

THE WHEEL

A JOURNAL OF CYCLING

VOL. VII.—No. 25.]

NEW YORK, MARCH 20, 1885.

NUMBER, 181.

SINGLE COPIES, - - - Five cents.
SUBSCRIPTION PRICE, - - - One dollar a year.
CLUBS OF SIX, - - - Five dollars.
EUROPEAN SUBSCRIPTIONS, - - - Five shillings.

Published every Friday morning, by
THE CYCLING PUBLISHING COMPANY,
Box 444, 21 Park Row, N. Y.,
and entered at the Post-Office at second-class rates.

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Henry E. Ducker, the Springfield "boss," is a native of London, Eng.

Geo. F. Hutchinson, the fancy rider, is now exhibiting at the rink in Norristown, Pa.

The "Big Four" represents the four cities of Chicago, Buffalo, Boston, and New York.

Eleven names were added to the membership of the L. A. W. for the week ending March 12.

The Racing Board has given Springfield the ten-mile championship to be run for at their tournament.

The Pacific coast sporting papers' wheeling columns consist solely of cuttings from the Eastern papers.

There promises to be a heavier vote polled and a sharper fight than ever before in the State elections this year.

Everything seems to be bracing up, roads, roadsters, racers, dealers, papers, magazines, and everything pertaining to 'cycling.

Cedar Rapids, Iowa, boasts of a Chinese 'cyclist, Wing Hing by name, who seems to think a good deal of the Columbia wheel.

Will. C. Thrasher, of Garrettsville, Ohio, and a member of the bi. club, died at that place on February 21, aged twenty-three years.

In our list of light machines for this year's market, we omitted the Sanspatriel Light Roadster, which will weigh about thirty-five pounds.

The oft quoted and rather high-sounding "silver steel of steed," seems to have given way lately for the more homely title of "bicycle."

It is reported that H. L. Cortis, ex-champion, will return to England from the Antipodes shortly, and will again appear on the racing path.

A young lady was heard to say that why she liked riding in front of a "tandem" so awfully was because she had the gentlemen after her then.

Rumor has it that Stephen Terry, of Hartford, Conn., and Burley B. Ayers, the railroad worker, will be opponents for the presidency of the L. A. W. this year.

We did not know, before we consulted the "Western 'Cyclist," that the New York and Ixion Bicycle Clubs, of this city, had the same men to a dot for their officers.

C. J. Young has been keeping himself in good condition during the winter, and intends to resume racing. He says that he will be ready to race Neilson at any time.

The new Columbia tricycle, a description of which appears this week, will be ready for delivery about the middle of April. Orders can now be booked, and will be filled in rotation.

When Thomas Stevens, on his ride over the country, reached Cheyenne, Wyo., his wardrobe consisted solely of a gray flannel shirt and a pair of breeches much too large for him.

Mr. E. A. Dobbins, who has lived in Middletown for quite a while, has again returned to New York. Mr. Dobbins was formerly a member of a local club, but resigned on leaving this city.

There is a bargain to be had in the 54-inch light Rudge bicycle advertised in our "For Sale and Exchange" column. It is a comparatively new machine, but a trifle small for the owner.

The Springfield "Gazette" longs for the official organship, and even goes so far as to engrave a special-heading for that department. Looks like "counting chickens before they are hatched."

Charles Frazier, the noted Star rider, of Smithville, N. J., is going to retire on his laurels as a racing man, but will probably travel around the country as he is doing now, playing polo with Finley.

The sporting editor of the "New Argus," Louisville, Ky., says: "Several of our dude wheelmen promenade Fourth avenue on their pretty every afternoon." Great Scott! How's the thing done?

Wheelmen about Augusta, Me., have of late found considerable enjoyment in bicycling on the ice. The rubber tires are removed and the bicycles are said to run very nicely. It evidently is a (n)ice sport.

Dakota has now attained a sufficient number of members to make the appointment of a chief consul necessary, therefore Dr. Beckwith has appointed Mr. Geo. Batchelder, of the Grand Forks Bicycle Club, to fill the position.

The luggage carrier of Zacharias & Smith, though not a novelty, is almost indispensable to the rider of a Star or Crank bicycle. It is neat, effective, and inexpensive, and we know of no better investment for the amount of money.

The Trojan Wheelmen have nominated J. R. Torrance for Chief Consul of State of New York, in opposition to Mr. Hill, who is the head of the ticket put in motion by the Cortland Wheelmen. Mr. Torrance is the present incumbent.

"My Love Jack," a new comedy produced in Sheffield, Eng., recently, is full of interest to 'cyclists. The hero appears in the uniform of the 'Cyclists Touring Club, and was played by a well known rider of the district, G. W. Matson, who it seems, is also a local histrionic light.

Among the recent additions to the apparatus of the Lancaster Athletic Club is a training bicycle, the first introduced there. Professional wheelmen frequently use the home trainer when getting themselves in condition for races. The new machine will doubtless add to the popularity of the club.

In a race with Morgan at New Orleans, Prince made a quarter of a mile in 39 seconds, thus establishing a new record, as the old time was 41 2-5 seconds, and accomplished by R. A. Neilson, at Springfield, in September. This new record, however, is only professional, and falls behind Hendee's 38 1-5 seconds.

John S. Prince writes that next season he will devote his attention largely to racing against trotters. His first race

will be at Mobile, Ala., March 16, after which he will make a tour East. The distances will be from five to twenty miles. Prince also announces himself ready to ride any wheelman for any amount.

In order to add to the enjoyment of a race to the lengthy programme of unlimited fun prescribed by the Big Four tourists, it has been decided to hold a 100-mile amateur road race between Coburg and Kingston, starting from the former place at 9 A. M. on Thursday, July 9. A medal will be offered by the Tour Association.

Weighty Wobinson won a wheeling wace;
If weighty Wobinson won a wheeling wace,
Where's the very valuable "wecom-pense"
Which weighty Wobinson weally weceived?

—[Wheel Life.

Mr. Frank L. Stephens, of Riverton, Conn., one of the pioneer wheelmen of his State, was in New York on the 13th. Mr. Stephens reports that the wheelmen in his vicinity are disgusted with the official organ, and it is frequently thrown in the waste basket, unopened. The gentleman also says that he has not received his copy of the "Gazette" for two months.

The Riverside Wheelmen find that the lot of a young bicycle organization in this city is not altogether a happy one. They are at present without headquarters, and are endeavoring to induce the druggist at the corner of Seventy-second street and Boulevard to build them temporary quarters, but have as yet been unable to come to any agreement in regard to same.

It has been stated in the 'cycling press at different times that Cleveland, Henry Ward Beecher, and others were going to purchase machines, and now comes the report from a correspondent that Thos. F. Bayard, the new Secretary of State, will ride a tri., and that Cleveland remarked that he would like to see all of his Cabinet mounted in like manner. Truly Washington is the Paradise of 'cycling.

Races for safety machines only, should limit the size of wheel to forty inches. It would be manifestly unfair to admit a 54-inch Star in a race with Kangaroos, Ridges, Clubs, and other small wheels. As such a race is intended more for a novelty than anything else, the limit

should stop at small wheels. There are usually plenty of other races on the same programme where no restrictions are made.

It is a fact not generally known that nearly every wheelman of note in Chicago and the vicinity is involved in the polo "scrape." It all originated in a game played in February last in Detroit, and the contagion has extended even into the boat clubs of the latter city.—[Exchange.]

The Racing Board will have to be very cautious, if they wish to make an example.

The success of our special number is assured. The illustrations that have been prepared by competent artists are on a par with those of "Outing" and the "Century." The number will be specially valuable, as it commences a new volume, and will afford an excellent opportunity for those who wish to combine the "Bicycling World" and THE WHEEL for \$2, the regular price of the "World."

The Ixion Club repeated one of their social entertainments at their club headquarters in Sixtieth street on Wednesday evening last. Dancing was the chief amusement, interspersed with a collation. It is an historical fact that all the Ixion "ladies" are not only beautiful but good dancers, and these select "sociables" have been looked upon as the most agreeable pleasures of the winter season for Gotham 'cyclers.

"In looking over my log," writes Karl Kron, "I observe an entry dated November 21, 1881, to the effect that I did climb up the big hill leading from Kingsbridge to Jerome Park, on the afternoon of that day. So I needn't have excepted it, in my article on New York roads which you printed March 13. The event happened so long ago that I've forgotten the circumstances, but I think the road's surface must have been smoother then than last December, when I certainly couldn't have ridden my bicycle to that summit."

The first tricycle here put in its appearance one day last week, and is owned by Dr. Williams, who is out on it every day. Gave an exhibition the other day of how nice he could ride. He ran the machine off the sidewalk backwards, and tipping up, rolled over in the mud and slush of the gutter, to the great amusement of a throng of spectators. The style of the machine does not meet popular favor, and others will be tried, the results of which will be recorded in the "Journal." If we organize a club this paper must have the credit for it.—[Marshalltown (Iowa) cor.]

As stated the April issue of "Outing" is a greatly improved number. The reading matter consists of about 130 pages, with the first chapters of three serial stories. Mr. Stevens' "Across America on a Bicycle" is by far the best reading for a bicyclist, though a perusal of the other matter would well repay one. The 'cycling column is more complete than formerly, and in finer print. "Outing" is now about the size of the "Century," and ranks about equal with that magazine. We will send THE WHEEL and "Outing" for \$3 per year, which is the price of "Outing" singly.

That postal card message from K. K.'s Canadian subscriber in the British army in Egypt, has proved a very good card for him to play in the game of attracting public attention to his scheme; for "Wheeling," the London weekly, of February 25, reproduces it in full from the columns of THE WHEEL, and says: "Next week we shall make a big bid in support of Karl Kron's book." The same paper also reprints from our columns, with due credit, the brief verses called "The Mystic Wheel," contributed by F. T. Merrill, of Portland, Oregon.

Karl Kron's total subscription list, last Tuesday noon, was 2,595. The removal of one of his Connecticut patrons to Florida has added that State to the list, so that Nevada, Idaho, and Indian Territory are the only sections of the Union not yet represented there. The first subscription from Switzerland arrived during the week, and seven towns of England, not heretofore represented, were added to the list. The issue of "Wheeling" latest to hand says: "Our bid for K. K.'s book was crowded out this week, but it will appear next Wednesday sure."

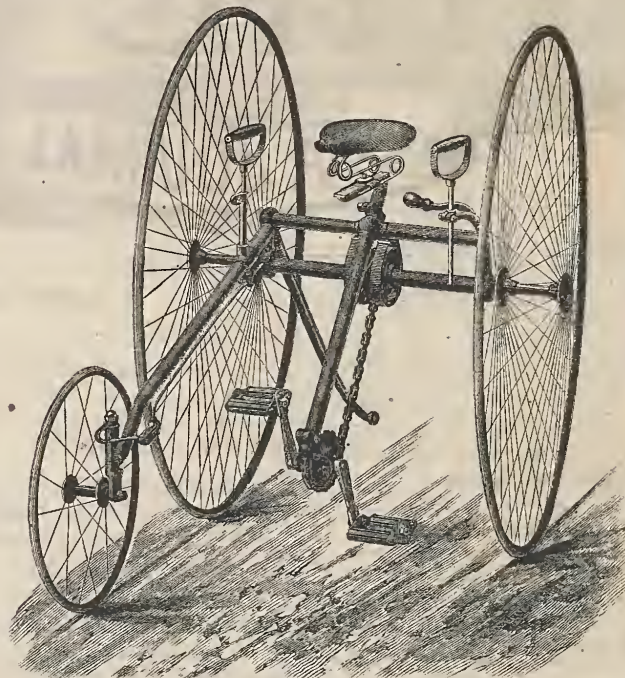
The ticket put in the field by the Troy men, which has been sent around anonymously, omits the names of three New York wheelmen who have been on the board before, and shows bad taste, as over 25 per cent. of the League members in the State reside in this city and Brooklyn. We would also call attention to the fact that any votes cast for R. O. Osborn, of Poughkeepsie, are thrown away, as that gentleman died over a year ago. Mr. I. Reynolds Adriance is the live representative of that place, and is on the "Hill" ticket, which seems bound to go by a large majority.

We had thought that the comments on Karl Kron's proposed publication were about exhausted. But it seems to have been a mistaken idea, as the following from the "Tricycling Journal," of London, will show: "Karl Kron, sad dog, is still on the path (publishing path) crying out for addresses and promises to forward a dollar, on receipt of his road book. Most pertinacious fellow is Karl, and deserving of success, if perseverance claims it. A good deal of merit in K. K., as well as true American humor, so he deserves to get those 3,000 subscribers who are the object of his ambition."

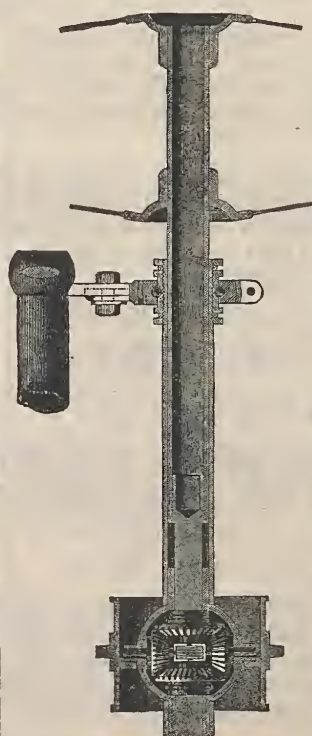
Some interesting figures are given in connection with the annual dinner of the Massachusetts Bicycle Club, the second, if not the first, club in the country in standing. It has over 170 members, whose average age is exactly thirty years. Sixty-two and a half per cent. of them are single. The average wheel is a 52-inch, and the riding record in 1884 was 105,451 miles, an average of 500 miles for each member. The best record for the year was made by a clergyman. Twenty-three members of the club have ridden over 1,000 miles. This is the only club that keeps a record of its members' riding from the beginning of their wheeling experience. The best records of this character are respectively 13,368 miles, 12,000 miles and over 10,000 miles. Ninety-two and one-half per cent. ride bicycles, 7½ per cent. ride tricycles, 15 per cent. ride both, and one member rides a quadricycle.

COLUMBIA TWO-TRACK TRICYCLE.

Considerable interest has been manifested in the machines to be put on the market this season by the prominent dealers, but doubtless nothing has attracted such widespread curiosity as the new Columbia tricycle, which as yet few have seen, although mysterious hints have been dropped from time to time as to its form of construction. Through the courtesy of the manufacturers we are enabled to present to our readers illustrations of the various working parts, with a brief description of the machine.



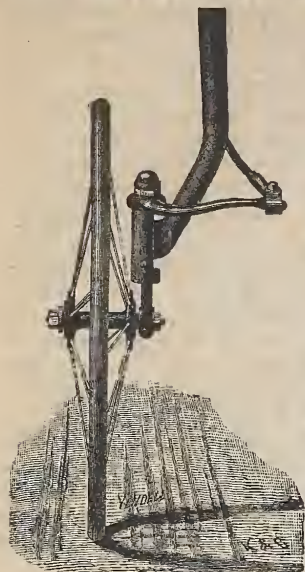
The driving wheels are 48 inches in diameter, with crescent steel felloes, containing 60 direct double-butt steel spokes, No. 11½ gauge. The front steering which tracks before the right hand driver is 20 inches in diameter. Both wheels are provided with Serrel's patent endless moulded rubber tires, ¾ inch to drivers and ¾ inch to steerer. The forged steel flanges of Wallace's patent are set directly on weldless tubular steel axles of the driving wheels. The frame is of weldless tubular steel throughout, and much lighter in detail of construction, yet losing nothing in strength. Wallace's dwarf cylindrical cone steering head is used, as also his spiral rack and pinion steering. The vulcanite inclined spade handles are adjustable, as are also the seat rod attachment, Harrington's cradle spring and saddle. Central driving gear is employed, with bicycle adjustable cranks. Columbia ball bearings are fitted to all the wheels and crank shaft. A powerful double band brake (Wallace's patent) is used, worked by a lever conveniently located near the left hand. The width of the track is 31 inches, while the total width is only 36 inches. From its simplicity it can be taken through any ordinary door without removing any part, by passing one driving wheel first.



The Columbia two-track tricycle will present, to those who have studied and compared machines, many points of interest. It has been designed and made after careful study of every detail, and its old features retained have had as much attention as its new features adopted. Amongst the former may be mentioned the sizes of both driving and steering wheels, a mean being chosen between the larger and smaller extremes that have had their trial, which mean best combines the requisite qualities; the use of weldless steel tubing in the frame, which secures at once the most rigidity with least weight; the Whitehead compensating-gear, with Wallace's improvements, which has proved itself practically, as it is theoretically, the only real balance gear yet devised; the Serrel contractile rubber tires, which will be the best for the most important uses of an elastic, non-slipping tire for velocipede wheels; solid felloes and direct spokes, which, when rightly made, as the Expert and Columbia tricycle wheels have shown so well, are the most reliable, except when more weight must be saved; the enamel finish where there are too many surfaces to take care of in any other; and the cradle-spring and tricycle saddle, which, for a 'cycle with a frame that does not sway and does need so many changes of position, are still the most comfortable and safe.

So also the Columbia adjustable ball-bearings (all around except the pedals, and these may be had so as an extra) and compensating swivels where likely to need them, have their superior excellence too well established to be displaced. The middle driving or short crank shaft feature is a return to an old principle of tricycle construction, which has been displaced at times for necessities of other

parts or fashions in structure, but which, for steady effectiveness and lightness in this machine, we believe to be the best; and the two-track feature, though not broadly new, has been embodied with improvements in this machine so as to give equal steadiness of running and the stability of front steering, with the two added advantages of an open front for convenience and but two lines of resistance to the wheels to watch and overcome, whilst the new improvements all around, including the compensating gear, preventing the clawing off, or unequal drag, caused in some previous structures by a side steering wheel.



Amongst the new features introduced in this machine may be mentioned the Wallace dwarf steering-head, which, besides its graceful and neat appearance and its lightness, conducts the strain more directly from the steering wheel to the driving gear, and insures steadiness of motion; the spiral rack and its connections, by which the steering apparatus is made most simple and effective to do just what is wanted of it, and is most out of the way and least subject to disarrangement; the three part frame jointed in a peculiar way, affording just the parts needed, and just where they serve most directly, and no more; the double band brake, by which greatest effectiveness with most certainty and ease of action is obtained; the combination of brake drums, sprocket, and balance gear together and in the middle under the seat, lightest and most out-of-the-way arrangements; the large, weldless, steel tubular axles in place of solid shafts, which are heavier and more likely to break.



Then, too, there is the new feature of an inclined seat rod, which operates to move the saddle backward also when it is raised so as to preserve the relative positions of seat and pedal, for the taller rider has a longer upper leg as well as lower leg, and by an ingenious attachment of the crank supporting tube tangent to the horizontal one, instead of flush with it, as usual, this seat rod is made to move in and out, free of everything.

Another and most valuable new departure in this machine is the building of the wheels directly upon

the tubular half-axles, thus getting a firm wheel, a safer axle, and dispensing with a large amount of misplaced material.

By these and other improvements in construction, the weight of a tricycle has been reduced more than twenty pounds without weakening any part, and in fact securing greater strength. Its price, \$160, is a very important feature in its favor.

HUB HAPPENINGS.

Snow is now falling heavily and drearily, and to-morrow the roads, which had this morning given the promise of soon being "cycleable" will again be rideable for sleighs only. With the office fire out, and one's hands almost rigid with cold, it does indeed require a hopeful disposition to believe that the days are near at hand, when the voice of the gentle robin, and the tuneful calliope will be heard throughout the land, and a thin jersey worn with impunity. Yet such is the fact, and the wheelmen with wisdom, are now deciding on their mounts for the coming season, and booking their orders with the favored manufacturer. With the increased number of dealers located here there really should be no delay in supplying machines when the season opens, but who ever heard of a manufacturer that did not get behind his orders and forget all about his promises, when the rush began? Therefore be wise, and book your orders early.

It is at the rooms of the dealers that are seen the surest signs of the advent of the merry springtime. Where for weeks past the clerks have done nothing but yawn and huddle around the steam radiators, glad even at the appearance of the chronic "looker in" with his oft-told and uninteresting tales of bygone headers, now all is activity, and the friendly caller meets with anything but a friendly welcome. The clerks in the office have resigned their comfortably cushioned tilt-back chairs and again resumed their perch on high stools, and

mildly argue with the no cash agent who wants a full stock, or with the man who gets mad because they have sent him what he has ordered, which is not at all what he wants. The salesman no longer draws road maps and pumps the backwoods wheelman for news, but instead carefully examines his long lines of new machines, braces up the rather tired looking second-hand line, and gets himself in trim for explaining the principles of the power of differential tricycle gearings. By the way, isn't it immense fun trying to understand the workings of a differential gear, when you don't know anything about it? The fun is only equalled when you try to explain it to some one else, after you think you understand it yourself. In fact everybody about the establishments are hard at work. The office boy atones for his past laziness by extraordinary activity in sending off all manner of catalogues and circulars.

At the Pope Manufacturing Company a long line of both sexes has been kept busy wrapping and mailing the Columbia valentine and chromo hanger. The valentine is acknowledged to be the finest thing of the kind ever seen, and the orders for them were enormous. The rhymes on the back of the valentine are said to be particularly appropriate, for like the parts of the Columbia bicycle, they are all interchangeable.

The English manufacturers evidently look upon America as a perfect gold mine. At least so I should judge by the way they are establishing agencies

here. H. W. Gaskell arrived Saturday, and is now on the lookout for a suitable place to establish his headquarters as agent for the Coventry Machinists Company. No definite arrangements have been made, but it is pretty well assured that Gaskell is to remain in this country. Mr. White, a member of the firm, is to sail for America shortly, and on his arrival will make arrangements with the Pope Manufacturing Company regarding a license, and help start the business, after which, it is understood, he will return to England. Singer & Company are to be represented by W. B. Everett, with headquarters at Cunningham's old place. Altogether it looks as though there was going to be lively times here this spring, and unless all are unusually bright and energetic somebody is going to get left.

There seems to be little increased interest here in league affairs or the coming State election. A few names have been mentioned, but no one seems to care much about the matter one way or the other. I can find but one man that really wants the position of representative. He wants it the worst way, and is pretty sure to get it. I think the Massachusetts Club has made a mistake in refusing to nominate a State ticket, for if no nominations are made underserving persons are likely to secure the office, and do the interests of the league much harm.

It will soon be time for the wheelman to don the attire which displays to more or less advantage his lower extremities. For developing such portions of his anatomy there is nothing better than repeatedly raising himself up and down on his toes, the toes resting on a board, or something of the kind, three inches above his heels. So says the superintendent of a ladies gymnasium, and she certainly ought to know.

POINTS.

At the reception of the Massachusetts Bicycle Club on the 25th inst. members will be attired in full-dress coats and vests, knee-breeches, black silk stockings, and other necessary fixings.

Boston seems about the only city that is not to be afflicted with a new wheel paper this season.

Members of the Massachusetts club are getting up their muscles and rolling up big scores in their bowling alleys. Mr. W. C. Stahl is said to have the best record.

Captain E. G. Whitney is booming the "Big Four" tour here—about seventeen names are enrolled.

According to a local paper, Karl Kron's road book is in press. That's nothing new. The book has been in the 'cycling press for many a year past.

The Star club of Lynn gives a drill in a darkened hall, each bicycle bearing a lighted lantern. A general smash-up added to the interest of a recent drill.

W. B. Everett is to manage Singer's American agency. Boston will be his headquarters.

Mr. Albert S. Parsons, well known as a firm supporter of the league, and a big club helmet, has retired from active club life, and refuses to accept a re-election as league representative.

Mr. A. D. Claflin also declines to longer be a representative.

The list of Massachusetts representatives, as published in the "Official Gazette," is far from being correct.

Fred. Sewell is to join Vanamburg's circus, and has ordered a Columbia for performing his tricks.

The Bostons are jealous of the superior accommodations of the Massachusetts Club house, and something startling may be expected from them in the near future.

Mr. A. L. Atkins, of the Pope Manufacturing Co., is at the Hartford factory, getting a practical idea of the manufacture of the Columbias, so many of which he has sold.

A 64-inch Rudge roadster is on exhibition at Stoddard Lovering's. The machine is the largest in this country, and is truly a monster.

Mr. H. D. Corey returned from his Western trip last week, and has much that is of interest to relate regarding 'cycling out West.

A new club is in process of formation at the Highlands.

"Outing" for April rather goes ahead of anything yet seen in the literature of outdoor sports.

The condition of the paving on Columbus avenue is a disgrace to the city and the cause of much profanity from pious wheelmen.

The East Boston Club is shortly to give an exhibition. The club is in need of funds.

"Word reaches me to-night from Springfield," writes Karl Kron to us on March 9, "that my article on New York city roads, which I sent in to the 'Wheelmen's Gazette' somewhat behind the requested time, will not be published by it until April. So the second half of the story, which THE WHEEL has now in hand, is likely sooner to see the light. The proofs of the first five chapters of 'X. M. Miles on a Bi.' have just been read by me and returned to the printer, though certain specimen pages have been despatched for possible editorial use in England and Australia. I sent to the latter country, by Saturday's mail, packages of the second edition of my Bermuda pamphlet addressed to twenty different towns. This completes my canvass there, which has been directed against more than fifty towns and has required more than five dollars' worth of postage stamps. I hope the ultimate result may be to double the present number of subscribers (37) now enrolled by me from the antipodes. The arrival of five names from England, by to-day's mail, increased my English list to 45, and my total to 2,535. Another fortnight will probably show the result of the broadside of Bermuda pamphlets and circulars (350 packages) which I fired across the Atlantic between the 10th and 17th of February. The editor of "Wheeling" writes me that he had thirty applications for my circular within two days from the time when his paper of February 25 announced his readiness to send full particulars. So it looks as if the Englishmen were finally going to give me a boom."

PENNINGS FROM PENNSY.

Look out for the

State Division tickets.

The Germantown Club crows over H. S. Wood's 3,165 miles in 1884—about one hundred on a Victor tricycle and the rest on an old pattern 58 Light Rudge.

"Ninon Neckar," Poet, Novelist, Secrétaire, etc., etc., one of "Pennsy's" oldest club men, has resigned from the club, and is hard at study for the ministry.

Notice of the Citizens race meeting has just been received, and it will be very strange if a number of Quaker-towners do not take it in—those who were over last year will be sure to repeat the enjoyment.

Query: Is the "Star" to be admitted to the "Safety" race? It is certainly a safety bicycle, but how about the size of the wheels? A Pony Star, properly geared, would be about the right thing for Frazier to scoop in this race on.

Speaking of the Safety and the windy articles on "gearing up" going the rounds of the 'cycling press, one point seems to have escaped general attention, viz., while, of course, to acquire a given speed must in each case take just as much exertion on a wheel geared up or down, yet in the small wheel geared up there is to a 58-inch rider on a 38-inch driver just 20 inches less spoke leverage against him, noticeable especially on an up grade. This has always seemed to us to about balance the friction of the chains and extra bearings on a hill—perhaps a little more. Then on a little wheel the resistance of a head wind is comparatively small, and the 38-inch driver will frequently roll in and out of a hollow that a 58-inch would simply strike the edges of, with a jar that if it failed to throw the rider, would be severely felt.

While we are on the Rudge machines it may be well to notice the improvements in the new light roadster; in place of the rubber band holding back the spoon brake, the spoon is now kept off the tire by a neat spring under the head; the handle bars are hollowed straight through handle as the racers were last year; the back wheel has more rubber exposed, tangent laced spokes, and a better section run, and just above a Harvard detachable safety step is fitted. The wheel has detachable cranks fitted in place of the fixed; the front forks being also a trifle fuller and stiffer, while each spoke is securely fastened to the hub, being butt ended and riveted inside the hub flange, then carried in and out of the otherspokes, lacing with them to the rim. The whole makes a stronger, no heavier, and all round better bicycle than the well-known machine of last year.

Saturday last saw good, dry roads wherever they were macadamized, and quite a number of the older riders improved the shining hours. The genial vice-president of the Germantown Club, Mr. Frank Read, turned out on his Expert Columbia, and in company with the club's secretary, Mr. G. D. Gideon, on a handsome nickle and enamelled American Rudge, wheeled a few miles over the good roads of Germantown. "Pop" Powell canvassed the roads toward Darby on a Victor tricycle, on which, not-

withstanding the 60-inch gearing, he manages to negotiate most of the hills that come in his way. H. S. Wood evidently was bent on capturing information for the new State Division road-book, and left for parts unknown. Col. Joseph Sellers on his little 38-inch Safety carried his 208 pounds well out on the Lancaster pike. The "Stars," too, shone brightly, and every one anticipated good riding on the morrow, only to be disappointed, however, as a drizzling rain set in early in the morning and dashed all hopes.

Ewing L. Miller, of the Racing Board, has sur le tapis the cutting of the die for L. A. W. championship medals and claims to have one of the best die sinkers in the world interested in the matter. It is to be hoped that our racing men will take more interest in the L. A. W. championships than was evinced by the number of entries at Washington last year; the hope and pride of a racer's heart should be the possession of one of these trophies even if valueless, from a pecuniary view.

J.E.M.S.

MY RIDE.

A Sabbath morn broke brightly,
In the springtime of the year,
All the birds were singing round me,
Their songs of hope and cheer.
When a horseman hot with riding
Dismounted at my gate,
And shouted words of warning:
"Come, e'er it be too late;
Delay not, oh! delay not.
If you her life would save,
Your bride is hourly lying
At the portals of the grave.
She sends for you to hasten,
Bring your doctor, tried and true,
His fastest steeds may yet avail.
But this she says to you:
'She knows you can outstrip them
On gleaming steed of steel,
And she begs that as you love her,
You mount your flying wheel.'

A moment from his greeting,
I had leaped upon my steed,
Our old physician quickly sought,
Told him my direful need:
His fastest steed was at the door,
He promised not to slack
In his speed, or ease his whip.
On rough or beaten track,
Till he reached the distant house
Where she I loved lay ill.
Ten miles of road before us—
And a long and weary hill.
He started, and I started,
But I left him like a stone.
I flew as arrow from the string,
By mighty archer thrown.
The road seemed floating by me,
House, trees, and woods grew dim,
But I saw the dying sufferer,
And heard the words of him
Who brought the fatal message:
"Come, e'er it be too late;
Delay not, oh! delay not,
If you her life would save,
Your bride is hourly lying
At the portals of the grave."

I pressed with vigor onward,
I knew little how I ran,
Among the crowds upon the road
And touched not beast or man.
For my eyes saw but the cottage
Towards which I flying sped
All objects whirled in vagueness
Before my reeling head.
The miles were surely passing,
In minutes half a score,
The race was one-third over,
And when as many more
Had passed, the hill ascended,
And two-thirds behind me lay;
A long coast appeared before me,
A narrow, dangerous way,
That wheelmen always pedal;
But I, in wild despair,
Threw legs quick over the handles,
My only thought and care
To reach the level roadway
At the bottom of the hill,

And pass the then remaining mile.
Beyond the ancient mill.
I flew as never flew before,
My shining steed of steel;
I flew as ne'er again I hope,
Shall fly my faithful wheel.
The people by the wayside
Stopped to watch my mad career.
And shuddered at my daring,
While I, with all to fear,
Laughed as wind whistled by me,
Laughed at my fearful speed:
Laughed, as I knew a moment more
Would place me and my steed
Within a little distance
Of my wildest hope and prayer.
And, repaid for all my riding,
I would quickly dismount there.

At last I reached the level
At the bottom of the hill,
And with feet still over handles,
I passed the ancient mill.
Then again with working pedals
I spurned the dusty road,
And, so near upon the end,
My heart sank as a load
Of doubt almost unmanned me:
I feared to learn my fate,
Wondering that if all in vain,
I could yet have come too late.
In less than thirty minutes
From the message I received,
I reached the bedside of my love.
I found that still she breathed.
She rallied with my coming.
And when, within the hour,
The flying hoofs of running steed
Drew nigh, she showed new power.
From the clutch of death we saved her.
And when in after years
We look upon the trusty steed,
Recall the doubts and fears
Of that fateful Sabbath morning,
We bless it for its might,
We ever guard it tenderly.
It's memory ever bright.

P.

THE CITIZENS' RACE MEETING.

The second annual race meeting of this club will be held on Friday evening, April 17, 1885, at a quarter to eight, at the Knickerbocker Roller Skating Rink, 63d street and 3d avenue. It will be the same as last year, being practically under the same management, except that the programme is more varied and attractive. The success of last year practically assures their second attempt from any loss, and all who enjoy an evening's sport can find no better opportunity than being present at the above named entertainment.

"OUTING" FOR APRIL.

The April issue of "Outing," indicates the purpose of its publishers to place it in the foremost rank of American magazines. It is enlarged to nearly double its former size, and its compound title is wisely simplified to the expressive "Outing." A new and tasteful cover and increased illustrations of the best sort give it comeliness, and its table of contents is substantial and alluring.

Four serials are begun in this first number of the volume. Julian Hawthorne contributes four chapters of a strong novel, entitled "Love—or a Name," which will deal largely with modern politics, and whose hero is a young man of brains and good-breeding, engaged in practical life in New York. "A Modern Tramp," by M. E. C. Gardner, author of "Homes, and How to make Them," is an illustrated serial in which the problem of summer homes is pleasantly and helpfully considered. "The Flag of the Seven Upright Ones" is a striking tale of Swiss democracy, by the famous novelist Gottfried Keller, translated by Miss Francis A. Shaw. The fourth serial is entitled "Across America

on a Bicycle," and begins the story of Mr. Thomas Stevens' journey across the continent. It is full of life and incident, and is illustrated by Mr. W. A. Rogers.

Two bright short stories are given,—"Earty Jim," an attractive study of Lancashire character and dialect, and "How Mr. Podwinkle was encouraged," a charming sketch by President Bates.

A leading feature of the number is a strong group of letters on the Preservation of the Adirondack Forests, by a score of eminent public men, including Charles Dudley Warner, Prof. Charles S. Sargent of the Harvard chair of arboriculture, Gen. Francis A. Walker, President Andrew D. White of Cornell, John Burroughs, Dr. Howard Crosby, Abram S. Hewitt, Sunset Cox, E. P. Roe, Lyman Abbott, and J. T. Trowbridge.

An entertaining paper on the Charcoal Burners of the Green Mountains is profusely illustrated by the author, J. R. Chapin, and a delightful article describing a vacation in Canada with birch and paddle is illustrated by the frontispiece, a striking picture drawn by Henry Sandham, engraved by H. E. Sylvester, and printed in two colors.

Roger Riordan contributes a poem entitled "Running into Harbor," illustrated with an exquisite full-page engraving. There are also poems by Edith M. Thomas, Frank D. Sherman, and R. K. Munkittrick.

Other features are an exciting description of an ocean yacht race, by Col. Stuart Taylor, a valuable paper on whist, by one of the best authorities in the country, and a plea for football, by Eugene L. Richards, Jr., captain of the Yale eleven.

The departments are full, and of great interest, presenting a variety of novel features.

The price of "Outing," is 25 cents a copy, or three dollars a year. It is published by the "Wheelman" Company, 175 Tremont Street, Boston.

The combined rate of "Outing," and THE WHEEL is \$3.00 a year when orders are sent through the 'Cycling Publishing Company.

FROM THE CLUBS.

KEYSTONE.—At the annual meeting of this club held this date the following officers were elected for the year: President, George A. Lyon; secretary and treasurer, Charles M. Clark; captain, John W. Pears; first lieutenant, P. S. Johnston; color bearer, A. P. Murdock; club committee, Messrs. H. E. Bidwell and John Gaff; with President secretary treasurer and captain. All indications point to a most successful season in 'cycling matters, and with an expected large increase in membership we shall endeavor to keep the wheel rolling pretty lively.

Yours truly,

CHARLES M. CLARK,
Secretary and Treasurer.

MISSOURI.—At the annual meeting of the Missouri Bicycle Club held March 3, the following officers were elected for the ensuing year: President, Louis Chawent; vice-president, George I. Jones; secretary and treasurer, Edward Sills; captain, C. F. A. Beckers; first lieutenant, C. H. Stone; second lieutenant, Hal W. Greenwood; color bearer, G. F. Baker; bugler, J. H. Williamson. The club has a large and active membership, and is growing rapidly.

Yours truly,

EDWARD SILLS, Secretary.

MARYLAND.—Preceding the third annual meeting of the club the stockholders held their meeting and listened to the report of the chairman, the most pleasant part of which was, that all debts so far had been paid, when due, and the corporation has over \$1,500 to its credit, and that fully six weeks had been lost on account of weather; but the new building is now under roof, and will be ready for occupancy within sixty days. The old board, consisting of Messrs. S. T. Clark, A. C. Kenly, E. P. Hayden, B. B. Lynch, H. E. Brown, Jas. Thompson and Yates Penniman, were re-elected. The club election was as tranquil as a sleeping infant, the following gentlemen being elected: President, S. T. Clark; captain, E. R. Jones; secretary, A. C. Kenly; treasurer, E. P. Hayden; first lieutenant, Jos. D. Chesney; second lieutenant, J. H. Schone; bugler, Dr. H. W. Hoopes; executive at large, Yates Penniman, Ira C. Canfield, Jr.; chairman house committee, H. E. Brown; house committee, Jas. Thompson, O. Wolf. That gang seem to think they have a life lease on the offices; but we will clear 'em out yet. The treasurer of the club reported: "Out of debt and over \$700 in bank." Club has 107 members against 50 last year. The captain reported for year, 40 called runs, distance 913 miles, average attendance 11 men, longest 24 hour run, 100 miles, J. D. Lord, Jr. and J. W. Lord, Washington and return. Highest records for year, Wm. Spingon 1,800 miles, A. C. Kenly 1,508. Club still holds one and five mile State championships and the century run in State, and is up near the band generally. We, that is our club, are not much on big records, but for a quiet moonlight run, and a cosy little supper, and then on the porch in a comfortable rocker, a cigar drifting away into smoke, and the pleasant company of a bit of a breeze, we are not often missing. The annual banquet was held March 16, at Carrollton Hotel.

SECRETARY.

OSKALOOSA (IOWA), WHEEL CLUB:—This was the title bestowed on an organization formed in Oskaloosa, by the resident wheelmen. After the resolutions and by-laws were attended to, officers were elected for the year as follows: President and captain, W. L. Howe; vice-president and bugler, F. S. Loomis; secretary and treasurer, Will. Neagle; color bearer, W. D. Forsyth. The club intend to join the league in a body after April 1.

SALEM.—At the regular monthly meeting of Salem Bicycle Club, (N. J.), it was voted to change the name of the club from Salem Bicycle Club, to Fenwick Wheelmen, the reason being that there is another organization of the same name. It was also decided to adopt royal purple, trimmed with gold fringe as the club colors. After transacting other business the meeting adjourned.

Yours truly, HARRY B. DARE,
Secretary and Treasurer.

SPRINGFIELD, O.—At the annual meeting of the Champion City Bicycle Club, the following officers were elected for the year: President, A. M. Crothers, secretary and treasurer, E. G. Barnett; captain, T. J. Kirkpatrick; lieutenant, R. A. Worthington; bugler, Paul A. Staley.

WILLIAMSPORT, PA.—At the meeting for the election of officers held annually, the following were chosen to serve:

President, W. H. Bloom; vice-president, Dr. H. L. Mundy; secretary, Ira A. Dayton; treasurer, Harry S. Meyer; captain, Will. T. Andrews.

WILKESBARRE, PA.—The Wilkesbarre Bicycle Club elected the following officers for the ensuing year, at their annual meeting March 2: President, R. L. Ayers; vice-president, E. G. Mercer; captain, J. G. Carpenter; first lieutenant, W. W. Lee; second lieutenant, Burt Voorhis; secretary, W. E. Shupp; treasurer, R. S. Brown; bugler, Howard Perrin; color bearer, T. A. Wright. John B. Osborne and C. J. Metzgar were dropped from the ranks of the club, for non-payment of dues.

THE SPRINGFIELD PROGRAMME FOR 1885.

Thus early in the season the Springfield Bicycle Club has made arrangements for its annual tournament, which opens on Hampden Park, September 8, and continues for three days. The following programme has been submitted by the directors to the members, and it is not likely that any important changes will be made. A list of the several committees and officers also follow:

FIRST DAY, SEPTEMBER 8.

One mile—Professional; handicap.
Ten miles—Amateur; bicycle. Championship of United States.
One mile—Amateur; tricycle.
Three miles—Amateur; tricycle tandem.
Five miles—Professional; Safety bicycle; wheels not over 42 inches.
Half mile—Amateur; dash; bicycle. Open.
One mile—Amateur; bicycle. Class. 3.10.
Three miles—Amateur; bicycle. Open.
Three miles—Professional; bicycle. Record.
Five miles—Amateur; bicycle. Record.

SECOND DAY, SEPTEMBER 9.

One mile—Amateur; bicycle; Open.
One mile—Professional; bicycle; Sweepstake championship of the world. Purse of \$500; entrance fee \$100.
Three miles—Amateur; bicycle.
Half mile—Amateur; bicycle. 1.30 Class.
Three miles—Amateur; bicycle. Record.
Ten miles—Professional; bicycle. Open.
Five miles—Amateur; tricycle. Record.
One mile—Amateur; tricycle tandem.
Five miles—Amateur; bicycle. 16 minute class.

Three miles—Amateur; bicycle. Handicap.

THIRD DAY, SEPTEMBER 10.

One mile—Professional; Safety bicycle; wheels not over 42 inches.
Ten miles—Amateur; bicycle. Record.
Five miles—Amateur; tricycle tandem.
Three miles—Professional; bicycle. Open.
Three miles—Amateur; bicycle. 9.10 class.
Three miles—Amateur; tricycle. Record.
One mile—Amateur; bicycle. Handicap.
Five miles—Professional; bicycle. Handicap.
One mile—Amateur; bicycle. Consolation.

COMMITTEES AND OFFICERS.

Clerks of the Course, D. E. Miller and F. E. Ripley; starter, C. E. Whipple; scorers, G. S. Miller, E. M. Wilkins and J. H. Fennessey, Jr.; timer, O. N. Whipple; in charge of headquarters on the park, W. H. Selvey. Following are the names of the chairmen of the committees. The executive committee, consisting of the full board of directors, with Mr. Ducker as chairman; tickets, W. C. Marsh; prizes, C. A. Fisk; racing Sandford Lawton; police, W. H. Jordan; advertising, H. E. Ducker; transportation, W. N. Winans; press, A. R. H. Foss; music, H. N. Bowman; reception, P. Harvard Reilly; hotels, J. H. Foulds, Jr. At last night's meeting of the club two new members were received and these officers elected: Captain, Wilbur N. Winans; first lieutenant, J. H. Foulds, Jr.; second lieutenant, E. F. Leonard; bugler, H. J. Winans; color-bearer, M. B. Breck; guides, E. M. Wilkins and A. O. McGarret; club surgeon, H. E. Rice.

BIG FOUR STATISTICS.

EDITOR OF THE WHEEL: All wheelmen going on the "Big Four Tour" will be requested to give certain information concerning themselves, in order that they

may be easily found if lost, or for some other equally important reason. The information desired will be somewhat as follows: Name and address; club, local, L. A. W., C. T. C., or C. W. A.; office held in same; married or single; age; height; weight before and after tour; name, number, size and finish of wheel; political party and occupation. Of course this information is only requested, but wheelmen can tell all they know about science and art, and their cousins and their sisters and their aunts, if they want to.

Postal cards will be printed with blanks for the date, time of departure and arrival, distance, riding time, rests, total time, weather, condition of road, etc.; thus saving much time for those who wish to keep their many friends informed of their whereabouts and welfare.

I hope that few will miss this chance of enjoying two weeks more pleasantly than they can anticipate. Yours truly,
H. F. FULLER, Sec'y of Tour.
470 N. State St., Chicago, Mar. 10, '85.

[Tune, Warrior Bold.]

In modern days we sing the praise,
Of 'cyclers bold and gay,
Who mounts his steed, to test his speed,
And win the prize to-day.
He rides for love and fame;
To conquer is his aim.
He dashes past, he rides so fast
That none his speed maintain,
For him 'twill be a victory.
He rides for love and fame;
For him 'twill be a victory,
To conquer is his aim.

The race is o'er and now once more,
The riders slowly move;
The victor's eyes seek out the prize
And rest upon his love,
And rest upon his love.
She greets him with a smile
Which doth his heart beguile.
The tale is told, the Wheelman bold
Hath won the victory.
He rode for love; he rode for fame;
To conquer was his aim.
He rode for love; he rode for fame,
He rode for love; he rode for love,
He rode for love, for love and victory.

ROLLER-SKATING.

The K. C. W.'s perhaps more than any other 'cycling club in this vicinity, are most noted for their roller-skating proclivities.

I wonder how long it will be before the upper tandom of roller skaters tire of this plebian title, and adopt the Bostonese of octocyclists, as a designative title for themselves?

Again do 'cyclists find a new proof of the desirability of the knee breeches style of custom. Nothing affords so much comfort, or looks so nice as the uniform of a 'cyclist when worn at a rink.

As a result of the skating craze here in New York, a careful estimate shows that between eight and eleven o'clock each night, over 15,000 skaters are upon the floors of the various metropolitan rinks.

The Mercury Wheel Club of Flushing, L. I., have during the winter months become metamorphosed into the Mercury Polo Club, and as such keep as well to the fore in polo, as they do in summer in 'cycling.

As a result of the recent six-day roller contest in this city, Rowell, Fitzgerald, Hazel and other six-day pedestrians

have gone into the hands of teachers to acquire the mastery of the festive box-wood deceiver known as roller-skates.

Newport skating rinks pay heavy licenses, an example likely to be followed in other parts of the country, now that saloons and theatres finding the rinks strong competitors to their interests, are combining to cause rinks all possible legislative annoyance.

Mr. Harry J. Hall, of the Citizens Bicycle Club, has turned his attention towards the needed improvement of skate rollers, and has in consequence patented a set of wheels for same, made entirely of coraline, a substance similar to celluloid, though of much more durable quality.

"They builded better than they knew," those enthusiastic 'cyclers who coined the expression "wheel-world." Introduced to cover their own sport, the late skating craze has made it a necessity in speaking of the world at large, or at least that part encompassed by the boundaries of the United States.

Mr. Eugene Hoffman, Jr., a well-known member of the Citizens Club, is an expert poloist, being captain of the New York Polo Club and president of the New York Polo League. He is also an aspirant for racing honors, finishing second in the one mile race for the championship of America against twenty-six starters.

Dan. Canary, for a long time conceded by all to be beyond compare as a fancy rider, finds himself close pressed for first place by both Maltby and Hutchinson, though the two last-named gentlemen do not as yet command the \$100 per night paid Canary, owing to their being less known, rather than to any inferiority on their part.

The wonderful scores made on skates as compared to those of pedestrians in the six-day contest just closed, bids fair to in turn be as far eclipsed by a proposed six-day contest on bicycles, shortly to occur in Madison Square Garden. Whether safeties or the ordinary crank or star machines will be used is as yet a mooted question.

An argument used in favor of skating rinks is that they take hundreds of young men from gambling houses and saloons into the society of good young ladies. This argument is all right for the young man side of the question. How about young ladies, though, are they to be benefited by this society culled from saloons and gambling houses?

It seems strange to me that among bicyclers, and fancy riders especially, that some steps have not been taken towards the enlargement of skating wheels, for instance in the direction adopted by the Elliott family, who use the small wheel of a bicycle strapped to each foot in such a way as to offer a rapid and graceful means of locomotion.

Now the roller skaters are agitating having paths especially laid for their use in Central Park. Well if they meet with as much success as the 'cyclists have in their demands, it will be a considerable period of time after "the robins nest again," before they will have to don a new design of a pie-plate badge to pass the gray minions of the law at the gates.

To 'cyclists, the building of commodious rinks throughout the country, has been a great boon; not only does it afford them

a place for keeping in condition for spring road work, but gives to many smaller clubs a place for meeting and drilling not heretofore possessed by them the beneficial results of which will be evident by the improved appearance of riding and drill form at the L. A. W. meet at Buffalo.

The many rinks throughout the country, and the large number of wheelmen who frequent them, has led managers to present many bicycling attractions. The consequence is that many professionals both good and bad have found a field opened for them to exhibit their skill in a manner pecuniarily beneficial to them, and as an aid of no mean note towards securing new recruits to the already large army of wheelmen throughout the country.

Thirty-nine young society ladies in Philadelphia lately organized an athletic club. Everything went merry as a marriage bell, and nothing could be merrier than that in any female association, until the question arose as to whether a private skating rink should constitute part of the equipment of their gymnasium. On this point the wise and foolish virgins differed, but upon a vote being taken, the foolish virgins were defeated by a majority of eleven votes, and in consequence their wiser sisters are much elated.

Last evening at the assembly of the Pacific Skating Club, a gold medal valued at \$50 was presented to W. D. Wilmot, the great cyclist, as a token of esteem. Mr. Wilmot, has been very successful in his visit here, having performed a week at the Sutter-Street, one at the Pavilion, one at the Oakland and one at the Mission rinks, and three successive weeks at Woodward's Gardens. He is the only person who ever rode on a single wheel on this Coast. He will now make a tour of the rinks in California.

It seems entirely beyond the comprehension of the ordinary rollist, that a man can become a professional in one branch of athletics, and in consequence loses his amateurship in all others. Owing to this wrong impression many wheelmen are of the idea that as long as they refrain from breaking the L. A. W. racing rules, that they are amateurs no matter whether they play polo or race against professionals or not; but, alas, too late will they learn to the contrary, when the far reaching arms of the league reach out and cast them forth from the amateur ranks.

William Donovan, winner of the roller skating race, accompanied by his backer Tom. Davis, and his trainer, Happy Jack, walked into the "Turf, Field and Farm" office last Monday afternoon. They had come from Elmira to make arrangements for another race with Mr. Lenneth A. Skinner of Boston. Mr. Skinner was present. He is a compactly built athlete of 24 years, weighs 150 pounds, stands 5 feet 9 inches, has dark eyes, hair, and moustache, and a clear, healthy complexion. Taken all together, he is a handsome young man, with the quiet air of a student. He is very fast, strong and enduring on rollers, and is looked upon as fully able to go several hundred miles beyond Donovan's record of 1,092 miles. Donovan appeared thin and pale, but his eyes were clear, his health good, and he was fast recovering from the wearing effects of his great race.

Skinner and Donovan signed articles of agreement to make a race of 142 hours on roller skates, for a private stake of \$1,000 a side and a sweepstake of \$100 each, the sweepstakes open to all under the articles of agreement; the race to take place in this city in May, date and place to be named hereafter; the winner to take 70 per cent., and trophy (if any), second man 20 per cent., and third man 10 per cent., of the stakes. The gate receipts, after expenses are paid, to be divided as follows: First man, 50 per cent., second, 20; third, 12; fourth, 8; fifth, 4; and so on; no contestant making less than 900 miles to share in the gate receipts.

To be sold half price a beautiful tri.,
With a beautiful corpse lying close by,
Beautiful mud in a beautiful hat,
Beautiful head smashed out flat.

Beautiful C. T. C. badge on breast,
Beautiful skirt, and all the rest,
Beautiful gloves, and beautiful cap,
Its beautifully cheap, and there! that's flat!

She met her fate by flying a hill.
Beautiful cropper, beautiful spill.
Beautiful road; fell on her head;
Beautiful smash; and picked up—dead.

The Barney & Berry Roller Skates.



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

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

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

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

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

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

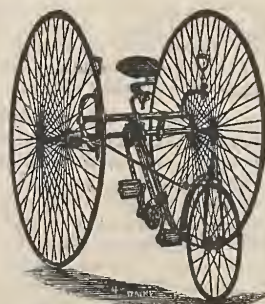
5th. The centre of action coming on the axis and angle of trucks being slight, skating on the Barney and Berry Roller Skate is similar to ice skating and position or inclination of body the same, without the bending of ankle as attended with skates whose trucks have considerable angle and whose centre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

THE RUDGE BICYCLES AND TRICYCLES.



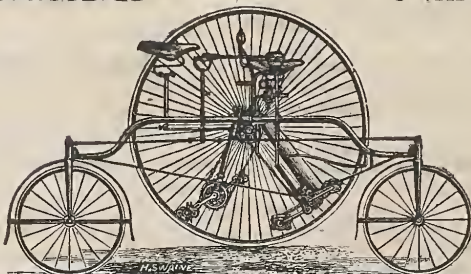
THE RUDGE ROADSTER.

STRONG,
LIGHT,
and
EASY RUNNING.



DOUBLED RIVER CENTRAL GEAR.

SEND
FOR
CATALOGUE.



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RELIABLE
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STODDARD, LOVERING & CO.,

152, 154, 156 AND 158 CONGRESS STREET
BOSTON, MASS.

GEO. D. GIDEON, PHILADELPHIA CYCLING BUREAU,

No. 1539 RACE ST., - PHILADELPHIA, PA.

Sole Philadelphia Agent for the RUDGE BICYCLES and TRICYCLES.

SEND FOR CATALOGUE.

SECOND ANNUAL RACE MEETING

OF THE

Citizens Bicycle Club,

AT THE

KNICKERBOCKER

ROLLER SKATING

RINK,

AMERICAN INSTITUTE, 63d St. and 3d Ave.

FRIDAY EVENING,

APRIL 17, 1885,

AT A QUARTER TO EIGHT.

The following events are open to all amateurs:

ONE MILE BICYCLE—For those who have never won a prize. Gold Medal 1st; silver 2d.

ONE MILE CLUB CHAMPIONSHIP—For members only. Gold medal.

ONE MILE BICYCLE (scratch)—Gold medal 1st; Rudge racing pedals 2d.

ONE MILE TRICYCLE—Pair of nickeled lamps.

TWO MILE HANDICAP—Gold medal 1st; Butcher cyclometer 2d.

ONE MILE, SAFETY BICYCLES—40 inch wheels and under, Silver-mounted cane.

ONE MILE TANDEM TRICYCLE—Two medals to winning team.

ONE MILE ROLLER SKATING RACE—Open only to members of bicycle clubs. Prize, a pair of nickel-plated skates.

Entrance fee \$1.00 for each and every event. Races under L. A. W. rules. Entries close April 7th, and should be sent to Knight L. Clapp, Secretary, 280 Broadway, N. Y.

EXHIBITIONS OF FANCY RIDING AND ROLLER SKATING, POLO ON STAR BICYCLES BY FRAZIER & FINLEY, DEMON DRILL BY THE KINGS COUNTY WHEELMEN.

After the bicycle entertainment the floor will be given up to the audience for

ROLLER SKATING.

GENERAL ADMISSION - 50 cents.
RESERVED SEATS, 50 cents extra.

Tickets for sale by W. C. Frazee, Manhattan Life Insurance Co., 156 Broadway; Ira Perego, 128 Fulton St.; George R. Bidwell & Co., 4 East 60th St., and WHEEL office, 21 Park Row, N. Y.

10,000

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APRIL 3, 1885,

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a full illustrated description of the

4 BIG 4
BICYCLE TOUR.

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RECEIVED AT LOW RATES.

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BOX 444 - NEW YORK

FOR SALE AND EXCHANGE.

[Advertisements inserted in this column, not exceeding thirty words, nonpareil, for one dollar. Any subscriber can insert an advertisement free of charge once during the year of his subscription.]

SEND for the "Bicycling World," of April 3, 1885.

FOR SALE.—54-inch Light Rudge Roadster, in excellent condition. Ball pedals, standard finish. Too small for owner. Price \$110. Address RUDGE, care The Wheel, Box 444, New York.

WATCH—For the Bicycling World of April 3, 1885.

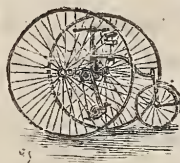
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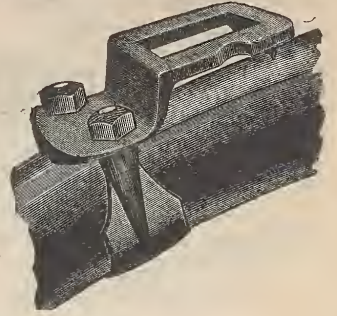


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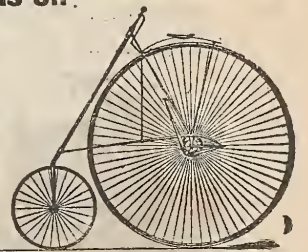
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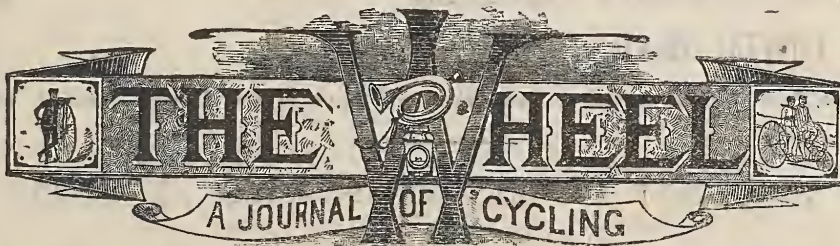
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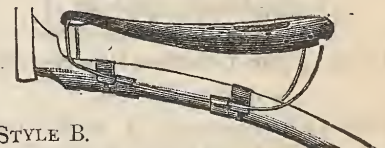
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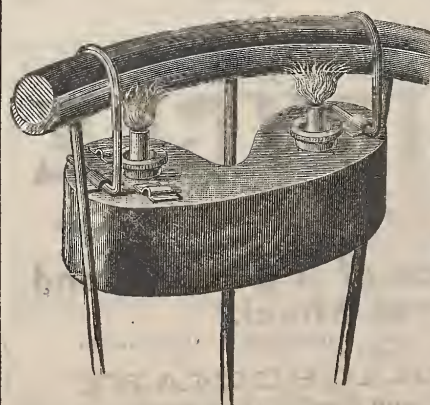
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