOW READY FOR THE MARKET.



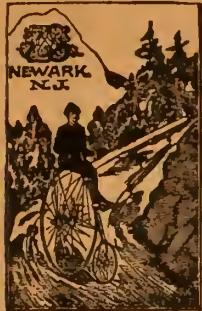
PATENTED MARCH 17, 1885.

No metal frame or tree. Springs at both ends completely compensating all jar and jolt. No pressure on perineum and no danger from bicycle riding with this Saddle. Only perfectly hygienic Saddle made. Thoroughly tested last season and fully perfected. Finest material ever used in a bicycle accessory. Furnished only in full nickel. Retail price \$6.00. Liberal discount to the trade. Orders filled promptly. Send for descriptive circular. Manufactured by

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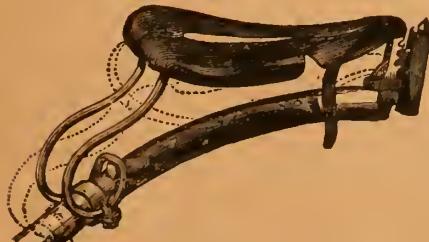
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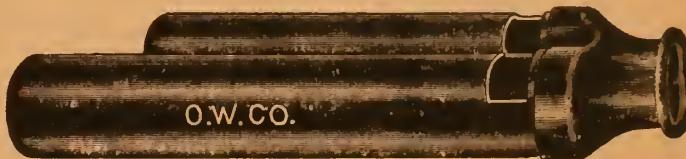
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