

THE SPRINGFIELD WHEELER'S GAZETTE.

A JOURNAL OF CYCLING.

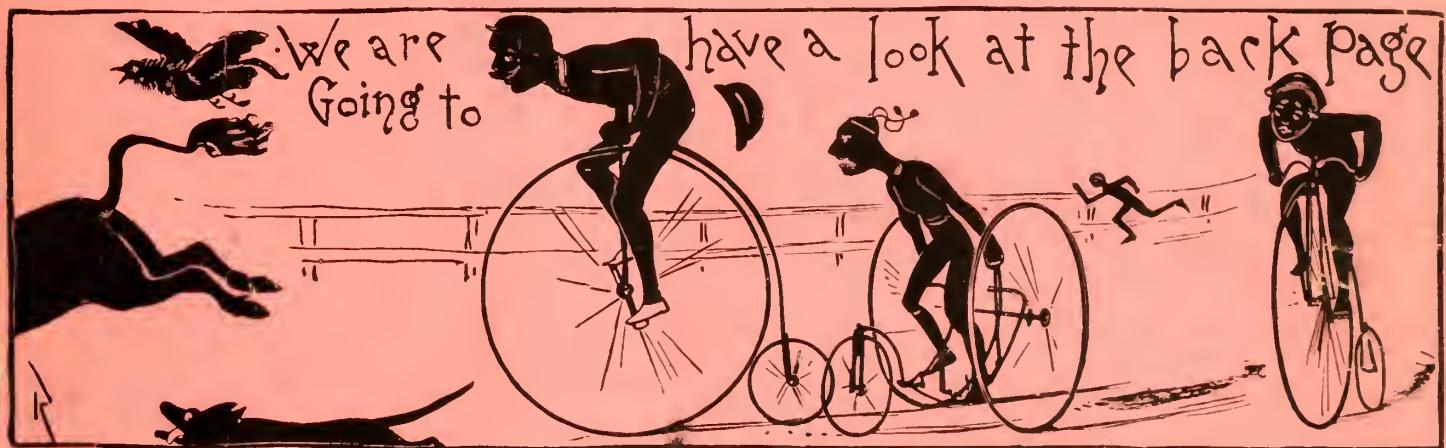
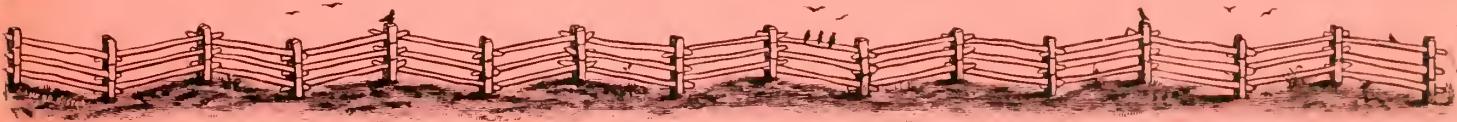
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Vol. III.—No. 1.

SPRINGFIELD, MASS., MAY, 1885.

Price 5 Cents.



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DO NOT KNOW OF ONE AMONG THE
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—ON—
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1 " Safety; wheels not over 40 in.
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5 " Open.
1 " Exhibition, Geo. M. Hendee.
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Entrance fee 50 cents each event, returnable to all starters.
Races under the rules of the L. A. W.
Address all entries to SANFORD LAWTON, Secretary.
Entries close May 27.
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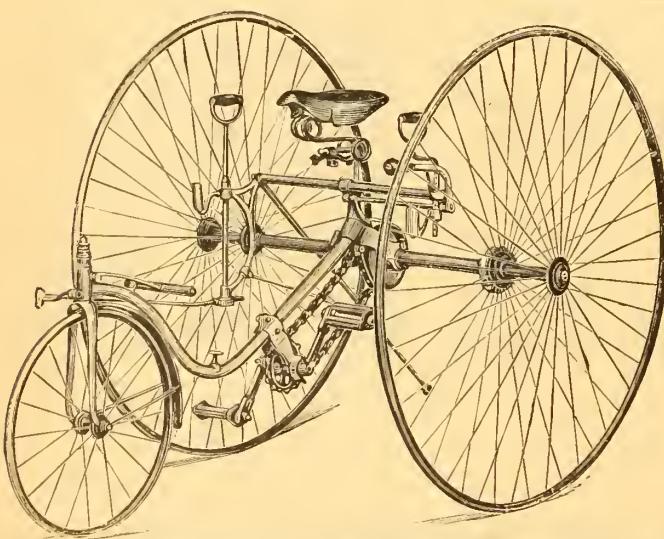
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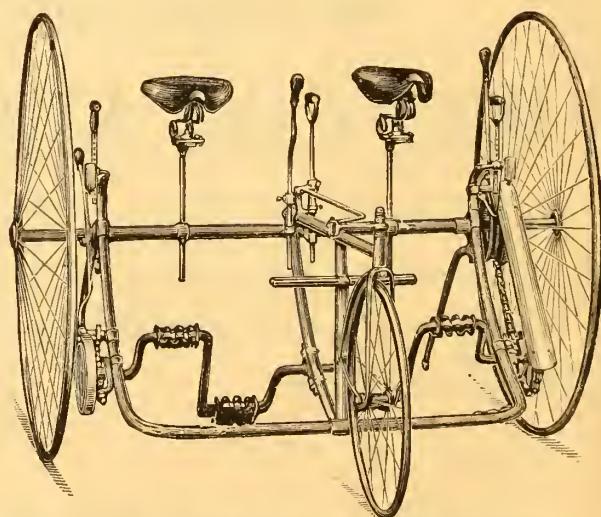
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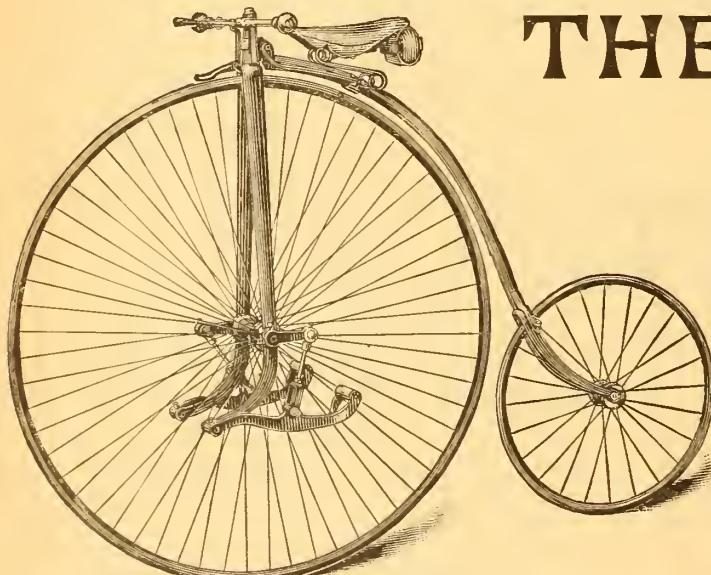
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A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

VOL. III.

SPRINGFIELD, MASS., MAY, 1885.

No. 1.

Terms of Subscription.

One Year by mail, post-paid,	- - - -	50 cents.
Six Months " "	- - - -	25 "
Clubs, entire membership, per year,	- - -	30 ets. each.
Foreign Subscribers,	- - - -	4 shillings.

HENRY E. DUCKER, - - - Editor and Manager.
CHAS. A. FISK, - - - Treasurer.

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

GEORGE M. HENDEE.

In an able review of our racing men by the *Cyclist and Athlete*, the editor says of George M. Hendee: "That he is the champion of America there is no doubt," and asks the question, "Is he the champion of the world?" While giving him credit for his past performances, and explaining his failure at Springfield last fall, it fully recognizes the poor condition he was in, and says: "We are not making excuses for Mr. Hendee; we are simply giving a man his just due, and showing our readers what to expect of Mr. Hendee next year."

It is always an easy matter to make an excuse for one's failure, but it is not always so easy to make the excuse that will satisfy a disappointed public. Therefore the following facts known of Mr. Hendee by the writer last fall were not made public at the time, as we wished to offer no excuse for our defeat. We now give the facts of Mr. Hendee's injuries, and leave to our readers to judge of his capabilities, hoping that his accident may serve as a warning to others in training, to see that the track is clear. Wheelmen, in particular, should keep off the track while their fellow-wheelmen are taking their practice spin.

Mr. Hendee went into training last fall at New Haven, using the track on Hamilton Park; his fall was occasioned by coming in collision with a boy on a wheel riding in the opposite direction, throwing Mr. Hendee some twenty feet, when he fell flat on his side, and cut a gash six inches in length. The force with which he struck, and the speed he was going, may be judged from the facts, which are as follows: Mr. Hendee was running five miles against time, and was on the fourth mile when the accident happened. The first mile was made in 3.01, the second mile in 2.57; the third mile was made in the remarkable time of 2.49, making a total of 8.47, beating the best American time of 8.50%, made at Springfield, September 17, 1884; the last quarter of this mile was made in 38s. It was then that George was told that he could beat all records, and for the next two miles he was to go, and that the record for four miles was within reach; the third quarter of this mile was made in 36s., and George was coming down the home stretch at a speed never equaled before or since, when he struck the boy,—who was coming from the opposite direction, at, we will say, a five-

minute gait, although the boy has done a mile inside of four minutes,—receiving injuries which disabled him for Springfield. We think that with the above explanation and showing of Mr. Hendee's capabilities, we are perfectly safe in predicting that George M. Hendee will, in the year 1885, place the mile record at 2.32, or where it will remain for a year or two at the least, and give to him the undisputed title to the amateur championship of the world.

Last fall after the accident he had determined not to race, but the demand made by his friends, and the knowledge that the English riders were here, conspired to make him reconsider his determination, and greatly against his wishes he reluctantly made an attempt to race, although physically unfit by reason of his injuries. His attempt to uphold the honor of his country in matters pertaining to cycling was a noble one, and one deserving of great praise.

RACING RULES.

The racing board of the League of American Wheelmen, which has been busily engaged the past few months, revising the racing rules, now gives us the result of its deliberation. On the whole, they are an improvement on the old ones, and the board deserves the thanks of all wheelmen for the faithful manner in which the work is done.

Section D says, "the board reserves the right to exclude any and all machines which in its judgment do not come within the commonly accepted meaning of the terms 'bicycle' and 'tricycle.'" This brings to our mind a matter which we have had in view regarding tricycle races. What is a tricycle? and what does tricycle mean as applied to racing? It means this, that the so-called tricycle of the racing kind built in England is only a three-wheeled bicycle, and has no business competing with the ordinary or loop frame tricycle; and this is a question that should be settled before the racing season opens. A regular tricycle is handicapped by these modern or racing tricycles.

Section H is a gross injustice to those wheelmen who are unable, from lack of means, to train, and is carrying the amateur question too far. A club should be allowed to pay the expenses of a favored member if it should so choose, and we believe this section will prove a dead letter, and should never have been permitted to have a place in the rules. There are a number of changes in the management of the track, the two most important ones being the creating of new officers called umpires, and the rule regarding the starting of men, both of which will be found on another page.

The official gazette of April 23, contains a long editorial in which THE SPRINGFIELD WHEELMEN'S GAZETTE is handled without gloves, in Editor Aaron's usual style, for woe to the man or paper who dares to criticise or even differ with the genial editor of the League of American Wheelmen on matters pertaining to the League. In this

particular case Mr. Aaron rather oversteps the mark in rushing to the defense of the *Cyclist and Athlete*. We publish the following as showing both sides of the story:—

Our E. C. THE SPRINGFIELD WHEELMEN'S GAZETTE is before us, as bright and clean as ever. But with all its brightness and cleanliness, inaccuracy seems to be its constant characteristic. By this we mean that it has not learned the difference between the official gazette (*Amateur Athlete*) and the *Cyclist and Athlete*. As an illustration we clip the following from its last issue:

"The petty jealousy with which the L. A. W. officials have treated the Springfield Bicycle Club the past year was never more apparent than in the following clipped from the official paper, which the compiler well knew to be misleading. Springfield, with more members than six of the cities named, is purposely left out. We append the list for perusal. 'The following table was compiled from the L. A. W. mail list, and gives the exact number of League members in the most prominent cities: New York, 272; Philadelphia, 247; Baltimore, 165; Boston, 164; Brooklyn, 156; Chicago, 125; Newark, 91; Cleveland, 91; Buffalo, 73; New Haven, 68; Washington, 52; Cincinnati, 51; Hartford, 50; Elizabeth, 48.'

The above is both laughable and misleading. In the first place "petty jealousy" on the part of officials managing the affairs of our organization, with 5,000 members, displayed towards an organization of about seventy, is too preposterous an idea to be worthy of further notice. Why jealous of the S. Bi. Club, and not of the Massachusetts or Maryland Clubs, either of which has twice the number of members? In the second place the last portion the first sentence in the above is absolutely false. No such table of city membership ever did or ever will appear in this "official paper." The table quoted did appear in the *Cyclist and Athlete*; but was only two weeks old when its inaccuracies were pointed out by the editor of the official gazette. That Springfield was "purposely left out" by any League official, is disproved by the fact that the list was not compiled by a League official, nor, so far as we are aware, by a League member even. If it had been so compiled it would not prove a purpose, or point to jealousy, any more than does the fact that that much-bragged-of list of clubs, published in the March S. W. GAZETTE, failed to mention the Massasoit Bi. Club, of Springfield.

Mr. Aaron says the "petty jealousy" idea is "laughable and misleading." Even so, but it is the truth nevertheless, and the officials have shown it out on more than one occasion, and we are in a position to prove it, but we will not enter into a controversy with our noble organization only to refute so broad a statement coming from so able a man. He says, "Why jealous of the S. Bi. Club and not of the Massachusetts or Maryland Clubs, either of which has double the number of members?" Why? Bless you, either of the clubs named may have forty times the number of men, and then lack the one-hundredth part of the enterprise, energy, and enthusiasm of the Springfield Club. Did you not know that the Springfield Club is acknowledged by the press and public to be the leading club in the world, and, what is more, it intends to keep the lead? That is where the shoe pinches.

He then says:—

That Springfield was "purposely left out" by any League official, is disproved by the fact that the list was not made by a League official, nor, so far as we are aware, by a League member even.

Well, we cannot answer for that; if our business is so loosely conducted that everybody has access

to the official list, we are not to blame for taking it (what should be official) as official.

As to the next:—

If it had been so compiled it would not prove a purpose, or point to jealousy, any more than does the fact that that much-bragged-of list of clubs, published in the March S. W. GAZETTE, failed to mention the Massasoit Bicycle Club, of Springfield.

In answer to the above we will state that it was not our intention to publish clubs which have been dead over four months, whether they belonged to Springfield or not.

We published an item in the April issue as follows:—

We challenge the *Cyclist* to print in its next issue the names of twenty clubs outside of our list which shall be complete as a reference. An official directory such as the GAZETTE cannot be compiled in one day or one week, and none but simple minded people would believe the above statement even in so good a paper as the *Cyclist and Athlete*, and it stands the editor to deal out the truth and not make a statement wholly devoid of that article so essential to a well regulated newspaper.

To the above (which was not addressed to him) the bold Aaron puts forth a counter challenge in regular pugilistic style of "put up or shut up," and comes out boldly with a \$100 stake, in which he makes several statements that are wholly false. He says:—

By the way that reminds us to crow our little crow. The S. W. G.'s list numbers 178, the C. and A.'s 369; we have one used as a constant reference that now numbers 416. Our directory does not deal with the date of formation of any but League clubs, and only those were published by Secretary Alley in his list. The S. W. G., always anxious to cast a slur at the League officers, made the sad mistake of supposing that that list was the sum of our knowledge. If the editor of the S. W. G. doubts our ability to furnish a list of over 400 cycle clubs in America, he can challenge us to do so. The challenge can be made binding by placing in the hands of President Beckwith his check for \$100. This we will cover. The check of the loser shall be donated to the L. A. W. treasury. The S. W. G. seems to want the names of clubs that were omitted from its list, we gladly favor it with the following notable and startling omissions.

To the first part of the above, we answer, we could print nearly 500 names of clubs, but that and that only. To the second statement, we are not anxious to cast a slur at League officers. "If the editor doubts our ability"—what does Mr. Aaron mean? Then comes the put-up-or-shut-up challenge. To this we would say that we do not belong to that class. He then publishes the names of 36 clubs, not one of which fills the bill as per the item referred to.

The Surrey Bicycle Club, of England, thinks it has solved the makers' amateur question by the following foolish rule, which it has adopted for its coming race meeting:—

The entry of any amateur cyclist in the employment of, or retained by, any maker or makers, will not be accepted unless such amateur cyclist agree to ride a machine other than that manufactured or supplied by the maker or makers by whom he is so employed or retained. Any competitor who infringes this notice will be liable to disqualification.

Riders of any sense of honor will shun that meeting, for a club oversteps its bounds when it undertakes to dictate what machine a man shall or shall not ride.

As an advertisement, the withdrawing of the Randolph Bicycle Club from the L. A. W. and the giving of a whole five dollar bill to the Bartholdi statue fund was a dismal failure. As showing a lack of enterprise, it was a grand success; and the League mourns a loss of fifteen energetic, enterprising, enthusiastic wheelmen.

FROM OUR BRITISH CORRESPONDENT.

Easter has gone, and British wheelmen are now fairly in the thick of the 1885 season. Things cycular continue to happen pretty much as at the same time in former years, and there are no very startling developments to record. Our roads are in grand condition for touring; save in some districts, such as Somersetshire, where long lines of loose flint and blue-lias stones extend for miles, making it difficult for the tricyclist to pick three tracks, although bicyclists can steer their way between the furrows. On the whole, we have nothing to complain of, our weather during March having done the roads a lot of good and prepared the surfaces for the thousands of tourists who regularly take Easter tours of four or five days' duration. Easter itself was windy, cold east and northeast winds predominating, and local rain falling in several districts; but the numbers of tourists on wheels, all over the country, showed no sign of diminution, but were apparently more ubiquitous than ever.

As with touring, so with racing; Easter has fairly set the wheel rolling. In London we never have cycle races or athletic meetings on Bank holidays, simply because the Cockney will not stay in town at such times. But all over the country there are annual sports organized by local committees, and on Easter and Whit Mondays, and the first Monday in August, the London wheelman has a very large choice of "quiet corners" where prizes may be picked up, and the habitual racing man seldom passes a Bank holiday without competing at some such provincial gathering. To a less extent, the same may be said of other parts of the Three Kingdoms, the Newcastle, Liverpool, Edinburgh, and Dublin districts being the scene of some good class meetings.

In the metropolis itself, the London Athletic Club started the season by including a two-mile open bicycle handicap in the programme of their first spring meeting, on March 28. It was won by Furnwall, with 90 yards from Speechley (scratch), the latter being totally out of form.

On the same day, a professional race at 20 miles, for some so-called championship or other, was ridden at Leicester, and resulted in Howell and Lees running a dead heat for first place, with Duncan third. Time, 1h. 5m. 55s.

A week later the "pros" contested a 50-mile "championship" race, Duncan being the winner in the slow time of 3h. 17m. 14 $\frac{1}{2}$ s.

A rather formidable storm in a teacup has arisen, over which the whole cycling and athletic worlds are much exercised. There are plenty of writers ascribing all manner of motives and threatening dire calamities to result from the misunderstanding; but I incline to the belief that the matter is much exaggerated, and that a little judicious diplomacy will soon smooth it over. In brief, the whole matter consists of the Amateur Athletic Association having hastily adopted a crude proposition, whereby the governing executive of that body claims to exercise control over cyclists running in cycle races held at mixed athletic meetings, instead of adhering to the previous arrangements whereby the National Cyclists Union had entire control of cyclists and cycle racing.

The N. C. U. officials are determined not to give up their espionage of our sport, and insist upon cyclists' rights to govern themselves just as they allow athletes to govern themselves.

Amongst other contradictory reports are two

concerning Sanders Sellers, who was stated to have definitely retired from the path in order to apply his whole energies to business. It is now alleged that the Preston crack will shortly re-appear; and one paper even hints at the possibility of his joining the ranks of the professionals.

Another racing man—C. D. Vesey—is reported as about to emerge from his retirement. It will be recollect that this rider visited America with John Keen, the professional, and his behavior excited some unfavorable comment at the time. One or two of our journals espoused the cause of the American complainants, but Vesey treated the whole with utter silence, and thus left the whole matter to be forgotten on the principle of assuming a "masterly inactivity." Nevertheless, such shabby actions are not forgotten by Britishers, who chafe under the impression of ill-odor left in the American cycling mind by such ungentlemanly tricks as were played off upon you by Vesey, Robinson & Co.; and the wish is very general here that any British cyclists who visit you in Springfield this year will do more to create a favorable impression upon you than previous British visitors have done.

The *cause célèbre* of N. C. U. versus H. J. Webb is still enwrapped in mystery. Our journals have published it as an accomplished fact that the Union has definitely decided that Webb did undoubtedly take the train from Abingdon to Edinburgh, when ostensibly tricycling from Land's End to John O'Groats; but the Union has made no official statement, and we are still in ignorance as to the real truth. The papers seem to have received official inspiration, as they now all put it forth as a fact that Webb is suspended until March 31, 1886, but the oracle of the N. C. U. is dumb; and nobody can conjecture what rule of the Union Webb can be suspended under, even if he did take the train. The next council meeting, to be held on the 16th inst., will afford an opportunity for delegates to ply the executive with questions which will doubtless clear up the mystery.

One of our weekly journals—*Wheeling* to wit—has fallen foul of your humble servant; and with a degree of good taste for which *Wheeling* is notorious it gives me "the lie direct" and contradicts the information I gave you regarding certain records. Fortunately this was a matter of exact science, which could not be gainsaid by mere dogmatism; and the result of my appeal to the N. C. U. official time-keeper was that *Wheeling* had to eat its words and admit that "Waverley" was quite right. It is to be hoped that this lesson will not be lost upon *Wheeling*, and that in future it will refrain from dictating to "Mr. Ducker" how to edit THE SPRINGFIELD WHEELER'S GAZETTE.

The amateur championship races this year will be held at the Crystal Palace, London, on July 11 and 18; and at Birmingham on June 13; at Newcastle on June 27; and at Edinburgh on some unfixed occasion. The distances of the bicycle races are to be 1, 5, 25, and 50 miles, and the tri-cycle races 1, 5, and 25 miles. The time standards, for beating which all competitors will receive medals, are: Bicycle, 2m. 48s., 15m., 1h. 20m., and 2h. 50m.; tricycle, 3m. 5s., 17m., and 1h. 30m.

Manchester is to be the scene of the annual general meeting of the Cyclists Touring Club, on May 9.

I was grieved to hear of the death of S. Conant Foster. In these days of dismal drivel in the shape of verse purporting to sing in praise of

cycling, such a sparkling and graceful writer as Foster can ill be spared from the wheel world.

The first instalment of Thomas Stevens's narrative of his journey across America on a bicycle, in *Outing*, is intensely interesting; and the literary style is so far in advance of what we expected to find from such a "cranky enthusiast" that subsequent chapters will be eagerly perused this side the Pond; and if it be true—as I hear—that Stevens is coming to Europe, he will be welcomed much more cordially—as an educated man—than if he were a mere physical drudging traveler. I hope to meet him in London, and ride part of the way with him.

The principal trade change of the times is the split in the old-established firm of Humber, Marriott & Cooper. Mr. Humber retains the old premises at Beeston, Notts, and the London Depot; Messrs. Marriott & Cooper start together in London, getting their machines built by a firm—unknown—at Coventry.

WAVERLEY.

LONDON, ENGL., April 10, 1885.

News Notes.

In the dim distance, 2.20.

The glorious uncertainty, 2.39.

Pride goeth before a fall, and so does a small dog.

John S. Prince says 2.35 this season will satisfy him.

San Francisco is to have a seven-lap cinder track.

The Victor has found its way into the Massachusetts Club.

The old reliable Columbia will be the first wheel to encompass the globe.

The weight of the Columbia Light Roadster does not exceed forty pounds.

Hartford will have the five-mile championship for its tournament, September 2, 3.

A cycling stable has been opened in England with accommodations for 1,500 cycles.

The editors of wheel papers are very careful of their necks, as evinced by their mounts.

How soon shall we have a Rudge weekly, a Facile monthly, or an Expert gazette?

The Fort Wayne *World* has a spicy bicycle column weekly, and is worthy of perusal.

The *Bicycling World's* special number is a good one, and the cartoon one of Reed's best.

Our bicycle dealers sell the most of their wheels to old riders who want the latest and best.

The new Victor bicycle is greatly admired, and is fast becoming one of the favorite mounts.

The Perfect Hygienic saddle is the best made of any now on the market, without a doubt.

The *Southern Cycler* for March is enlarged and improved by the addition of a colored cover.

T. J. Kirkpatrick, of Springfield, O., is turning out 200 of his Perfect Hygienic saddles per week.

The Victor swing saddle is a great favorite; it has captured the officers of the Boston Bicycle Club.

The Massachusetts Bicycle Club is greatly indebted to Col. Albert A. Pope for its magnificent club-house.

The Surrey Bicycle Club, one of the most influential English clubs, is to suppress betting at its forthcoming meet.

THE SPRINGFIELD WHEELMEN'S GAZETTE for April overflows with interesting and sparkling matter.—*Boston Herald*.

The Springfield Bicycle Club is honored by the C. T. C. as is no other club in the world, by having two representative councilors.

Asa Dolph says he will ride a mile under 2m. 39s. at the Springfield meet! Which means professionals must be up and doing.

Wheeling remarks that Boston is so far behind Springfield and New York, that it requires a new rim to the worn-out old "hub."

Springfield in September will witness the greatest galaxy of cycling stars ever gathered together in one town, and all bound to win.

For ingenuity in getting over a difficult point the keyed-in handle-bar on the Columbia Light Roadster is the best we have seen.

A Pope with a good bank account is a handy man to have around when building club-houses, so says the Massachusetts Bicycle Club.

The *Cyclist and Athlete* is out with an appeal to New York cyclists to meet and devise plans that would give the city a first-class bicycle track.

The number of club directories in the United States since the GAZETTE published its list in March and April, is only excelled by the clubs themselves.

The correspondent, "Uncle Sam," of the *Bicycling News*, must write his articles from China, for they are devoid of news and truth, and are of a dull and uninteresting nature.

Those wheelmen who doubt the advantages accruing from joining the L. A. W., are especially referred to Editor Aaron's exhaustive article in the official organ for April 9.

The advertisement of the Spalding wheel reads, "all built to win." All right; and if you guarantee them, enter Springfield's order for thirty wheels to be delivered in September.

The recent item of Buffalo being the hub of cycling, was compiled by W. S. Bull, from the table of lists of wheelmen published in THE SPRINGFIELD WHEELMEN'S GAZETTE.

The professionals in the South, Messrs. Prince and Morgan, have favored us with a fine cabinet of themselves, and we notice the Springfield medal displayed on Prince's manly breast.

The special editions of our contemporaries were a long way behind us; we well know that none of the cycling papers would care to spend \$1,500 on one edition as did the GAZETTE for March.

The Keen testimonial fund has reached \$700. A meet on a grand scale is to be held on May 2, at which all the leading amateurs and professionals will assemble in honor of the "father of cycling."

Mr. F. A. Elwell, so well known in cycling circles as a promoter of "down east" and "Bermuda" tours, is now arranging for a tour next summer to Moosehead Lake and Bar Harbor, Me.

C. H. Lamson, of Portland, Me., the inventor of the L. A. W. badge, has patented and placed upon the market a new cyclometer, which is sold for the low price of \$5, and is said to be thoroughly reliable.

If Sanders Sellers does not race this year, and it is reported that he will not, the amateur 2m. 39s. record will not be broken. Sellers is the fastest amateur rider at one mile in the world.—*Turf, Field and Farm*. Well, we have a boy here

named George M. Hendee, who will dispute the above the coming season.

The Pope Manufacturing Company's new catalogue contains 52 pages, is handsomely printed on fine paper, and illustrated with nearly 70 engravings of the Columbia bicycles and tricycles, and sundries.

Mr. Burley B. Ayers has prepared an able and interesting description of the "big four" tour, which is published in the *Wheel* of April 3, embellished with numerous engravings from Leve & Alden's *Tourist Gazette*.

A number of painful accidents have occurred recently in England by the tires becoming loose on bicycles and it stands cyclers well in hand to see that they are firmly secured. The new Victor avoids all of this.

Of the many beautiful invitations gotten out by bicycle clubs, those of the Pennsylvania Bicycle Club easily take the lead. They are a genuine work of art, and partly compensate us for not being able to attend.

Wonder what such wonderful riders as are said to be out west, Flammel, Van Sicklen, Conklin, etc., can do a mile in, out east? Inside of 2.50 we imagine.—*Cyclist and Athlete*. 2.50! why, bless you! we all do 2.50 here, and have no thoughts of being fast men either.

The mania for light roadsters is undoubtedly caused by the past success of the famous Yale light roadster, imported by the pioneer bicycle house of Cunningham & Co. The Yale of to-day is as good as ever, and has stood the test of time, and not been found wanting.

The Cleveland Bicycle Club hereby officially claims that its fancy rider, W. H. Wetmore, champion of Ohio, is the first rider to execute "the stand still" on one wheel with backbone and forks removed. This of course leaves nothing but large wheel and pedals.

There are few cities in this or any other country that would build a \$20,000 opera house in six weeks for two weeks of opera. Chicago takes the whole bakery for enterprise when it gets started.—*Sporting Journal*. How about that bicycle track of which we have read so much? Oh!

Should the proposed revision of the racing rules to exclude the holding of professional races at amateur meets be adopted, it would result in some disturbance in that part of New England around Springfield.—*Cyclist and Athlete*. Well, you would hear from Springfield, seconded by wheelmen all over the country, and woe to the man or association proposing it.

Barbers, take notice! The following advertisement appears in the *Scottish Umpire*, published at Glasgow: To ATHLETES.—Stevenson's Central Hair Cutting Rooms, 181 Trongate, is still the popular "rendezvous." *Illustrated London News*, *New York Police Gazette*, *Referee*, *Swimming Notes*, *Scottish Umpire*, *Quiz*, *Wheeling*, etc., in hand every week, with all latest swimming news.

Spare us, oh Springfield—spare us! Yes, we are, we are, a played out effete old country. We keep on in the old lines, and do not aspire to the "big" scale of your transactions. Even in ball programmes the Springfield boys take the lead, and, as in racing, they "mean to keep it." We have received the programme of the fourth annual concert, exhibition, and ball of the Springfield Bicycle Club, held in the city hall, on 23d February. It—the programme, not the city hall—is

THE SPRINGFIELD WHEELMAN'S GAZETTE.

elegantly mounted in peacock blue plush, and is got up in every respect a credit alike to the club and the printers.—*Bicycling News*.

The *Western Cyclist*, the official organ of the Michigan division of the L. A. W., still holds to the belief that the *Wheel* is the official organ of the L. A. W. as per the following, published monthly as a heading to the State official news, would show: "Applicants should notice names as published in the official organs, the *Wheel* and *Western Cyclist*, and notify the secretary if any error is made."

A unique paper in *Outing* for April is from the pen of Mr. Joseph Pennell, and places side by side in parallel columns the experiences of Nathaniel Hawthorne in a journey by Vetturino from Passagiano to Rome, and his own experience in riding over the same route with his wife on a double tricycle. His conclusion is that the tricycle has decidedly the best of the comparison, and that it affords a most satisfactory vehicle for seeing such a country as Italy.

The cyclist road book of Boston and vicinity by A. L. Atkins, consul for Boston, is a clearly printed book of convenient size, and contains 48 pages describing 42 distinct routes, with many side and return routes, reaching fully 100 distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left.

A serious accident occurred to a Mr. Clayton of Stratford, England, by being thrown from a Facile. The cause of the mishap was either that the rubber was not securely cemented to the rim, or else it was too large, because Mr. Clayton was riding slowly down the hill with his brake hard on when the rubber gathered up in a lump, and, becoming wedged in the forks, threw him. Mr. Clayton being anxious to return home, having a wife and six children whom he did not wish to remain in suspense, the doctors gave him permission to go on Tuesday afternoon; at last accounts Mr. Clayton was in a fair way to recover.

THE SPRINGFIELD WHEELMAN'S GAZETTE has gotten first in the field with a respectable catalogue of clubs throughout the country. Now the *Cyclist and Athlete* says that it has a better one, which we would like to see and hear about; and the recording secretary of the L. A. W. put in his verbal blow a few days since, that he guessed he could lay them all out on the score of getting up an American Cycling Club Directory.—[CHRIS WHEELER.] Of course they have, we knew it and only published ours to draw them out, but we note cycling publishers as a rule follow in our lead thus proving that it is a worthy one.

Cycling in America has just seen the retirement of one of its most ardent votaries. Mr. A. L. Fennessy, of Springfield, according to report, has retired from cycling. Whether this means that he has given up the wheel altogether, or that he has retired from an active share in cycling work, is not exactly known, but in any case, cycling loses a remarkably active worker, who will no doubt be missed in his circle of equally remarkably active workers.—*Sporting Life*. Probably no man connected with cycling to-day has done so much work in so little time as did Mr. Fennessy during his two year's stay with the Springfield Club. Mr. Fennessy's retirement is a loss to the League, the

club, and cycling in general, and the regrets of his friends are numerous.

We infer, from a perusal of this little parody, which we discovered among the advance sheets of "Ten Thousand Miles on a Bicycle," now in the hands of the Springfield Printing Company, that a certain individual whose name is somewhat familiar to wheelmen will not be likely to take part, next July, in the sixth annual parade of the League:

Others may praise the grand displays,
Where flash the wheels like tail of comet,—
The club-runs made on gala days,—
Far may I be at such times from it!
Though then the public may be "lost
In wonder" at a trifling cost.
Fanned by the breeze, to whirl at ease,
My faithful wheel is all I crave,
And if folks rave about the "seas
Of upturned faces," let them rave!
Your monster meets, I like not these;
The lonely tour hath more to please.

"Spokes," in the *Mirror of American Sports*, says: "Fault finding, however, seems to be a strong point with friend Wallace. He also sails into the Springfield Bicycle Club for not making a programme to suit him. Why did he not instruct Mr. Ducker to put in the kind of races he wanted. He says, authoritatively '\$100 is too much for the mile sweepstakes race, and the boys won't pay it.' Is that so? I guess you'll find, Wallace, there will be three, or perhaps five, will pay it, and that will be enough. The best men in the world are wanted in that race. No scrubs or pace-makers need apply. There are no second-class men wanted in that mile this year to be paid as pace-makers to down J. S. P. Prince, Wood, Howell, James, and Lees, are the men who will pay their \$100, and those are the men the public want to see, especially Howell and Prince, and they will have and must have a clean track and a square race. The \$100 will keep out those men who think they can ride a bicycle." That he has hit the nail on the head we can testify; for so soon, five of the best men in the world have announced that they will be here, and a race for one mile with \$1,000 as a stake will be interesting, to say the least.

The committee in charge of entertaining the League at Buffalo next summer, hold meetings weekly, but as yet no definite programme has been mapped out. In all probability the visiting wheelmen will begin to assemble in Buffalo, on Wednesday, July 1. The annual business meeting will take place on the 2d. On the 3d the grand parade will take place numbering, no doubt, about one thousand wheels. On the 4th there will, perhaps, be races at the Driving Park. On Sunday, the 5th, Niagara Falls will be visited by many of the out of town wheelmen. The proximity of Buffalo to the Falls, and the very low excursion rates from the large cities will no doubt help to give the Buffalo meeting the largest turn-out yet seen in this country. On Monday, July 6, the "Big Four" start from this city for New York. The day of the grand parade, probably Friday, July 3, will be the event of the meet for our citizens at least. The trim, natty uniform of the riders, with their colors and standards, the bright shining wheels, the wheeling and counter wheeling all produce a grand and novel effect, something out of the usual order of a procession. The route of the parade will be in the upper part of the city where the asphalt roadways are so well adapted to wheeling. Our citizens along the proposed route will be asked to decorate their homes with all the bunting, flags, etc., at their command.—*Buffalo Commercial*.

OHIO NOTES.

We have now three established agencies for the sale of bicycles in Cincinnati, the Rudge, Facile, and Columbia, each having a representative. Let the good work go on.

The most important event at the Springfield, O., meet in July next, will be the half-mile national championship race, which has been placed there by the racing board.

C. W. Ashinger, of Eaton, O., one of our champions, tackled the Hoosiers on roller skates, at Richmond, Ind., recently, and was defeated, coming out of the race second best.

Mr. H. W. Longley, of Cincinnati, has accepted the agency of the Facile machine for his territory. Good-by, ordinaries; when Longley takes the helm for Faciles, no show for anything else.

Howland Brothers, of Akron, O., have completed a large roller skating rink in that town. The hall will on available evenings be occupied by the local bicycle club, where also their club-rooms will be located.

The contributions from "Norb," in the *Wheel*, are eagerly looked for and read with much pleasure. "Norb," *nom de plume* for —, is not a Buckeye boy exactly, but hustles the quill on the banks of the Ohio, opposite Cincinnati.

A man in this State has invented a machine which is intended to cure kicking horses. It may be attached to the stall and so arranged by a peculiar whip and lever combination that a kick against the sides of a stall insures his horseship a responsive cut from the extended whip. Every bicycle club should secure one, load it with dynamite, back up the club kicker, retire—and then proceed to business.

Ohio is exceedingly fortunate in having at its head for chief consul Mr. T. J. Kirkpatrick, of Springfield, O. As an evidence of his well directed efforts, the Ohio division members are gratuitously supplied with an excellent hand-book recently compiled by him for this State. It contains information of a varied and useful character, beginning with a list of the officers of our national association, including the racing board, a copy of the constitution, and rules for the government of meetings as prepared by the racing board, August 1, 1884. A complete list of American and English amateur records is followed by a list of transportation lines with which arrangements have been made for carriage of bicycles. The last twenty-two pages are devoted entirely to Ohio matter, winding up with a list of League hotels and rates charged, arranged according to districts.

Is there any sport extant, any association in existence, whose members indulge in more wrangle and newspaper controversies, than the American supporters of cycling who style themselves League wheelmen? Even yet, while the turmoil excited by the animated discussions of the distinctive positions of professionals and amateurs continues, the distant mutterings of rebellious spirits are heard approaching. And why, you ask. I'll tell you. Because the board of officers of the L. A. W. whom we justly invested with the proper authority have accepted the hospitality of the good citizens of Buffalo, and selected their city as a suitable place for holding the next annual meet of the great L. A. W. Have they shown proper discretionary powers? or should the meet be held further west or south, for the accommodation of more remote wheelmen? In justice to the officers above mentioned it is only necessary to state

THE 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.

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

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.

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

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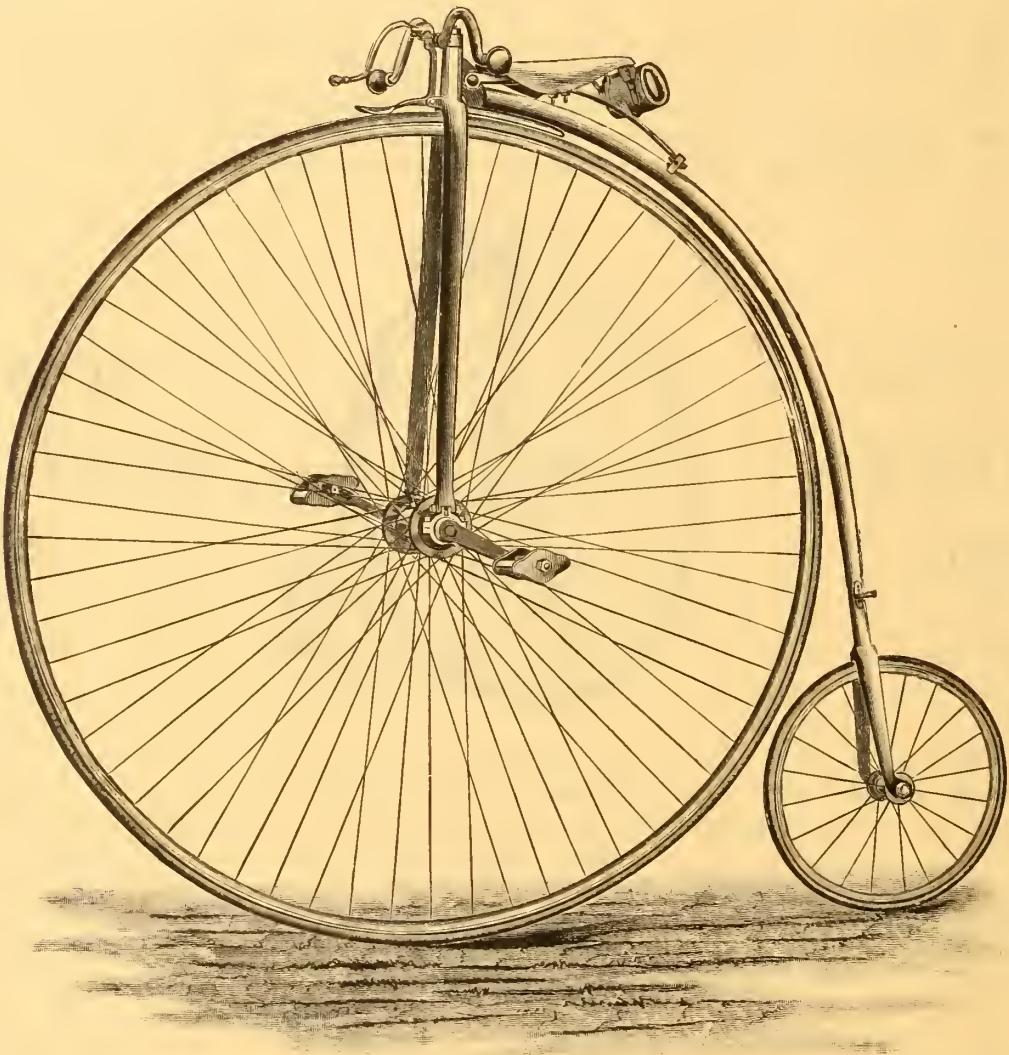
THE SPRINGFIELD WHEELMAN'S GAZETTE.

* THE NEW WHEEL *

The "SPALDING."

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ROADSTER, LIGHT ROADSTER & RACER.



— * ALL BUILT TO WIN ! * —

Complete stock ready for delivery March 15th. Send for Catalogue giving detailed illustrations and descriptions before you buy a Wheel.

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that they had no alternative whatever but to locate the meet at Buffalo. With the exception of an informal invitation from New Orleans, the only city in the Union that felt disposed to entertain our association was Buffalo—and—Buffalo it is. And as for being out of the way, let me inform the growlers, that if they will draw an imaginary line from Buffalo to Philadelphia, and thence to New York city, three-fifths of the wheelmen of the United States live north and east of that line, leaving one-fifth—of whom half are non-leaguers—west and south, respectively. Furthermore, on the 6th day of July, a select party of one hundred of the League's most energetic wheelmen propose starting on a tour from Buffalo. They certainly represent no small faction of that honorable body, and their presence will be very desirable. So, in conclusion, I would kindly suggest to the writer of editorials in a certain Southern cycling paper, the propriety of being a little more rational, and would advise him to calmly investigate matters before making public use of language and insinuations that can only create discord among the members of our dearly beloved fraternity.

WILLHELM.

STAMFORD (CT.) NOTES.

Just how enjoyable good roads and the welcome sunshine of another long delayed spring-time is, only a cycer can tell, and but few of them put it on paper. But we herewith rush into print with an account of the Solitary Club's initial outing, which was through familiar scenes of last season's runs about Riverside and Sound Beach, where we found the same pictures of changing rural delights that charmed us of yore; the frequent vistas of Long Island Sound with its blue-gray distances and shifting sails; the same mossy old houses, barns, and rocks, and quaint old mills a century old; winding rivers tumbling over the many dams and rocky impediments to their progress toward the Sound's salt waters. Again the birds' songs of gladness—which we heartily second—cheer and delight the strolling wheelman, as he visits their haunts of work and play. Even our red squirrel friends chatter out their welcome to us as they scamper along the walls that here line the highways. Here and there glaring new buildings have intruded themselves upon these quiet places we love so much "for their very gray mossiness," but we try to overlook them in our joy at being in the saddle again.

Much of the farmers' work is well under way now, and the sights, sounds, and scenery cause the cycer many a dismount if he wishes to take notes and more thoroughly enjoy them. As we write, a pale green tint is just perceptible spreading over these old brown, winter-worn hillsides, and the great maples show pink buds that are rapidly swelling and will soon clothe them in beauty. Soon the myriad wild flowers will add their charm to these jaunts a-wheel, which, from this first one, will have each increased attractions as the days go rolling by.

The entire club aforesaid rides the Victor bicycle.

Additions to the membership of the wide-awake Stamford Wheel Club are evidence that its officers are active. Many of them "hanker for the Columbia Light Roadster."

Several new riders are having their ups and downs here already this spring,—you can tell by the track they make if you don't see them.

"50" complains that the saddle of his Expert "gets tired with every first spring run."

A warm season is expected at the approaching election of officers, for the Solitary Club.

STAMSON.

Correspondence.

PORLTAND, OR., March 25, 1885.

Editor Springfield Wheelmen's Gazette:—

The Oregon roads are in fine condition for bicycling now. Parties are here from Wisconsin with plans for a skating and bicycling pavilion combined, costing \$8,000; they propose to have it completed by June 1. The Salem (Or.) Bicycle Club is building a 7-lap cinder track, in the public park of that city, the city council having granted it that privilege at their last meeting. Fred T. Merrill, the champion trick bicyclist of the Pacific coast, has just received a 27-pound Rudge Racer from Stoddard, Lovering & Co. Miss Annie Sylvester, the champion lady bicyclenne, who came overland to this section to show the Oregon Hoosiers what a bicycle was, was somewhat taken back to meet amateur riders that she could learn tricks from. We expect the bicycle business to boom this season.

The March number of the GAZETTE alone is well worth the price of a year's subscription. Please send us another copy for our club library.

"BICYCLER."

NEW HAVEN, CT., April 20, 1885.

Editor Springfield Wheelmen's Gazette:—

Spring is fairly established in New Haven, and the March winds have given us superb dry roads. Wheelmen are seen flying hither and thither and the riding school and bicycle agencies are well patronized. The first real runs of the season were commenced on Fast day. Both the New Haven Club and the Ramblers turned out two-thirds of their club members, and enjoyed a most delightful day, the more enthusiastic covering 20 miles or more. None but a wheelman, who speeds miles beyond the city, and hears the birds sing and the fowls clatter, and feels the warm sunshine, and smells the burning grass, can realize what spring means, after the long pent-up winter. There is an electric thrill of joy and inspiration, which, to be understood, must be felt.

New Haven abounds in short runs of from four to ten miles and back, in all directions; beyond this the roads merge into the ordinary country road, hills, sand, etc. Much fine coasting can be found, if sought in the right direction.

The New Haven Club has something on the tapis every week. The last sensation was a Punch and Judy show, and an orchestra of seven banjos. Its weekly smokes, dear S. W. G., are not, as you suggest, club drunks, but very sociable affairs.

The latch string at the Ramblers hangs out nightly, and some one is always on hand to welcome callers.

The Yale Club has been very unfortunate in regard to the date of its race meet, Decoration day, the park having been previously rented to a picnic. The tournament will come off June 6 and 7, which will give riders a chance to attend local races on Decoration day, and come to the meet later. It will make a decided difference, however, in regard to receipts from New Haven people. The club is perfecting its arrangements and will offer something fine. It has secured the 20-mile race for the

Pope cup for the first day and the 25-mile L. A.W. championship for the second day, and we are assured that neither will be waiting races. The programme will soon be forth-coming.

Five agents represent the five leading makes of bicycles in New Haven, the Rudge, Expert, Royal Mail, Victor, and Star. The latter has never been a favorite with local wheelmen and few are seen on our roads.

The resident racers are sighing for the track to be in condition to train on, and one or two out-of-town men have been here to make their calculations towards the same end.

I am quite of the same experience of your Hartford correspondent in regard to saddle and machine. I have ridden a Lillibrige saddle over 4,000 miles, and must say that I hardly know that I have a saddle under me, so little is my attention called to it; and I ride over cobbled streets with comfort, which I never used to think of attempting. I have also reduced the size of my wheel one inch, and find it greatly to my advantage in mounting hills, ploughing sand, and overcoming obstacles. The tendency of older riders, everywhere, is to reduce the size of wheel, and they are brought to this determination by experience, the best teacher. I think this is the surest way to save the perineum from pressure, which no make of saddle can wholly relieve, if the wheel is too large.

The New Haven Club is discussing a new uniform, and the new League cloth seems to be a favorite. This is one of the most practical steps the League has taken—the providing of a uniform cloth, durable, reasonable in price, and of a wearable color. We owe President Beckwith our hearty thanks for his enterprise and labor in this matter, and predict its adoption by a large number of League members, if not the great majority.

"HERMES."

FORT WORTH, TEXAS, April 22, 1885.

Editor Springfield Wheelmen's Gazette:—

Having read with interest your programme for your meet in September, my eye was firmly set on the \$500 purse with \$100 entrance. Not that I expect to enter the race, but I think it one of the wisest and best purses on the list for several reasons. First, it will bring together the cream of the professionals of the world; second, it will make every man go from wire to wire, as all who enter and put up \$100 will train for the race and come to the scratch in condition, or have no show to win; third, those who are in condition will make their work tell, as condition wins nine times out of ten; fourth, it will be a good stake for the winner and will save a good many newspaper challenges that are never accompanied by money deposits, and the public may be sure that each rider who starts in this race has his money up; fifth, it will settle the championship of the world to a certainty, as all who aspire for the world's one-mile championship will have time to get ready and make \$100 to get into the race; sixth, the winner will have a chance for his \$100 to win \$1,000, should five enter, instead of \$200 in a match race of \$100 a side, and any one not entering would not have any of his challenges recognized in any paper afterwards unless it was accompanied by a forfeit of \$100 to show he means business; seventh, it is the first time a purse has been hung up giving all riders ample time to get into condition, and justifying the management in calling it the championship of the world.

It could not be announced under better managers than the Springfield Club, and no rider can find any fault with the terms, for those who cannot pay need not play. It is a fair and proper offer for a championship, and could not be expected to be won by any person unless he had something at stake. I see some papers assert that the professionals are kicking at such a figure as \$100 to enter. They should not, for they will all expect to win who enter, and the winner takes the purse, entrance fees and all.

T. W. ECK, *Professional.*

MACON, GA., April 20, 1885.

Editor Springfield Wheelmen's Gazette:—

Well, the professionals have been among us, and we are satisfied. Many a time have we only wished to get just one glance of the world's champion on wheels. Our wish has been gratified and, what's more, to a greater extent than we had anticipated. We felt that we would be satisfied with a good look at the hero of Springfield, but to have the pleasure of his enjoyable company for nearly two weeks was grand. They may say what they will, but two more clever "boys" than John S. Prince and W. J. Morgan never mounted a wheel. For several days previous to their arrival the city was flooded with illuminated posters announcing the coming of the world's champion bicyclist. Bicycle stock immediately began to rise, and it was not long before the general topic of conversation was the appearance of Prince. He arrived on Sunday the 12th inst. and was met by a number of wheelmen of the local club, who escorted the party composed of Mr. Prince, his amiable wife, and his business manager, W. J. Morgan, to the European Hotel. They were given time to recover from their ride and on the following morning (Monday) arrangements were commenced to carry out the programme as advertised to take place on the 14th and 17th. In the meantime the club had not been idle, but had put their four-lap track in the best available condition, and arranged other matters such as procuring horses to pit against the champion, etc.

A general look over the city was given to the party, and Tuesday the 14th, everything being in readiness, after a parade by the club they repaired to the race track situated in Central City park, which was found to be in rather poor condition for racing despite the efforts of the club.

The first event as announced was a half-mile handicap, best two in three, between John S. Prince and John H. Polhill, the captain of the Macon Bicycle Club and champion of Georgia. Polhill was given 30 yards start. At four o'clock the racers took their positions, G. T. Beland, Geo. Plant, and Julian Rogers time keepers; S. Weichelbam, scorer. Mr. Prince took his place 30 yards in the rear of Polhill, who started from scratch, Prince using his Spalding racer and Polhill a Rudge. The start in the first heat was slow, both moving off sluggishly. The first quarter was turned in 44s., Polhill leading. The half was finished in 1m. 27 $\frac{2}{3}$ s., Polhill winning by six inches, breaking the Southern record held by Frank X. Mudd, of Montgomery, Ala., by 7 $\frac{2}{3}$ s. The second heat was a repetition of the first, Polhill passing the line amid deafening cheers, Prince about four feet in the rear.

The second event was a half-mile, best two in three, between W. J. Morgan and "Bismarck," a noted trotter owned by Mr. J. Ruhl of this city. Morgan won the first two heats in 1m. 34s. and

1m. 30s. respectively. The driver of the horse claimed that the track was too small for his horse to speed on.

The third and last event of the day was a handicap race of three miles between John S. Prince and W. J. Morgan, Prince allowing Morgan 200 yards start. The race was the most exciting of the day but was won at last by Prince, the three miles being made in 9m. 29 $\frac{2}{3}$ s., which is considered fast for a quarter-mile track with the surface far from perfect. Both Prince and Morgan, in speaking of Polhill, say that he is the fastest man by ten seconds that they have met in the South, and they have met all of them. Taking into consideration both champions' experience we feel quite proud of our captain.

The following races were held on Friday the 17th: First event, race between Prince and Polhill, 50 yards handicap, one mile, best two in three. Prince won the first heat in 3m. 7s. In the second heat Polhill left the track.

Second event, two-mile handicap, 150 yards start, between Prince and Morgan. Prince won in 6m. 36s.

Third event, race between Morgan and the trotter "Bismarck," half-mile heats, best two in three. Morgan won first two heats in 1m. 30s. each.

Polhill claims that in the race between Prince and himself, the handicap was plainly too small for him to win.

On Sunday the 19th, hospitalities in the shape of a pleasant ride over the entire city were shown the party through the kindness of Mr. John Horton. Your correspondent was favored with an invitation to join, and be it said that it had never been his good fortune to meet with such a pleasant and entertaining couple as Mr. Prince and his pleasant little wife. Mr. Morgan was brimful of jokes and kept the party in roars of laughter. After taking in the usual streets and avenues of interest, we were piloted to the Macon Ice Co.'s works, situated about two miles from the city. Here we made a careful inspection of the manufacture and storing of ice, a process which greatly interested the whole party. Mr. Horton was the geologist of the party, and endeavored to show his attainments by getting the party interested in what are styled Indian paint-pots. After we had left the ice works, acting upon the suggestion of Mr. Horton, the party commenced looking for the paint-pots. Mr. Horton explained them as a secretion of powder-like substance of different colors, around which accumulates a hard covering similar to iron ore, found in the ground at some depth below the surface. We continued our search for some time among the excavations then going on, but met with no success despite the wishes of Mrs. Prince, who was very anxious to get one. We then resumed our tour of the city. On our rounds Morgan developed the surprising powers of being a thorough-bred "masher." To Mrs. Prince, however, belongs the honor of discovering the fact. He seemed to be intently enjoying the conversation, but managed to keep his eyes open for any pretty girl that might chance to pass. It was noticed that he would use his handkerchief very often, but nothing was thought of it until he was caught winking at the girls. Morgan endeavored to explain by saying that he was looking at a man digging potatoes close by. The very idea of digging potatoes at this season of the year was conviction in itself, and Mr. Morgan had to give up. After that he saw several men digging potatoes, but we were up in his little game, and he did not

get the chance to flirt any more, except when all at once he exclaimed, "Oh, look, look at the sea!" we all inadvertently cast our eyes in the direction pointed, but saw only the blue-colored trees in the distance. Morgan said it must have been an optical illusion of his, but it was only a ruse to get the party to look in that direction while he winked at a passing young lady. It was now getting late, and a few more minutes brought us to the hotel, all delighted with the trip. Mrs. Prince had one regret, however, her failure to get possession of an Indian paint-pot.

A race of ten miles for \$200 a side has been arranged between W. J. Morgan and J. H. Polhill, to take place on the 23d. It promises to be as hotly contested a race as ever seen in this section, both men being in good trim. There will also be a ten-mile race between John S. Prince and a celebrated trotter of this city for \$500 a side on the same day. The articles of agreement have been signed by both parties. Money in both cases has been posted.

Perhaps it would not be amiss right here to say a few words in regard to the professional bicyclists. It seems to be the hobby of a great many bicycle papers to be continually hammering upon and abusing the professionals. Now what is the outcome of this abuse? Ask any fair-minded wheelman (that is, in the South, I cannot speak for the North), which he thinks does the most good for the advancement of cycling, the papers or the professionals. His answer will be the professionals, and why? Because no one can deny the fact that wherever the professionals appear, they stir up an interest in the wheel, and do untold benefit to the advancement of cycling throughout the Southern country; but, on the other hand, the papers rant as though a professional bicyclist was something beneath the notice of a great many so-called amateurs. I would like to know why such a vast distinction is drawn between an amateur and a professional, and especially so much as to exclude them from the ranks of the L. A. W. Would it not be well for the League to make some effort to reconcile the differences now existing, and endeavor to get the professional men under its wing? Why not have a separate branch of the League for professionals, to be conducted similarly to that for the amateurs? In the end will it not be better to have them in the League than to have them against it? The professional ranks are growing stronger every day, from all appearances, and it will only be a question of time before they will have attained sufficient strength to form a League of their own, and then the consequences will be a continual fight between the two until one or the other falls to pieces; and, judging from the present unsettled differences now existing in the L. A. W., one uninterested would naturally select the L. A. W. to succumb first. At any rate let this question be agitated, discussed, and carried on until every wheelman in the land will have joined hands in one common bond of friendship, and, coupled with the strength of their united efforts, will unfurl to the world the banner of 20,000 wheelmen whose sole and undivided object will be the advancement of our much loved wheel. "REB."

At last there is every reason to believe Chicago will have a racing path, and it will be a good one. As sure as one is built Chicago will become famous the world over, as a bicycling center, and the Illinois division meet in May will produce great racing.—*Sporting and Theatrical Journal.*

Items of Interest.

Over seventy per cent. of Columbia wheels are full nickelized.

C. D. Vesey, Boston's old visiting English racer, will again appear on the path this season.

Burley B. Ayers, of the Chicago Bicycle Club, who was recently suspended by the membership board of the L. A. W., has been reinstated by that body.

Thomas Stevens, the transcontinental cyclist, sailed from New York Thursday, April 9, for Liverpool, at which latter place he will begin his bicycle tour around the world.

At a one-legged bicycle race, which took place recently at the Molineux Grounds, Wolverhampton, England, J. West, the Birmingham one-legged champion, won in 3m., 50s.

A. C. Beasley, of Hamilton, Ont., has traveled 2,000 miles on his tricycle through England and France. He is now in Paris, and will go down the Rhine and spend a short time in Germany, England, Ireland, and Scotland, before returning to Hamilton about the beginning of June.

Wheelmen have some rights. In Springfield, Ill., a suit for \$100 damages was brought against Edgar Barnes for frightening a horse with his bicycle and a verdict for the defendant was rendered, the court holding that the bicycle is a legal vehicle and entitled to the rights and privileges of the road.

William J. Bowman, of the Oakland Bicycle Club, on Sunday, March 29, made the longest single day's road ride yet credited to any one on the Pacific coast. He rode from Oakland to Gilroy and back, 150 miles, in a little over fifteen hours. The ride to San Jose, forty-five miles, was made without a dismount.

At a meeting of the executive of the National Cyclists Union, March 24, it was decided after hearing the evidence adduced, to suspend H. J. Webb until March 31, 1886. It was proved conclusively, that he had taken the train from Abingdon to Edinburgh on the occasion of his supposed bicycle ride from Land's End to John O'Groats last year.

It has been arranged that the N. C. U. championship races shall be held this year as follows:—One mile bicycle, June 13, Aston Lower Grounds, Birmingham; five mile bicycle, June 27, Newcastle-upon-Tyne; twenty-five mile bicycle, Edinburgh; fifty mile bicycle, July 18, Crystal Palace. One mile tricycle, July 11, Crystal Palace; five mile tricycle, June 13, Aston Lower Grounds, Birmingham; twenty-five mile tricycle, July 11, Crystal Palace. The following will be the time standards fixed for this year:—One mile bicycle, 2m., 48s.; five mile, 15m.; twenty-five mile, 1h., 20m.; fifty mile, 2h., 50m. One mile tricycle, 3m., 5s.; five mile, 17m.; twenty-five mile, 1h., 30m.

Among the Clubs.

THE TROY BICYCLE CLUB held its fourth annual reception, Thursday evening, April 16, at the club rink in Cannon Place hall, which was one of the finest affairs of the season. It being the anniversary of the club, it was termed a birthday party, and every guest presented the club a present. About fifty couples were present, and spent a delightful evening. The club members wore their handsome new uniforms, which, contrasted with the elegant dresses of the lady

guests, made a gay scene on the floor of the rink, which had been gayly decorated. The newly furnished parlors were thrown open, and were much admired. Orangeade was served to the thirsty by a colored gentleman and everything was done to enhance the comfort and enjoyment of the merry dancers. The floor committee was in charge of Mr. A. P. Dunn, who is admirably adapted for such a position, and by his personal efforts added largely to the pleasure of the evening. Each guest was presented with a souvenir ribbon, on which a wheel of white holly was suspended from a bar of the same material. Among the presents were the following: Cardinal banner worked in old gold, Miss Frances Greenman; porcelain umbrella rack, Miss Cora Smith; picture, "Neath Abbey," Geo. A. Darby; ornamented horns, Eugene Blanchard; brass plaque, John E. Miller; Persian rug, Mrs. Collins; china cuspidor, Wm. A. Gunn; games, S. G. Curtis; chess, Geo. R. Collins; paper rack, Mrs. G. R. Collins; stereoscope and 50 views, R. S. Coon; Waverley novels, 12 volumes, Robby D. Cook; Thackeray, 10 volumes, W. N. Theissen; History United States, John Miller; Life of Kit Carson and Life on the Mississippi, A. F. Edmunds; banner worked by Miss E. M. Pierce, H. S. Kinlock; mirror in plush frame, Misses Tillie Theissen and Belle Mearns; ebony mallet, Louis H. DeZouche; book college songs, Miss Proctor; diamond mirror, plush frame, A. S. Lobdell; book of reflected impressions, Harry Everett; painted plaque in plush frame, Miss A. Shaughnessy; paper basket, Miss Emily Thorne; hand-painted tambourine, Miss C. Whittaker; cardinal banner, Miss F. Creen; picture, "Thinking it Over," D. F. Gagen; card receiver, Carrie Gray; thermometer on plush heart, Miss M. McGillivray; three books, Geo. C. Blackhall; piano cover, corner bracket and vase, lady friends. Among those present were W. Gardener, of the Trojan Wheelmen and Chas. H. Ross, of the Albany Bicycle Club.

THE GENESEE BICYCLE CLUB held its second anniversary banquet at the New Osburn House, Rochester, N. Y., on the evening of Friday, April 3. The first club run of the season of '85 had been called by Captain Stillwell for this date and the three beautiful spring days which preceded the 3d had given rise to the hope that the weather would be propitious, but on the morning of that day commenced a rain, which rapidly turned to snow, and by 7 P. M., the time for starting, there was 15 to 18 inches of snow on the ground. However, about 30 of the active members and several of the honoraries sat down to an elegant repast, served at 9:30, by mine host Almy, so well known to traveling men. After the clearing of the plates came the address of the president, which was followed by the following toasts and responses; Mr. Robert Thomson, president of the club, acting as toastmaster. Our Officers, responded to by F. E. Cowan; The Press, responded to by F. D. Helmer; Our Honorary Members, responded to by W. C. Runyon; Our Racing Men, responded to by C. J. Conolly; The Ladies, responded to by Wm. Horcheler; Our Tourists, responded to by M. F. Shafer; The L. A. W., responded to by C. B. Kies; The Bicycle of the Future, responded to by J. C. McNab; Our Future, responded to by Captain H. M. Stillwell. At the conclusion of this programme the club gave "3 and a T" for the wheelmen of the United States, and the boys then shoveled their paths homeward.

THE CAMBRIDGE BICYCLE CLUB will hold a 50-mile road race on Memorial day, from Cambridge to Beverly and return. Gold and silver medals will be awarded the winners.

THE CANADIAN WHEELMEN'S ASSOCIATION will hold their third annual meeting and races at Woodstock, Ont., July 1.

THE DRUID AND JUNIOR WHEELMEN, of Baltimore, have consolidated under the name of Junior Wheelmen of Baltimore.

THE TROJAN WHEELMEN admitted nine new members at their annual meeting, April 1.

THE MANCHESTER BICYCLE CLUB will hold a race meeting this month.

CLUB ELECTIONS.

ALLSTON (Mass.) BICYCLE CLUB—President, H. B. Lord; secretary and treasurer, J. L. Howard; captain, J. W. Kennedy.

BROOKLYN (N. Y.) BICYCLE CLUB—President, Wm. F. Gullen; vice-president, Geo. Bancroft; secretary, Herman H. Koop, Jr.; treasurer, L. W. Slocum; captain, H. R. Elliott; first lieutenant, F. B. Jones; second lieutenant, How Spellman; bugler, E. Annan, Jr.; color bearer, W. F. Homan; surgeon, Dr. A. C. Brush; trustees, H. R. Elliott, L. W. Slocum, Geo. Bancroft, A. C. Brush, A. B. Barkman, F. B. Hawkins, S. C. Pirie.

DANVERS BICYCLE CLUB—President, John C. Brainard; vice-president, Samuel P. Dodge; secretary and treasurer, A. G. Allen; captain, F. C. Damon; lieutenant, E. J. Nightingale; bugler, W. P. Hood; color bearer, M. H. Lyon.

FALL RIVER (Mass.) BICYCLE CLUB—President, George Sharples; vice-president, Alfred Esleck; captain, Geo. W. Whitehead; secretary and treasurer, C. S. Wady; first lieutenant, A. B. Brayton; guide, A. A. Bryson; club committee, A. L. Ward, F. E. Waterman, and Wm. Smith.

JUNIOR WHEELMEN (Baltimore, Md.)—President, J. C. Guggenheim; secretary and treasurer, C. Pliny Brigham; captain, Robt. Molinard; lieutenant, W. C. Crawford; color bearer, C. W. Stork; bugler, J. Hanway.

LAWRENCE (Mass.) BICYCLE CLUB—President, M. W. Currier; vice-president, E. A. Dean; secretary, Guy W. Currier; treasurer, Chas. H. Smith; captain, W. B. Segur; first lieutenant, A. M. Tacy; second lieutenant, J. Ed. Aldred; color bearer, Francis Cogswell; buglers, D. M. Spooner, John Tacy; club committee, John F. Finn, Wm. L. Barrell, Fred Leighton.

LEOMINSTER BICYCLE CLUB—President, W. H. Chasc; secretary and treasurer, Edward Munis; captain, E. E. Burdett; lieutenant, A. M. Litch.

MANCHESTER (N. H.) BICYCLE CLUB—President, H. M. Bennett; secretary and treasurer, F. O. Moulton; captain, Moses Sheriff; first lieutenant, J. N. Pearson; second lieutenant, G. W. Taylor; buglers, Wm. Butterfield and W. Price; color bearer, W. H. Upham; club committee, the president, secretary, captain, F. Cheney, and C. H. Pillsbury.

MASSACHUSETTS BICYCLE CLUB (Boston)—President, Col. A. A. Pope; clerk, W. S. Slocum; treasurer, Charles F. Joy; directors, A. A. Pope, A. S. Parsons, E. W. Pope, Henry W. Williams, and W. S. Slocum.

MONTREAL BICYCLE CLUB—President, Prof. C. H. McLeod; vice-president, J. D. Miller; honorary secretary and treasurer, R. F. Smith; com-

mittee, H. H. Tibbs, J. B. Ostell, J. H. Lowe, A. T. Lane; captain, W. McCaw; first lieutenant, J. R. Scales; second lieutenant, Horace Joyce; standard bearer, G. T. Bishop; bugler, F. W. S. Crispo.

MOUNT VERNON BICYCLE CLUB (Westchester county, N. Y.)—President, E. M. Devoe; secretary, James M. Nelson, Jr.; treasurer, F. W. White; field captain, F. T. Davis; first lieutenant, E. M. Devoe; bugler, F. W. Steinbrenner.

NEW BEDFORD (Mass.) BICYCLE CLUB—President, James B. Bradford; secretary and treasurer, Arthur L. Blackmer; captain, E. M. Almy; executive committee, Norman L. Willis, Edgar A. Lincoln, and William H. Dewhurst.

OMAHA WHEEL CLUB—President, O. H. Gordon; captain, John G. Hitchcock; secretary and treasurer, C. M. Woodman.

PEQUONNOCK CLUB (Bridgeport, Conn.)—President, George H. Johnson; secretary, E. Stewart Sumner; treasurer, James H. Smith; captain, Calhoun Latham; first lieutenant, A. B. Post; second lieutenant, W. M. Richardson; bugler, Lewis B. Curtis; standard bearer, Robert L. Seward; executive committee, W. F. Healey, E. J. Morgan, Peter Pride.

RAMBLERS WHEEL CLUB (Belleville, Ont.)—President, H. Corby, Esq.; first vice-president, Thomas Ritchie; second vice-president, Prof. S. T. Greene; captain, Geo. E. Reid; first lieutenant, L. B. Cooper; second lieutenant, George Davis; secretary, R. E. Clarke; treasurer, W. P. Way; standard bearers, F. Foster, H. Price; bugler, T. G. West; handicapper and timer, W. R. Carmichael; representative, S. G. Retallack; auditors, R. H. Fenwick and S. Thompson.

SOMERVILLE (Mass.) CYCLE CLUB—President, E. H. Foote; vice-president, W. R. Maxwell; secretary and treasurer, George F. Steele; captain, H. S. Worthen; first lieutenant, Eugene Sanger; second lieutenant, G. G. Beals; bugler, W. F. Lovejoy; club committee, E. H. Foote, George F. Steele, H. S. Worthen, George Shaw, W. C. Conant.

ST. JOHN (N. B.) BICYCLING CLUB—President, Geo. F. Smith; honorary secretary and treasurer, H. H. Goddard; captain, W. A. MacLachlan; first lieutenant, Chas. Coster; second lieutenant, H. C. Page; committee of management, H. J. A. Goddard, Louis Donald, E. H. Turnbull, and officers of the club.

TRENTON (N. J.) BICYCLE CLUB—President, Dr. Wm. G. McCullough; vice-president, B. S. Rose; secretary, S. P. Camp; treasurer, C. T. Sutphin; captain, F. W. Whitehead; lieutenant, B. S. Rose; bugler, Robert V. Whitehead; standard bearer, W. M. Crozer; trustees, Dr. Wm. G. McCullough, Geo. F. Applegate, S. P. Camp.

TROJAN WHEELMEN (Troy, N. Y.)—President, C. E. Betts; vice-president, A. W. Ross; secretary, Frank E. Myer; treasurer, Chas. E. Wilson; captain, Jas. R. Torrance; first lieutenant, John K. Drake; second lieutenant, Geo. A. Contie; surgeon, J. V. B. Anthony; color bearer, Willard D. Wilson; bugler, Fred E. Derrick.

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, 1884, in Detroit, and the contagion has extended even into the boat clubs of the latter city. Poor racing board!—*Sporting and Theatrical Journal.*

RACE MEETINGS.

COMING EVENTS.

April 30, May 1 and 2—Tournament of the Memphis, Tenn., Club.

May 19—Cleveland Bicycle Club's annual spring race meet.

May 23—Annual races Ramblers Club, St. Louis, Mo.

May 27 and 28—Tournament of the Louisville, Ky., Wheel Club.

May 30—Race meeting of the Springfield, Mass., Bicycle Club.

May 30—Illinois State division meet and tournament, L. A. W., Chicago.

May 30—Fifty-mile road race of the Cambridge Bicycle Club, Cambridge to Salem and return.

May 30—Tally-ho run of the Boston Bicycle Club to Wellesley.

May 30—Road race of the Buffalo, N. Y., Bicycle Club.

May 30—Fifty-mile road race of the Ixion Bicycle Club.

May 30—Fourth annual meet of the League of Essex County Wheelmen, at Beverly.

May 30—Race meet of the Providence Bicycle Club.

May 30, 31 and June 1—Tour to Portsmouth and return of the Somerville Cycle Club.

June 5 and 6—Races of the Yale College Bicycle Club, New Haven, Ct., including the twenty-five mile championship race of the L. A. W.

June 17—Tricycle picnic in the woods at Readville by the Boston Bicycle Club.

June 17—Bicycle races on the Boston Union Athletic grounds.

June 17—Race meeting Albany Bicycle Club.

June 20—Kings County Wheelmen annual race meet.

June 28—Clam-bake at Downer Landing by the Boston Bicycle Club.

June 30—Two days' race meet of the Fort Schuyler (N. Y.) Wheelmen.

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—Cycle races on Boston Common.

July 4—Bicycle races on Boston Union Athletic grounds.

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

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

July 27—Moosehead lake tourists start from Boston.

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

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, 9 and 10—Tournament at Springfield, Mass.

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

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

CITIZENS BICYCLE CLUB.

The Citizens Bicycle Club, of New York, held a very successful race meeting Friday evening, April 17, at the Knickerbocker skating rink; the attendance was about 5,000.

One-Mile Novice.

E. Valentine, New Rochelle, N. Y., Time, 3.31
B. J. Single, Bordentown, N. J., 3.31 1-5

One-Mile Club Championship.

W. H. N. Hoffman, New York, Time 3.18
W. H. McCormack, New York, 3.18 1-5

One-Mile Bicycle Open.

A. B. Rich, Time, 3.18
H. J. Hall, Jr., 3.24 2-5

One-mile Tricycle.

L. H. Johnson, Orange, N. J., Time, 4.32 2-5

Two-Mile Bicycle.

A. B. Rich, Time, 6.25 1-5
E. C. Parker, 6.25 2-5

One-Mile Safety.

L. B. Hamilton, New Haven, Time, 3.38 3-5
H. E. Bidwell, 3.39

One-Mile Tandem Tricycle.

F. A. Loncks and H. J. Hall, Jr., Time, 4.06 4-5
L. H. Johnson and J. W. Smith, 4.07 3-5

PACIFIC COAST RECORDS.

Amateur Bicycle.

1-4 mile, .45 2-5—Straightaway on a heavy trotting track (1 mile).
1-2 mile, 1.29 1-4—5 laps to the mile; clay, in fine condition.
1-mile, 3.04 4-5—5 laps to the mile; clay, in bad condition.
2-mile, 6.41 1-2—8 1-2 laps to the mile, with uneven turns.
3-mile, 10.04—8 1-2 laps to the mile, with uneven turns.
4-mile, 13.23—8 1-2 laps to the mile, with uneven turns.
5-mile, 16.40 1-2—8 1-2 laps to the mile, with uneven turns.
6-mile, 20.06 1-2—8 1-2 laps to the mile, with uneven turns.
7-mile, 23.20—8 1-2 laps to the mile, with uneven turns.
8-mile, 26.51 3-4—8 1-2 laps to the mile, with uneven turns.
9-mile, 30.15 1-2—8 1-2 laps to the mile, with uneven turns.
10-mile, 33.33 1-2—8 1-2 laps to the mile, with uneven turns.
Championship.

The above records are held by Fred Russ Cook, captain Bay City Wheelmen; a promising rider, who intends to come east the coming fall and get initiated into a 2.39 gait.

ENGLISH CYCLING.

HOWELL AND LEES MAKE A DEAD HEAT FOR THE TWENTY MILES CHAMPIONSHIP.

At Leicester, March 28, the race for the twenty miles bicycle championship of England took place on the Belgrave Road Grounds. The day was everything that could be desired, and the entries being numerous, a fair crowd of people paid admission. There were fourteen entries, as follows:—DeCivry, Paris; Duncan, Montpelier; Birt, Northampton; Cleminson, Newcastle; Grose, Northampton; Parkes, Newcastle; E. Miller, Newcastle; A. Hawker, Leicester; T. Battensby, Newcastle; Knowles, Beauvais; J. W. Lamb, Newcastle; A. G. Newton, Wolverhampton; Howell, Coventry, and Lees, Leicester. Of these, Parkes, Miller, Knowles, and Lamb did not start, thus reducing the number to ten. The race for the first fifteen miles was anything but fast, and devoid of interest, with the exception of a spurt occasionally. Towards the close, however, a most interesting struggle between Lees and Howell was witnessed. The Coventry rider held the lead, but Lees, who rode on the outside position, pursued his opponent with great gameness, and gradually creeping up in the last few yards, the pair reached the post together, the judge being unable to separate them. Duncan was a good third, about four yards behind, but the positions of the remainder of the riders could not be ascertained, owing to the crowd breaking in at the finish. Howell was a strong favorite, the betting ruling as follows:—3 to 1 on Howell, 4 to 1 each against Battensby and Hawker, 5 to 1 against Lees, and 8 to 1 against any other. The following will show the times throughout for each mile, the leading riders, and the duration of each mile:—

MILES.	H.	M.	S.	M.	S.	DURATION.
1	Battensby, Howell, Lees,	0	3	52	3	52
2	" "	0	6	12	3	62
3	" "	0	9	21	3	9
4	" "	0	12	29	3	8
5	" "	0	15	38	3	9
6	Howell, Lees, Cleminson,	0	18	55	3	17
7	DeCivry, Battensby, Howell,	0	22	20	3	25
8	Battensby, Howell, Lees,	0	25	37	3	17
9	" "	0	28	58	3	21
10	" "	0	32	17	3	19
11	" "	0	35	37	3	20
12	" "	0	39	1	3	24
13	" "	0	42	24	3	23
14	" "	0	45	47	3	23
15	" "	0	49	11	3	24
16	" "	0	52	39	3	28
17	" "	0	56	8	3	29
18	" "	0	59	38	3	30
19	Battensby, Howell, Grose,	1	3	5	3	27
20	Howell, Lees, Duncan,	1	5	55	2	50

WHEELMEN, READ THIS!

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PRICE LIST

—OF—

AMERICAN CHALLENGE.

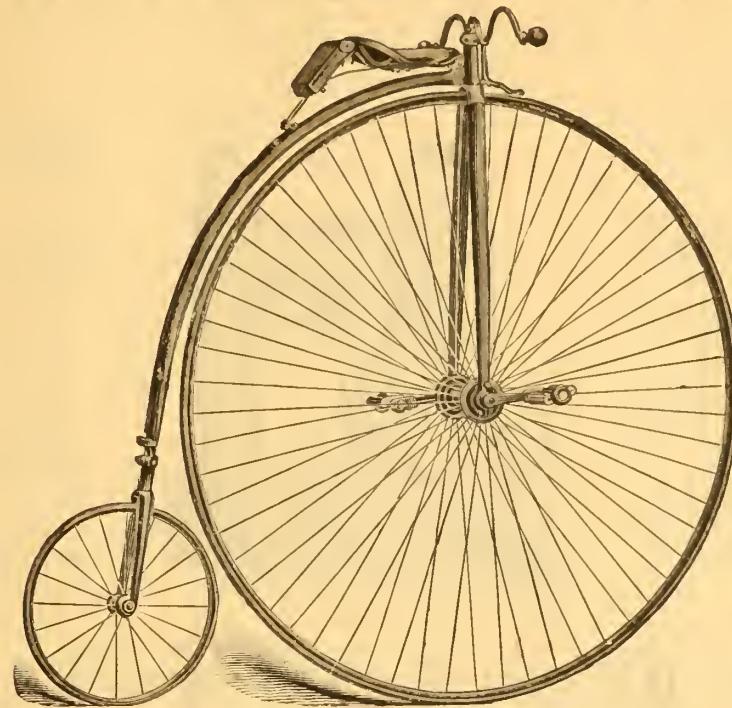
STANDARD FINISH.

Jet black, with head, handle-bars, saddle spring, crank, pedals, and step nickel-plated over copper.

60-inch, . . .	\$82.00
58-inch, . . .	80.00
56-inch, . . .	78.00
54-inch, . . .	76.00
52-inch, . . .	74.00

*

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PRICE LIST

—OF—

IDEAL BICYCLES.

STANDARD FINISH.

Nicely varnished and gold-striped; head, handle-bars, saddle spring, cranks, pedals, and step nickel-plated over copper.

50-inch, . . .	\$72.00
48-inch, . . .	66.00
46-inch, . . .	60.00
44-inch, . . .	54.00
42-inch, . . .	42.00
38-inch, . . .	35.00

BUY THE AMERICAN CHALLENGE SAFETY IDEAL BICYCLES

AND SAVE \$50.00 ON YOUR MOUNT!

HIGH GRADE! NICELY FINISHED! ALL PARTS INTERCHANGEABLE!

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PRICE LIST

—OF—

AMERICAN SAFETY.

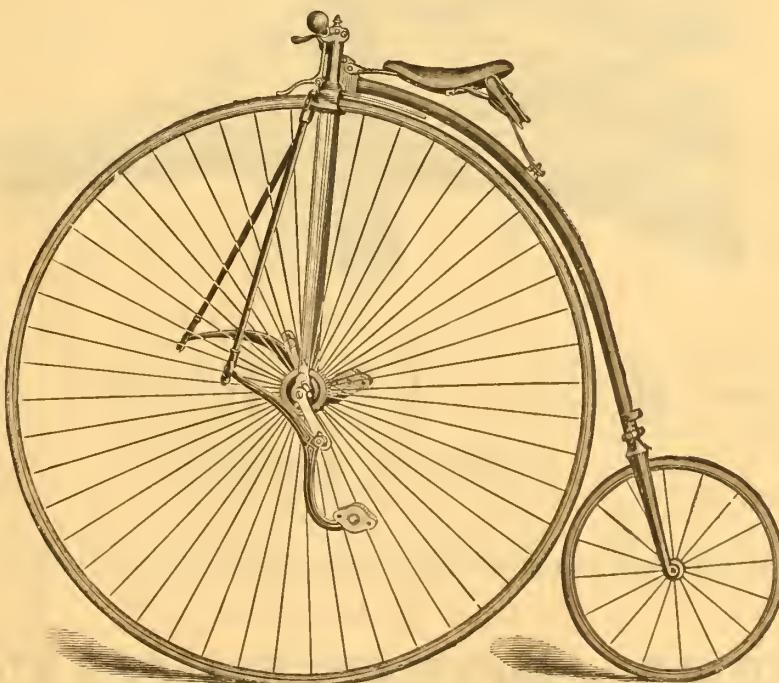
STANDARD FINISH.

Like that of the AMERICAN CHALLENGE.

46-inch, . . .	\$80.00
	The reach of a 58- or 56-inch Bicycle.
44-inch, . . .	78.00
	The reach of a 56- or 54-inch Bicycle.
42-inch, . . .	76.00
	The reach of a 54- or 52-inch Bicycle.

*

*



Send for our 32-page

Illustrated Catalogue

Before buying your Bicycle.

DEALERS,

It will pay you to handle our goods.

Manufactured by GORMULLY & JEFFERY,

Nos. 222 and 224 North Franklin Street,

CHICAGO, ILL.

THE * COLUMBIA ▷

THE Expert * Columbia * Bicycle.

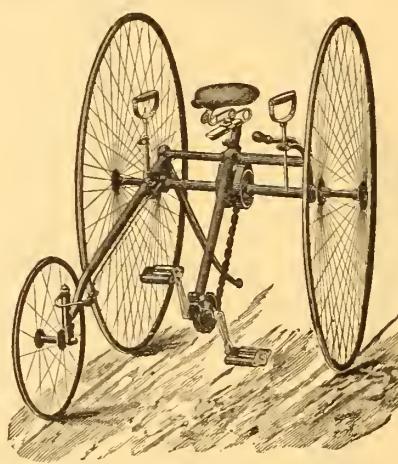
This machine has had the practical test of three seasons; it has been ridden by every size and weight of rider, on all kinds of roads, in every State in the Union, under all susceptible conditions. It is presented for the fourth season.

We have reduced the prices of our Pedals as follows:—

On Parallel Pedals, \$0.50 per pair.
On Ball Pedals, 1.50 per pair.

We have also reduced the price of half nickel and enameled EXPERT COLUMBIA BICYCLES, \$7.50, and shall make no extra charge for bent handle-bars when ordered on new EXPERTS in place of straight bars.

By these changes the purchaser of an EXPERT, finished in half nickel and enamel, and fitted with bent handle-bars and Columbia ball pedads, is enabled to buy at a price \$11.00 less than last season.



THE Standard * Columbia * Bicycle.

The "old reliable" steed has entered upon the seventh season. It is presented upon its merits and popularity already acquired.

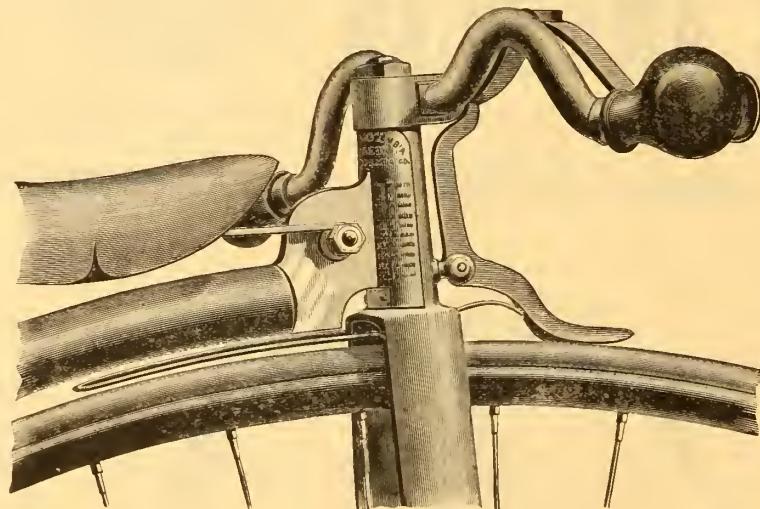
THE FIRST SEASON. Columbia * Two-Track * Tricycle. FIRST SEASON.

"From the practical results which I determined by subjecting the different qualities of steel from which it is constructed to the recognized standard of government tests, I am free to assert that you may justly claim that the COLUMBIA has not its equal in quality of material and finish; all of which is shown in the tabulated results in your possession."—F. J. DRAKE, United States Inspector of Material.

THE Columbia * Three-Track * Tricycle.

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

"Having examined somewhat carefully the 'wheels' of England and France, I do not believe that a better roadster is made in the world than the EXPERT COLUMBIA."—ALONZO WILLIAMS, Professor of Mathematics, Brown University, Providence, R. I.



THE FIRST SEASON. Columbia * Light * Roadster. FIRST SEASON.

A GENUINE LIGHT-WEIGHT BICYCLE.

For a Full Illustrated Description of these Machines, send for our ILLUSTRATED CATALOGUE, free upon application.

→ THE * POPE * MFG. * CO. ←

PRINCIPAL OFFICE: 597 Washington Street, BOSTON, MASS.

Branch Houses: 12 Warren Street, New York; 116 Wabash Avenue, Chicago.

→ A * FEW * MORE ←

I have ridden thirteen thousand five hundred (13,500) miles on COLUMBIA machines, of which over nine thousand (9,000) were on the EXPERT BICYCLE, in many States and over all sorts of roads. As I regard the EXPERT as by far the most satisfactory wheel made for every-day take-'em-as-you-find-'em roads, I still ride it daily. In these times of "safety" wheels, small and great, it may be interesting to know that I traveled seven thousand five hundred (7,500) consecutive miles on COLUMBIA BICYCLES without a single fall (save one produced by a collision with a stupid fellow who turned persistently to the left). A bad hill on the famous "22-mile drive" in Mount Desert prevented the above from being 7,501. My freedom from accidents while a-wheel I attribute mainly to three things, viz., the exercise of ordinary care, refraining from coasting, and the staunchness, rigidity, and good workmanship of COLUMBIA wheels.

HENRY W. WILLIAMS,
President Massachusetts Bicycle Club.

88 MADISON AVENUE,
NEW YORK, March 16, 1885.

The EXPERT COLUMBIA which I obtained of you more than two years ago has given me immense satisfaction. I would not exchange the EXPERT for any other make in the market; and my judgment is based upon the experience I have had in subjecting it to the severest test of any machine, viz., *ordinary road riding in long tours*. In its elegance of form, thoroughness of construction, and strength, ease, and noiselessness of motion (and herein I have specified all possible commendable qualities), the EXPERT cannot be surpassed.

H. E. PARKHURST.

NEW YORK, March 18, 1885.

A 50-inch COLUMBIA BICYCLE carried me the whole length of my well-known ride from San Francisco to Boston, at a cost of twenty-five cents for trifling repairs, at Platte City, Neb. I had enough faith in the splendid material used in its construction, the faultlessness of its mechanism, and its general excellence as a roadster, to start across 1,500 miles of mountainous, sparsely settled country, where a break down would have been a serious affair, without encumbering myself with any extras whatever, save a small cake of tire cement. The result proved that my faith was in no wise misplaced; for, with the exception of the rubber tire of the rear wheel being pretty well worn down, everything seemed as sound when I arrived at Boston as it ever was; and with a new tire on the small wheel, I have no doubt it would have stood the same journey over again, equally as well.

THOMAS STEVENS.

MANSFIELD, PA., December 10, 1884.

I am not a rich man by any means, but I have never regretted the money invested in a first-class wheel. I have been riding a COLUMBIA for the past two years, and in that time I have spared it but little, riding over the worst roads in this section. With the exception of a few minor breakages it has carried me safely through some ugly places. The ball bearings are perfection.

Yours respectfully, JAMES COCKBURN,
President Mansfield Ramblers.

SAN LUIS OBISPO, CAL., Oct. 6, 1884.

The STANDARD COLUMBIA which I purchased of you two years ago has given entire satisfaction, and I consider it the best machine for road work that is in the market. My next machine will be the EXPERT, which is the machine.

Yours truly, C. G. HINDS,
Cashier Farmers' Bank and Trust Co.

WILLIAMSPORT, PA., December 2, 1884.

I have been riding a 50-inch EXPERT COLUMBIA BICYCLE during the year 1884, and heartily recommend it as superior in general construction and finish to any other make I have seen or used. My experience as a wheelman, using an EXPERT in a mountainous country, over rough roads (not board walks), proves its durability beyond a doubt. I readily concur with popular consent in giving it *first place*. It has gained a prominence freely accorded it on account of *real merit*. To any one who may contemplate purchasing a bicycle, I cheerfully combine my recommendation with the guarantee of the POPE MANUFACTURING COMPANY, that the EXPERT COLUMBIA BICYCLE is a thoroughly reliable machine. Let me add that I have derived more genuine pleasure, and benefit to my health in one year's use of the bicycle than in three years' experience in horse-back riding.

Yours truly, H. L. MUNDY, D. D. S.

BUFFALO, N. Y., December 5, 1884.

I can heartily recommend the EXPERT COLUMBIA BICYCLE. I have ridden one for two seasons, and find it fills the bill. My weight is 140 to 145 lbs., and I pride myself on tackling everything that comes up. It is a first-class hill climber, best of coasters, and in all points a desirable machine.

Very truly, GEO. DAKIN,
Captain Buffalo Bicycle Club.

BOSTON, March 12, 1885.

I rode a STANDARD COLUMBIA two seasons with such enjoyment as left no doubt in my mind but that it was the best bicycle made. It being too small for me, I got an EXPERT, and find after two more seasons' riding, that I have a still better machine. During the time I have used my EXPERT I have (in spite of some pretty rough usage) neither lost, broken nor worn out any part of it. Beyond the sum I paid for it, it has cost me nothing except for oil. I want no better bicycle.

Very truly yours,
ARTHUR W. CLARK, M. D.

SEATON CAREW,
WEST HARTLEPOOL, ENG., March 27, 1885.
Messrs. The Pope Manufacturing Co., Boston:

GENTLEMEN,—I ride one of your plated EXPERT COLUMBIA BICYCLES, No 1671, and have unfortunately lost the nut or cap that screws on to the adjusting bolt of the head of the machine. To avoid mistaking my meaning, I append rough sketch of above. Will you please forward me a plated cap to replace lost one, and on receipt of same and invoice will remit you cash. I would gladly do so now, but do not know their value.

I may say I purchased this machine new from Mr. Heinkel, of London, and I have great pleasure in expressing my unqualified satisfaction in your style of manufacturing bicycles. I have ridden my EXPERT about 1,000 miles last season and it has never once failed me, nor have I ever had it repaired. In fact, I have not the slightest doubt in saying that compared with most English-made machines, it is far in advance of them, especially in finish, plating and durability.

I think I may speak with a little authority, as I am entering upon my tenth year of bicycle riding, during which time I have ridden several English-made machines. I shall have great pleasure in giving my testimony to any resident in England who may think of purchasing one of your machines.

Yours truly, R. ELLIOTT.

P. S. Kindly quote us price on 50-inch bicycle, similar to mine, plated entirely, delivered at wharf in Boston. A friend of mine is thinking of purchasing one.

LOCKPORT, N. Y., March 20, 1885.

I consider the EXPERT the finest bicycle made, and its durability is only equaled by its beauty and finish. It is also the easiest running "wheel" that has come to my knowledge. This combination makes the EXPERT what it is,—a perfect bicycle.

A. W. STAPLES,

Captain Niagara Bi. Club.

WINTERSET, IOWA, March 5, 1885.

During the past three years I have ridden on a bicycle nearly three thousand miles; and this, too, in connection with my business almost entirely, and over all sorts of roads. My machine is an EXPERT, and is now in as good condition for use as when I purchased it. It has been subjected to severe strains, over rocky roads, across frozen ruts, through mud and water, sand and snow. The total cost during this time has been forty-five cents.

CHAS. D. HOWELL,

Vice Consul Iowa Division L. A. W.

NEWARK, N. J., December 22, 1884.

Last spring I purchased, through your enterprising agents in this city (Messrs. Zacharias & Smith), my 50-inch, full-nickled EXPERT COLUMBIA BICYCLE. I have ridden it constantly since I purchased it, and have ridden it all kinds of roads, and to-day I find it as staunch as a new one. More than half of our men ride the EXPERT COLUMBIA, and I have heard them all express this opinion, that the EXPERT can always be relied upon. I will take pleasure in recommending it to all wishing a safe, reliable, and satisfactory wheel.

I remain respectfully,

WILL S. JOHNSON,
Captain New Jersey Wheelmen.

PAWTUCKET, R. I., December 15, 1884.

The 50-inch, full nickled EXPERT BICYCLE I bought of your agents here has done me splendid service the past season, not a spoke having loosened or the slightest break occurred. To my mind the great advantage in your EXPERT over other machines is the rigidity of the forks, as under the most severe strain in hill-climbing the wheel runs in line, and no twist is brought upon the bearings. The EXPERT deservedly takes the lead in the club here.

Very truly, FRED. BINFORD,

Captain Pawtucket Bicycle Club.

CHICAGO, May 15, 1884.

After riding a 60-inch EXPERT for over a year and a half, I cannot but say I am perfectly satisfied with it in every way. Having owned three different English machines, and taking everything into consideration I think the EXPERT COLUMBIA the best bicycle on the market.

Very respectfully, CHAS. C. PHILBRICK,
Chicago Bicycle Club.

INSTITUTE OF TECHNOLOGY,

BOSTON, March 13, 1885.

This is the fourth year I have ridden my EXPERT COLUMBIA, and in that time I have seen a great deal of hard road riding. My wheel is in as good condition as the day I got it, and I would not exchange it for any other wheel in Boston. I have tried nearly all the well-known wheels, and I have never found one that takes me over the road as fast and with as much ease as my EXPERT, and as a hill-climber the EXPERT leads. I am, and have been, so well pleased with my EXPERT that if asked my opinion by my friends or any one else, I should advise and urge them to use nothing but the EXPERT.

Very sincerely,

ARCHER C. CORNS.

A 48-page BOOK OF TESTIMONIALS and our NEW SPRING CATALOGUE will be sent free upon application.

→ THE * POPE * MFG. * CO. ←

PRINCIPAL OFFICE: 597 Washington Street, BOSTON, MASS.

Branch Houses: 12 Warren Street, New York; 115 Wabash Avenue, Chicago.

Genuine Warwick Hollow Rim!
Tied Tangent Spokes!

NO OTHER WHEEL IN THE WORLD

HOLDS TWO AS FAST RECORDS (ONE MILE. 2.39) AS THE

(ONE MILE. 2.39 $\frac{1}{2}$) AS THE

ROYAL MAIL!

ALSO THE 100-MILE ROAD RECORD!

A RIGID, SUPERBLY-BUILT LIGHT ROADSTER!

WEIGHT, 36 POUNDS.

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.

Description of Light Roadster.

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 *Aeolus* 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 nickelized.

PRICE, 50-inch, \$130.00.

MESSRS. WILLIAM READ & SONS.—

FEBRUARY 4, 1885.

Gentlemen—I cheerfully give my opinion of the ROYAL MAIL, which I rode in all my races last year and won the world's record, 2.39. I think it the finest made, strongest, and stiffer machine I ever rode. I have ridden nearly all makes, but find the ROYAL MAIL the best I ever crossed as yet. Yours respectfully, JOHN S. PRINCE, Champion of America, and 1-mile Champion of the World.

Make a note of the superb workmanship. No glittering display about it.—*Athlete*, January 31, 1884.

This famous firm fairly eclipse themselves; the machines are beautifully made and finished at all points. The new racers are superb in every respect, being in our opinion one of the few really good light racers in the market. In tricycles certainly a very novel and good machine is their two-track front-steering double driver, which meets a long-felt want.—*Bicycling News*.

Examine as critically as one may, it is impossible to pick a hole in the workmanship or find a flaw in the material. The ROYAL MAIL bicycle is one of the soundest roadsters made, whilst on the path it has scored several grand successes. The tricycles are neat and serviceable looking machines, and the ROYAL MAIL sociable tricycle is a splendid double driver, and looks as easy as a gig. The firm, we are glad to hear, are doing a very large and increasing trade in all classes of machines. They deserve their success.—*Bicycling Times*.

PERFECT SAFETY BICYCLE!

THE KANGAROO,

WHICH MACHINE MR. GEORGE SMITH RODE

100 MILES On the Road, Sept. 27, 1884, in the marvelous
and altogether unprecedeted time of 7 h. 11 m. 10 s.

ALL PREVIOUS RECORDS for Every Kind of Machine WERE COMPLETELY ECLIPSED!

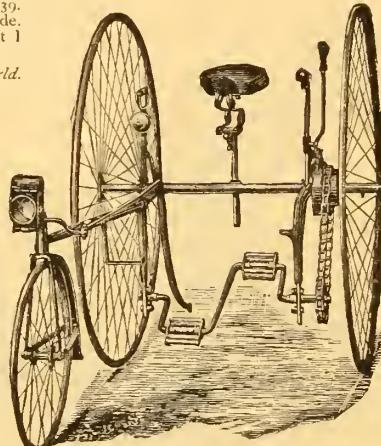
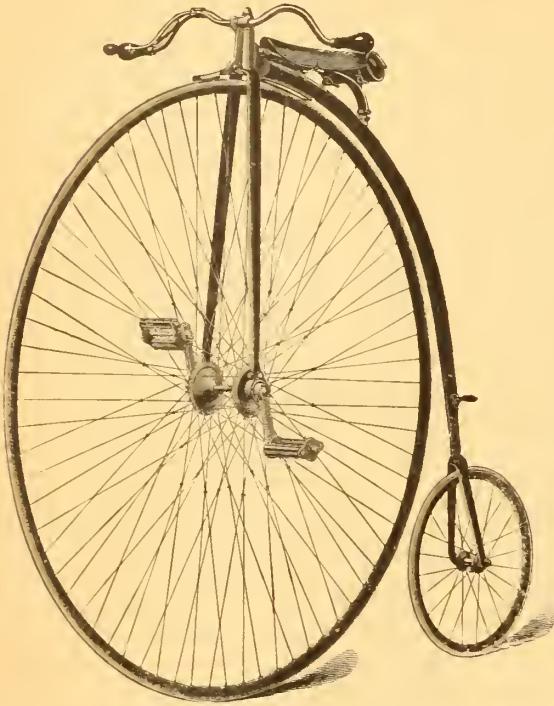
Thus the KANGAROO Leads in Speed!

The KANGAROO is without a rival in Absolute Safety, which was, in fact, the sole aim in their invention, and is the desideratum of timid riders. To attain this, and an impossibility of "headers," which can be taken from small machines as well as large built in the ordinary way, the KANGAROO has its forks in rear of axle, the ONLY ONE so constructed, and also its seat farther back than any other, with pedals well under the rider. These two points constitute the safety, and not the mere size of wheel, and are all-important. It also has a 22-inch rear wheel, running easy, and a pair of comfortable Foot Rests for coasting. Commended by the London Field. Send stamp for full description, or examine at our warerooms.

WILLIAM READ & SONS, 107 Washington St., BOSTON,

AMERICAN AGENTS FOR

ROYAL MAIL BICYCLE AND TRICYCLE, AND KANGAROO,—THE THREE WINNING CYCLES OF 1884.



ROYAL MAIL

THE WINNING TRICYCLE OF 1884!

Having won the records for $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, 1, 3, 4, and 5 miles, we recommend the Two-Track as the easiest-running. The front wheel being on one side, the rough horse-path and stones and obstacles are easily passed over in country roads. Easy of access, especially for ladies, and very popular. Send stamp for drawings.

Also Tandem Tricycle just out. The Best Yet!



The following will show the winners of each of the races for this championship, together with the times:—

	FULL TIME.
	H. M. S.
1884.	
June 21,	WINNER, Howell, 1 1 0 3
July 21,	Wood, 1 0 6
August 2,	Howell, 1 3 13 2-5
August 23,	Wood, 0 59 18 1
1885.	
March 28, Lees and Howell, dead heat,	1 5 55

RULES FOR THE GOVERNMENT OF RACE MEETINGS

AS PREPARED BY THE RACING BOARD, L. A. W., APRIL, 1885.

A. Any amateur willfully competing at races not stated to be held and actually held under the rules of the board, or rules approved by the board, shall be liable to suspension from the race track for such a time as the racing board may determine; and amateurs are notified that to compete against any rider who has been suspended will render them liable to the same penalty.

B. The racing board will receive and pass upon all claims for records, and, if required, claimants must furnish a statement from the judges and time-keepers of the meeting, together with a sworn statement from a competent surveyor certifying the measurement of the track. When the record is proven to the satisfaction of the board it will be published in the official organ, and stand as such on the books of the board. No record made at a meeting not governed by League rules will be considered. No record made on the Lord's Day will be considered.

C. The standard of measurement adopted by the board requires that a track shall be measured on a line drawn not more than eighteen inches from a well-defined and continuous inner curb or pole, and no record will be allowed on a track otherwise measured.

D. The board reserves the right to exclude from the racing path any and all machines which, in their judgment, do not come within the commonly accepted meaning of the terms "bicycle" and "tricycle," either by the peculiarity of construction or by undoubted mechanical advantages which they may possess.

E. The following national championships have been established by the board: Half-mile, one-mile, two-mile, three-mile, five-mile, ten-mile, and twenty-five mile bicycle, and one-mile tricycle. The one-mile bicycle and tricycle events will be contested each year at the annual meet of the League. The other championships shall be assigned yearly by the board to such clubs or athletic associations as they may select, under such conditions as they may impose.

The national championships are open to League members only, and the trophies in every case shall be medals, struck from a die owned by the League, to cost in no case more than \$50, and to become the property of the winner each year.

Privilege to hold State championships in States where no division of the League has been formed will be granted to clubs or authorized associations, when the importance of the meeting is sufficient to warrant the racing board's special sanction, although it is recommended that not more than one race be offered as a State championship during the year, and that event must be announced at least one month in advance, in order to give intending contestants ample time for preparation.

At championship races, whether State or Na-

tional, there shall be no limitation in the choice of machines, except in the case of such machines as may be officially barred by the board.

F. The board will appoint, at its discretion, one or more League handicappers, who will for a stated remuneration frame the handicaps of the League, and of such of its associate clubs as shall desire this service at their hands. Handicaps and positions in class races, excepting in a novices' race, shall be based on the abilities as well as records of the contestants as detailed in the application, which must be complete enough for the purpose. They shall be framed before the day of the race, shall appear on the programme, and shall not be changed during the meeting.

G. It is recommended that no prize be offered in amateur events above the value of \$50.00, except for challenge cups or prizes which have to be won more than once in order to become the property of the winner.

H. No competitor in amateur events shall accept from his own club, or from a club or any person promoting sports at which he competes, or from any cycle manufacturer, or from any such source, any payment for his expenses.

I. No open betting shall be permitted.

J. In no case shall an order for goods to a certain value, nor a choice of prizes, be offered or taken in any event.

TRACK RULES.

1. Entries and awards in amateur events shall be confined strictly to amateurs, and persons entering for these races, who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the executive board that they are not professionals, either by their own statements in writing, or otherwise.

2. The officers of a race meeting shall be: a referee; three judges at the finish; three time-keepers; one starter; one clerk of the course, with assistants if necessary; one scorer, with assistants if necessary; and as many umpires as may be necessary. The referee, judges, and clerk of the course shall constitute an executive board.

3. The referee shall have general supervision of the race meeting. He shall give judgments on protests received by him; shall decide all questions or objections respecting foul riding, starting from the wrong mark or such like offenses, which he may be personally cognizant of or which may be brought to his attention by an umpire or other officers. He shall act as he may think for the best in cases of misconduct by attendants, and shall disqualify any competitor who may become liable to disqualification. He shall decide all questions whose settlement is not otherwise provided for in these rules. His decision in all cases shall be final.

4. The judges shall decide the positions of the men at the finish. Two shall stand at one end of the tape, and the third at the other. One shall take the winner, another the second man, and the other the third man; they shall also note the distance between the first three as they finish. In case of disagreement the majority shall decide. Their decision as to the order in which the men finish shall be final and without appeal.

5. Each of the three time-keepers, after comparing their watches, shall time every event; and in case of disagreement, the average of the three shall be the official time. Time shall be taken from the flash of the pistol.

6. The scorer shall record the laps made by

each competitor, the order of the men at the finish, and the time as given to him by the time-keepers. Scorers shall have such assistance as may be necessary.

7. It shall be the duty of the starter, when it has been reported to him by a clerk of the course that all the competitors are ready, to see that the time-keeper is warned, and before starting the men to say, "mount," in a few seconds after to say, "are you ready?" and if no reply to the contrary be given, to effect the start by report of pistol. Should the pistol miss fire, the start will be made at the word "go." The starter may, at his discretion, put back to a distance not exceeding ten yards any competitor starting before the signal is given. In case of a false start, the competitors shall be called back by the starter, and re-started. Any competitor refusing to obey shall at once be disqualified. He shall announce to the competitors the distance which they are to run, and shall indicate the commencement of the last lap by ringing a bell as the riders pass over the mark for the final lap. In case of a fall within ten feet of the scratch line, the contestants shall be recalled and the race started over again. Time handicaps shall be started by the word "go."

8. The clerk of the course shall call competitors in ample time for each event, and see that they are provided with numbers properly worn. He shall report the contestants to scorers, see that they are on their appointed marks, and call their numbers for the scorers, as they cross the line at the end of each lap.

9. It shall be the duty of an umpire to stand at such part of the field as the referee may direct, to watch closely the riding, and immediately after each race to report to the referee any competitor or competitors whose riding he may consider unfair, to the end that the referee, before making any decision, may be credibly informed by an official as to the facts. There shall be as many umpires as the size of the track requires.

10. It shall be the duty of the executive board to adjudicate any questionable entry, and they shall have the power to make any alteration in the programme that they may deem necessary, or to disqualify competitors without any protest being lodged by another competitor.

11. No person whatsoever shall be allowed inside the track, except the officials. Authorized persons shall wear a badge. Competitors not engaged in the race actually taking place shall not be allowed inside or upon the track.

12. Any competitor making a false entry will be disqualified and debarred from any place or prize.

13. Choice or change of machine, and choice of costume, are not limited, except that shirt and breeches must not bare shoulder nor knee. In races distinctly stated on the programme of events to be for a particular class of machine, this rule shall not apply so far as choice or change of machine is concerned.

14. Every competitor will receive, in the dressing-room, a ticket bearing a number corresponding with his number on the programme, which ticket must be worn by him on his back during the race. He shall inform himself of the times at which he must compete, and await the call of the clerk in the dressing-room.

15. The drawing for positions in each event shall be done by the promoters of the meeting, and the positions of the men shall appear on the programme. When it becomes necessary to draw for

positions on the grounds, the work shall be done by the clerk and starter, in conjunction. In heat races, the winner of the first heat shall take the pole in the next succeeding heat. When races are run in heats and a final, the winner of the fastest heat shall take the pole in the final.

16. All starts will be from a standstill, with the left hand towards the curb; and the machines are to be held in position by an attendant (the driver touching the starting-line) until the signal is given by the starter. Attendants, when pushing off competitors, must have and keep both feet on the ground behind the mark from which the competitor actually starts. Should the attendant overstep that mark with either foot, while touching the bicycle, the competitor shall be disqualified. Any competitor shall be at liberty, with the consent of the referee, to start from a mark behind the one allotted him in the race; but in such case, as in all others, the point of contact of the first part of the machine with the ground shall be considered the starting mark, which the attendant shall not overstep. There shall be no "push off" in tricycle races.

17. The finish of all races shall be judged by the first part of the driving-wheel which touches the tape fastened flat on the ground at the winning-post.

18. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the bicycle in front before taking the inside. The inside man must allow room for his competitor to pass on the outside. A competitor overtaking another may pass between him and the pole if there be ample room, but he does so at his risk; and should a foul be claimed, the referee must decide if the rider was justified in his course. Riders are cautioned that they must not pass inside, except as a last resort.

19. Any competitor guilty of foul riding will be disqualified and debarred from any place or prize.

20. Any protest against a competitor respecting his qualification as an amateur must be lodged with the referee; and any protest respecting foul riding or breach of rules must be made to the referee immediately after the heat is finished. A competitor, upon being disqualified, shall forfeit any entry fees he may have paid.

21. Competitors may dismount during a race at their pleasure, and may run with their bicycles if they wish to, but they must keep to the extreme outside of the path whenever dismounted. If a rider be dismounted by accident or to change his machine, he shall not be allowed a push off in starting again, but an attendant may hold his machine while he mounts it, and he must so mount at the extreme outside of the path.

22. Clubs may reserve the right to reject any or all entries, except entries to championships' run, under their auspices.

23. The officers of a race meeting shall not be permitted to compete in any race with which they are officially connected.

24. A novices' race is open only to those who, up to date of event, have never won a prize, excepting in a club contest, and should properly be the first race of a meet.

25. In a race without hands, the start shall be made as usual. Ten seconds from the time of starting, the starter shall ring his bell, and this shall be the signal for the riders to take their hands off. The competitors must then ride with the arms folded, or the hands and arms otherwise kept quite off the machine. Any competitor touch-

ing any part of his machine with his hands or arms, shall be disqualified.

26. In a slow race, a straightaway course not less than three nor more than five feet in width should be marked out for each competitor. Any competitor who rides outside of these lines—to be judged by the center of the driving-wheel—or who comes to a stand-still, or who is dismounted, or who fails to start at the signal, shall be disqualified.

27. In a lap race, the position of each rider must be taken at the finish of every lap. The first man shall count a number equal to that of the contestants at the start, the second man shall count one less; the third, two less, and so on. The competitor who scores the greatest number of points shall be declared the winner, whether he ride the whole distance or not.

28. In a team race the position of each rider must be taken at the finish of every mile. The riders shall count as in a lap race, and the aggregate scores of the team members shall decide the victory.

29. The contestants in a run-and-ride race shall be started on foot in the usual manner, and umpires shall be stationed on the track at the mounting and dismounting stations, who shall take account of the fairness of mounting and dismounting. Mounting before reaching or dismounting after passing the station shall be sufficient cause for disqualification.

30. Ignorance of any of the foregoing will not be considered a valid excuse for violation.

The Trade.

List of patents granted for devices of interest to wheelmen for the month ending Tuesday, April 21, 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. 314,236, March 24, Herbert J. Gormley, Boston, Mass., tricycle.

No. 314,335, March 24, Thos. Johnston, San Francisco, Cal., bicycle.

No. 314,491, March 24, Jas. Thompson, Boston, Mass., wind guard for velocipede boats.

No. 10,575, March 24, C. G. E. Hennig, Paterson, N. J., tricycle, (reissue).

No. 314,633, March 31, Albert E. Wallace, Hartford, Ct., assignor to the Pope Manufacturing Company, same place, velocipede.

No. 314,701, March 31, Wm. D. McCoy, Orange, N. J., bicycle saddle.

No. 314,812, March 31, Jas. B. Elliott, London, England, unicycle skate.

No. 314,849, March 31, H. H. Jones, Lancaster, N. H., bicycle.

No. 315,003, April 7, J. C. Cline, Philadelphia, Pa., velocipede.

No. 315,026, April 7, R. Heeley, Birmingham, County of Warwick, England, rim for velocipede wheels.

No. 315,094, April 7, Geo. T. Warwick, Springfield, Mass., wheel for vehicles.

No. 315,240, April 7, Wm. H. Carmont, Manchester, County of Lancaster, England, device for setting india rubber tires.

No. 315,304, April 7, E. G. Latta, Friendship, N. V., bicycle.

No. 315,537, April 14, A. H. Overman, Chicopee, Mass., rubber tire for wheels.

No. 315,727, April 14, Chas. F. Church, Newark, N. J., odometer for vehicles.

No. 315,743, April 14, Seth Curlin, Covington, Tenn., marine velocipede.

No. 316,009, April 21, Wm. Clemson, Middle-town, N. Y., bicycle.

No. 316,047, April 21, Geo. M. Marble, Chicago, Ill., bicycle.

No. 316,061, April 21, D. M. Rice, Lowell, Mass., clutch for tricycles.

No. 316,146, April 21, Carl Hennig, Paterson, N. J., tricycle.

The Coventry Machinists' Company has engaged a store in the new marble building on Columbus avenue, No. 239. The store is just at the beginning of the asphalt, and patrons will be able to try the machines to good advantage. Business will be opened early in May.

Zacharias & Smith are meeting with unexpected sales of their "Patton" cradle spring, for the Star bicycle. This spring fills a long felt want for a cradle spring for that machine. They have also issued a very nice catalogue, which it would pay all Star riders, particularly, to send a stamp for. Their line of sundries comprises everything in the "cycling line."

The Pope Manufacturing Company has leased the building numbered 113 and 115 Wabash avenue, Chicago, and on the first of the month moved the Chicago branch house to the new quarters. The salesroom is the largest bicycle warehouse in the world, measuring 36feet by 155feet; to which is attached a bicycle riding school of similar dimensions. Major William M. Durell has charge of the business at that point, and the branch house will carry, not only a full line of the Columbia bicycles and tricycles, but a large stock of parts and sundries.

Mr. E. N. Bowen having purchased the interest of Mr. Gideon Haynes, Jr., in the business of Bull & Haynes, the firm will be known hereafter as Bull & Bowen. Mr. Haynes leaves Buffalo regretted by numerous acquaintances. His genial disposition endeared him to every one who became acquainted with him. He made many friends during his residence in this city and was chiefly instrumental in organizing the Buffalo Ramblers Bicycle Club. Mr. Haynes will be located hereafter in Boston, having accepted a position with W. B. Everett & Co.

Mr. Bowen, the new member of the firm of Bull & Bowen, is well known as the inventor of the American saddle, the Buffalo Home Trainer, the Buffalo Saddle Clip, and other novelties in the line of cycling accessories. The Buffalo Home Trainer has proven to be just the thing long desired by racing cyclists, gymnasiums, cycling club-rooms, and dealers. W. J. Morgan speaks of it as follows: "This trainer is far ahead of anything hitherto seen by me; John S. Prince went into raptures over the invention, and will certainly do some work on it himself next season. The register and brake apparatus are all first class." Bull & Bowen are making a specialty of novelties in sundries; in this they are meeting with great success, the demand for the Buffalo tool bag, and the Buffalo duplex whistle having been unusually large for this season of the year. As they manufacture all their specialties on their own premises they are able to meet all competition as to prices and quality of goods. They are also making a specialty of difficult repairing. The fact that Mr. Bowen gives his personal supervision to the repair shop

is a guarantee that all work entrusted to the firm will be properly and satisfactorily done. They are now building a 56-inch bicycle; it has their patent wheel, a new ball bearing head, a new rear wheel ball bearing, and several other experimental features. The wheel will be tested on the road this season by Dr. Dods, of Silver Creek, one of the hardest riders in this part of the country. As the doctor is a six-footer, weighing nearly 200 pounds, the wheel will be severely tested. They are also building a pony bicycle, in which they will incorporate several new features of their own. Bull & Bowen have been appointed the Western New York agents of Stoddard, Lovering & Co. They also represent in Buffalo the Pope Mfg. Co., Wm. Read & Sons, the Overman Wheel Co., A. G. Spalding & Bros., and the Western Toy Co. As the firm have in connection with their show room and repair shop a commodious riding hall, and always carry a large stock of new and second hand bicycles and tricycles of all sizes and styles of finish, they are able to offer especial advantages to purchasers.

STODDARD, LOVERING & CO.

There is a large class of wheelmen and would-be cyclists, whose desires for a good machine far exceed the capacity of their purses. Until within a couple of years very many have been compelled to put up with a poorly-made machine, or, in their ignorance, have foisted upon them some second-hand and discarded rattle-trap. These remarks are introductory to a machine which, while low in price, is handsome, well made, and just the thing for such as find it difficult to raise the necessary cash to purchase a more expensive mount, and yet whose desire is to own a machine one need not be ashamed of. The American Rudge, made by Rudge & Co., Coventry, England, and imported by Stoddard, Lovering & Co., Boston, Mass., has crescent steel rims, with $\frac{7}{8}$ and $\frac{3}{4}$ red rubber tires. The hubs are of nickelized gun metal, well recessed, and pierced with eighty and twenty No. 11 direct spokes. The backbone is a round, weldless steel tube, nicely tapered and curved; terminating in a solid rear fork. The head is of the Humber pattern with long centers, similar to the well-known Andrews, and is protected by a neat dust shield. The spring is plain, flat, and broad, and slides at the tail on a small steel plate attached to the backbone. The handle-bar is solid, gracefully curved, and of good length. A stout, double-lever spoon-brake is fitted. The front forks are hollow and elliptical. The bearings are "Rudge's Unequalled" balls to both wheels, while plain, parallel pedals are fitted. The machine has a leg guard and saw step, and is fitted with either Lamplugh & Brown's or Brooks's long-distance saddle, and furnished with tools and oil can. This year's pattern is not changed from that of last year, and the forks, backbone, and all wearing parts are the same as those on the light roadster. The machine is handsomely enameled and nickelized and, though complete in every respect, is sold for \$107.50 for a 50-inch, with \$2.50 rise for every two inches.

We were told that the most precious possession that comes to a cyclist in this world is a woman's heart. It would seem that our informant has never observed the tender care with which a rider handles a new machine, nor the gentle way in which he dusts the backbone with his silk pocket-handkerchief.—*Wheel Life.*

A WHEEL AROUND CAPE ANN.

[NOTE.—The following sketch is from the proof-sheets of a new work, soon to be issued by John S. Webber, Jr., of Gloucester, under the title "In and Around Cape Ann." The work, which is now nearly completed, is designed for the especial use of wheelmen and summer sea-shore tourists. Other chapters in the work are: "Concerning Gloucester," "Bicycle Rambles on Eastern Point," "Saunterings at Magnolia," "By Wheel to Chelmeaco Pond," "Manchester-by-the-Sea," "Loiterings at Coffin's Beach," "A Wheel Run in '78," "Visiting Wheelmen of the Past," etc., etc. It will be just the book for wheelmen touring in the vicinity of Gloucester.]

If the wheelman would see the most characteristic feature of Cape Ann, the trip around the shore road should not be omitted. The route is the most enjoyable of any wheel-run in the vicinity, and leads through a rural district of constantly changing scenery—a country of woods, hills, massive ledges, and loose, gigantic boulders, with a grandly impressive picture of ocean scenery for nearly the entire sixteen miles.

The start is made as before, at the Gloucester hotel, and the ride is first along Main street over the route described in a former chapter as the way to Eastern Point, to the junction of East Main street with Eastern avenue, thence up the latter named thoroughfare to the main county highway leading to the town of Rockport. The road surface begins to improve from this point, and the wheelman rapidly pedals over the narrow side path and soon gets away entirely from the vicinity of the scattered dwelling-houses that frequent the locality. Passing Webster's ice-houses on the left, the tourist continues the route, up and down the many gradual rises, through the patches of newly-laid road material, and on over the pleasing smooth portions of the country road until the short and rough descent is reached near the ice pond of Mr. Day. Beyond this pond the road continues its winding course, and then the rider reaches a more open section of country. Now the first of a series of most enjoyable pictures presents itself to the eye of the beholder. Away off to the right is seen the long white stretch of sandy beach, with the ocean and islands beyond, and the attractive Bass Rock settlement on Eastern Point; back of us, and to our left, rise great rugged looking hills and mammoth ledges, while all around us, on either hand, are countless numbers of loosely-lying boulders of almost every conceivable shape and size.

We now speed upon a newly-built piece of road at this point, extending around a massive hill of rock, and soon pass the picturesque-looking residence of Hon. John J. Babson, the historian of Gloucester, amid the waving branches of the thickly-growing trees at our right; just beyond, a guide-board flits by us with its "Rockport, 2½ miles," then with a flying spurt we easily climb the little hill ahead, and soon come to a tree-bordered section of the route.

The road-way for the next mile is generally in a poor condition for bicycle riding, though with care, the greater portion of that distance may be gotten over without a dismount from the machine; the pace, however, must be a slow one, for the sandy surface hides innumerable sharply-pointed stones and loose pebbles that are sure to cause the rider a serious mishap if he without warning attempts to ride rapidly over them.

We cross the boundary line between Gloucester and Rockport in this vicinity, and in a few minutes reach "Beaver Dam Farm" on the left hand side, with its quaint-looking stone structure bearing the inscription "Beaver Dam, 1832," reminding one

most forcibly of an oasis, amid the surrounding country of hills and ledges. Opposite Beaver Dam, snugly nestling within the deep shadows of the high forest-covered hills, lies the famous sheet of fresh water known as "Cape Pond," with a beautiful grove for picnic parties upon its shores.

Soon after passing Beaver Dam, the rider follows along the route, side by side with the railroad track, and then reaches a portion of the trip that will test his abilities to the utmost as a hill-climber. Great Hill looms before the wheelman for quite a distance ere the base is reached, and its good hard-looking surface tempts the cyclist to the task he afterward gladly resigns, for the incline is a long one and well calculated to give the veteran wheelman a severe trial; to the inexperienced road rider the hill is unridable, and such tourists should avoid taxing their reserve strength by dismounting at the end of the rail fence on the left side of the road. This hill is a grand one for coasting on the return, though the machine should be kept well under control at the start.

From the top of Great Hill, as the cyclist wheels along, the picture is truly grand; away ahead the spires and steeples of Pigeon Cove and Rockport sparkle brightly under the glare of the burning sun; off to the right is a long blue stretch of ocean surface and the famous Thatcher's Island with its two tall light-houses that seem to guard like sentinels Cape Ann's rock-bound coast; behind us fields, woodlands, and lofty hills are noticed, with a far-off view of the ice-house at Fernwood Lake in West Gloucester. All in all, the picture is more pleasing from this stand-point than from any other upon the Cape, including as it does the greater portion of the prominent features that characterize the headland of Cape Ann.

And now the gradual slope into the town of Rockport begins, and away speeds the rambling cyclist directly into the village center, following the main thoroughfare, then turning into Railroad avenue, continuing on up the short incline and passing the railroad station on the left to North street, down the long gently sloping surface of which we rapidly spin with legs over handles, once again meeting the country highway, and soon reaching the stone bridge of the Rockport Granite Company.

Upon entering the town of Rockport the stranger at once notices the many uses to which the chief product of the locality is put, stone houses, stone churches, stone fences, stone piers—it is stone, stone everywhere. Mammoth ledges of handsomely-looking granite confront the sight-seer on every hand; these ledges once covered the entire territory hereabouts for many miles around, but long years of constant clipping upon them has produced a wondrous change in the original condition of the land; little by little have the deep gullies and basins been extended into the solid rock, until now it seems as though indeed the very bowels of the earth must be exposed.

The view from this stone bridge to the eastward is particularly enjoyable, as indeed it is for the remainder of the trip to Pigeon Cove. The cyclometer should here register 5½ miles, and at the long hill beyond at Pigeon Cove 6½ miles. The surface of the road from the bridge for the balance of the trip around the Cape is simply magnificent for the rubber-tired steed, and fully repays the cyclist for the little extra work attending the run from Gloucester to this point.

The hill at Pigeon Cove is easily ridden by the wheelman. Take the left side going up, and at

the pleasant and cozy-looking Pigeon Cove House at the top we will dismount for a brief ramble around the locality.

Pigeon Cove has long held a prominent position among the popular summer resorts of the northeast coast, having as it does its own especial attractions for the rambling summer tourist. The earliest summer visitor to this vicinity was Richard H. Dana, Senior, who came in 1840 in search of a pleasant sea-side retreat. He was greatly pleased with the locality, and for a number of years afterward spent many delightful seasons here in company with his friend, William Cullen Bryant. These gentlemen, though both somewhat reserved and retiring in manner, sought out and visited the homes of the villagers, and conversed pleasantly with the inmates of the many abodes sequestered in the woods, and in the little fishing shanties along the rocky shore—words that to-day are still recalled and repeated with mingled pride and pleasure. Mr. Bryant, after purchasing his summer home on Long Island, did not again visit the vicinity of Pigeon Cove, and Mr. Dana finally built an elegant residence at Manchester, Mass., on the south shore of the Cape.

Pigeon Cove is the "North Village" of Rockport. The uneven surface of the territory is covered with great shaggy-looking hills of granite, interspersed with quiet valleys, and overrun with thousands of narrow, winding foot-paths and shady lanes; its bold rock-bound coast indented with numerous little coves and inlets, make the chances easy and good for either boating, bathing or fishing. The Pigeon Cove House at which the wheelman is now resting is the best in the locality; its proprietress, Mrs. Robinson, is devoted to the work of catering to the wants of sea-shore visitors, and is sure to please her patrons. Wheelmen are especially recommended to this house; a slight discount from regular rates will be allowed them.

The Ocean View, just back of the Pigeon Cove House, is also a good hotel for the tourist. The building commands a grand view of the broad Atlantic.

Back of the hotels and bordering on the rocky shore, is the famous section laid out by Messrs. Babson and Phillips a few years ago. This section, comprising some fifty odd acres, is upon the extreme end of Cape Ann, and is one of the most desirable locations for the summer cottager upon the entire New England coast. Finely graded and well kept avenues and walks traverse the territory, crossing and re-crossing each other, now at right angles, again in graceful curves—sometimes along the rocky shore, sometimes through groves of pines and oaks, and winding through an open section fragrant with the scent of ferns, bayberry shrubs and wild roses—a highly enjoyable trip for the visiting wheelman. Many handsome-looking private residences adorn this section, among which may be mentioned those of Mrs. Bishop on Haven avenue, Miss Sara Jewett (the well-known leading lady of the Union Square Theater), Mr. Frothingham, Mr. Thompson, Mr. Willey, Mrs. Chapin, of New York, and others on Phillips avenue.

"The Linwood" is the name of the hotel here. It stands upon a high cliff within a couple of hundred feet of the shore; the view from this point is truly magnificent; you see the entire coast to Rockport village, and way beyond to Thatcher's Island with its famous twin lights, where:

"Steadfast, serene, immovable, the same
Year after year, through all the silent night
Burns on forever more that quenchless flame,
Shines on that inextinguishable light."

The bare, savage-looking rocks known as the "Salvages" peep above the restless waves of the open sea in front of us about three miles from the shore, while to our left stretches out the broad expanse of Ipswich Bay, with the highlands of the "down-east" coast easily distinguishable.

The walks and rambles near Pigeon Cove are many and particularly worthy of notice. I will quote a few of the most enjoyable from the work of H. C. Leonard on Pigeon Cove: "It is an easy and pleasant walk to the Breakwater. On this outer wall of Pigeon Cove Harbor the near scene of fishermen at the wharves and of stone-sloops loading with granite to take to Boston and other cities, is entertaining to those who have not often looked upon it, and even to those to whom it has been a long time familiar. Turning about and looking in the opposite direction, the never uninteresting ocean, the always the same, and yet the ever changing expanse of waves, glorious in the sun and gay with sailing craft of every description, is surveyed admiringly. From the Breakwater the marginal path is followed along the shore to 'Singers' Bluff,' which overlooks the sea but a few hundred yards from the hotels. Thence the walk is continued by the bath, where the bathers in picturesque costumes are cheerfully plunging into the sea or dancing in the surf; by the Blue Streaks, veins of trap, some a few inches, others several feet through, which cross the granite Cape from north to south; by Chapin's Rock and Gully, the former at low tide half in the water, the latter a great notch cut into the shore of solid granite where it is highest and boldest; by Ocean Bluff, the outermost footing of Andrew's Point, the farthest Cape Ann projection towards England; thence around Hoop Pole Cove to the old cedar, and so by Cedar avenue, Phillips avenue and Ocean avenue—where the Salvages are seen as a brooch on the bosom of the sea—back to the place of setting out. At the going down of the sun many walk the little distance on the old road of the village to Sunset Rock in the Babson pasture. Here the spectacle of the setting sun, and of the colors that slowly fade while the evening's shades are falling, is the more than reward for strolling a few rods. Returning, Strawberry Hill is climbed. Here Straitsmouth and Thatcher's lights on the right, and Ipswich and Newburyport lights on the left, are almost equally distinctly seen; and far over the waves the eye catches the gleam, appearing regularly every few minutes, of the Isles of Shoals revolving light. Those who are vigorous enough for the ramble go to Halibut Point, following the shore from Andrew's Point around Hoop Pole Cove, or by the way of the village road and Captain Gott's lane; or go to Folly Cove, and Folly Point and the Willows, and thence return by Jumper's Lane, and by a footpath through the woods to Edmunds and Lane's quarry, and then by a quarry-road leading to the village in the rear of Overlook, the Old House, and Edmund's Hall, or go to the top of Pigeon Hill by the lane ascending from Mr. Eames's house, or through the woods in a footpath on the northern side of this elevation; or go to the wood sheltered home of the Knutsfords by the carriage way of the old house, and by grass-covered cart-paths and footpaths the rest of the distance; or go to the quarries on the west and on the south side of Pigeon Hill, by quarry-roads, in the shade of a young and thrifty forest all the way; or go to the "Moving Rock," in the rear of Lanesville, half way to Annisquam through the

woods. This curiosity is a boulder of perhaps eighty tons so poised on a ledge just appearing above the sward that when pushed against by the shoulders of man, or pressed by a man's weight upon it, first on one side and then on the other, as one would rock a boat, it will perceptibly vibrate; under extraordinary pressure its oscillations are seen many yards off. * * * * * Sometimes ramblers who know the highest and purest enjoyment of rambling, spend day after day in the woods, purposely losing themselves in the complexity of intersecting paths to get the surprises here and there of new views of the sea, and of old views too, frequently not recognized as familiar till the maze of the forest is left behind."

"A city life who can endure,
When fields are green and skies are blue;
When flowers are fragrant,—air is pure,
And Nature's face is fresh and new?"

Before leaving the vicinity of Pigeon Cove, I would suggest that bicyclers intending to stop over at Rockport village put up at the Abbott House on Main street. Mr. Harry F. Payne, the gentlemanly proprietor, is particularly agreeable to touring wheelmen, and allows a discount of 20 per cent. from regular tariff rates.

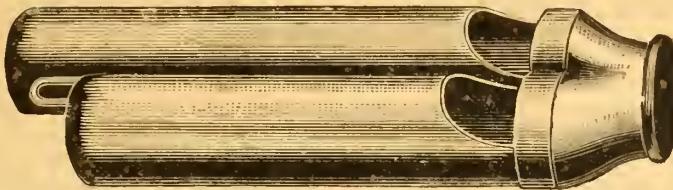
Resuming the ride from the Pigeon Cove House, the wheelman now finds the road more uneven and irregular; it is up hill, down hill, and around hill; the surface remains the same, however, and the cyclist has no difficulty in easily mounting the many steep inclines. After turning the curve in the road, near the old Babson homestead, a long gradual descent gives the opportunity for a delightful coast, and the tourist then catches a pleasing view of Folly Cove and the adjacent bay. The way now leads through a quaint little fishing settlement, and soon the wheelman enters the thriving village of Lanesville after passing through a section of the road arched completely over with the thickly-entwined branches of mammoth willows; a dismount at this cozy-looking place and you have the opportunity of partaking of ice-cream or soda at the little wayside store here kept by Mrs. Marchant. Beyond the willows the road rises with a gradual sweep, continues along by the deeply-cut quarries of the Lanesville Granite Company, on past the village store and church and the dwellings of the few inhabitants, and then the drug store of B. Howard Foster comes into view on the right, at which point we will take a momentary rest, for a brief look around.

All that tract of country lying between the Rockport boundary line at Folly Cove, on the north, and Plum Cove on the south, is embraced in that section of Gloucester known as Lanesville. The business is quarrying and fishing; the former is carried on extensively by the Lanesville Granite Co., the Bay State Co., and several other enterprising firms. A considerable amount is invested in the fisheries, and quite a number of men and boats are kept actively employed in this industry throughout the entire season. The granite quarries employ nearly 400 men, the principal work being in foundation stones and paving; the material for the Masonic Hall building in Philadelphia came from Lanesville, and was furnished by Messrs. Geo. Barker & Co.

Once again securing our position astride the slender wheel, we continue the trip over a pleasing surface through the village center; we now have a number of highly enjoyable coasts, all of which are cautiously indulged in, and almost before we are aware of the fact, we sight ahead, at the

THE BUFFALO DUPLEX WHISTLE.

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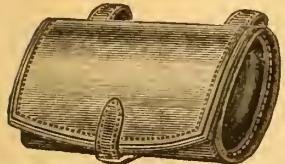
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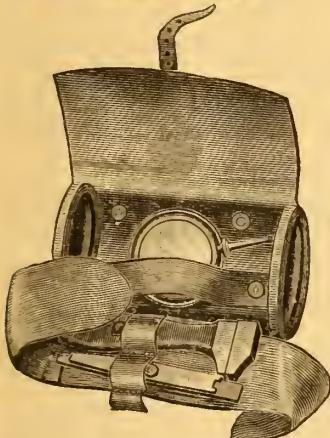


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"It has the merits of neatness and capacity."—WILL. R. PITMAN, Captain Ixion Bicycle Club, New York.

"It is a little beauty, and the best work I have ever seen."—C. H. POTTER, R. C. C. T. C., Cleveland, Ohio.

"The neatest and most convenient Bag ever made."—J. W. VIVIAN, Captain Charlestown (Mass.) Bicycle Club.

"I consider it quite an improvement on the Handy Tool Bag."—W. H. MILLER, President Buckeye Bicycle Club, Columbus, Ohio.

"I had discarded Tool Bags on account of the inconvenience and bother. I shall use your Bag, as it is so easy of access and neat in appearance."—W. G. E. PIERCE, Captain Chicago Bicycle Club.

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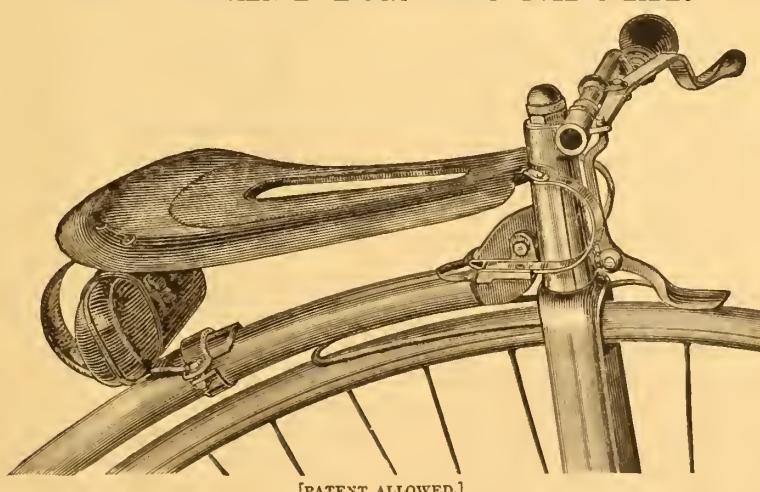
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BICYCLE CLUBS, ATTENTION!

The Wheelmen's Official Score Card

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SEASON OF 1885.

We are prepared to make arrangements with any Club in the United States giving Meets or Tournaments. We issued our Card at all the principal Meets and Tournaments held in 1883 and 1884. We pay liberally for privileges. Correspondence solicited. Refer to Stoddard, Lovering & Co., 152 to 158 Congress Street, Boston, and Pope Manufacturing Company, 597 Washington Street, Boston.

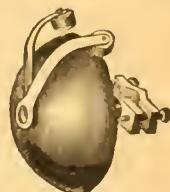
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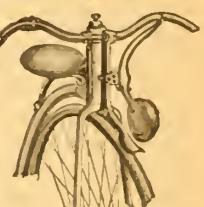
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SOUTHERN WHEELMEN

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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 Wheelman*.

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.

foot of a long and narrow descent, the busy work-sheds of the world-renowned Cape Ann Granite Co. at Bay View. Down the long hill the coast is taken rapidly, and crossing the tracks of the granite company's railroad, we begin the long pull up the broad white-looking road surface of the hill ahead.

Bay View takes in the territory lying between Plum Cove and the Annisquam meeting-house. The little settlement has become widely known all over the civilized land on account of the excellent quality of its granite for building purposes. It is noted, also, as the summer residence of Gen. B. F. Butler and Col. Jonas H. French, though of late years the former gentleman has not been a steady sojourner here during the warm season. The general's residence is on the hill above the stone yards on the right; it is built of granite, and from its spacious verandas the view is most magnificent—the broad expanse of Ipswich Bay lies before you with its numerous white-winged craft, and the shores of Newburyport, Portsmouth, and a long line of eastern coast are also plainly discernible.

Col. French's residence adjoins the Butler premises, and like the general's is built entirely of granite; unlike the general's, however, the grounds are laid out with exquisite taste, and show evidence of careful cultivation.

The granite company here employs from 400 to 700 men the year round, and own a large tract of territory extending back from the sea and up the hill for over a mile and a half. It was at Bay View that the granite was quarried for the entire Boston Post-office building; the granite work of the Danvers Insane Asylum was also furnished by the Cape Ann Company, as also that for the West Point Military Academy, New England Life Ins. Co. building in Boston, and all of the largest columns (25 feet high) and bases for the Public Library building at Philadelphia. The stones for the base of the monument to Gen. Winfield Scott at Washington came from this company, and were the largest pieces ever quarried; the size of the platform was $28\frac{1}{2}$ x $18\frac{1}{2}$ x $3\frac{1}{2}$ feet, and weighed 150 $\frac{3}{4}$ tons; the sub-base was $21\frac{1}{2}$ x 11 x $4\frac{1}{2}$ feet, and weighed 104 tons; the base was 18 feet long, $7\frac{1}{2}$ feet wide and $3\frac{1}{2}$ feet thick, and weighed 48 $\frac{1}{2}$ tons. With two others, the total weight of these mammoth stones was over 400 tons, and the entire lot was taken from a single quarry, known as the "Blood Quarry." The number of paving blocks turned out by this company since their occupation of the place in 1869 is almost beyond estimation; it ranges well up among the millions certainly. The company recently shipped a mammoth piece of stone work to New Orleans to be placed in one of the many French cemeteries there.

From a little work entitled "The North Shore," very pleasingly written by Messrs. Benjamin D. Hill and W. S. Nevins, I quote the following concerning the process of stone quarrying at Bay View:

"The soil being cleared from a ledge, and an examination having been made to see how the seams run, a steam drill is set to work boring two holes from 10 to 18 feet in depth and 3 inches in width, and 2 inches apart. A half keg of powder is put in these holes, and ignited with electricity. The explosion lifts the ledge from seam to seam, usually in a straight line; sometimes these lifts are of 20,000 tons weight. The blasts do not smash the rock at all; a person is perfectly safe standing a few feet away. The section of the

ledge thus broken off is split into smaller sections, to suit various purposes, with small hand drills and wedges. The pieces are taken to the yard by train, there to be worked into whatever shape desired, with hammer and chisel. The work is mainly done from drawings, though sometimes from patterns. The pieces of stone for the various purposes are entirely prepared at the company's yard, so that there is no cutting or trimming when they arrive at their destination; nothing to do but put them in place. Those men who do the drilling and cutting out of stone, and those who chisel out scroll work and smooth and polish various blocks of granite, work by the day; those who cut out the small blocks, sold mainly for paving, work by the piece. It requires a man of experience to select the ledges to be worked and direct where the holes shall be drilled. He must understand the grain of the ledge and its seams, and know just which way it will split best. A man of long experience will judge correctly ninety-nine times in a hundred, while a person of no experience will spoil a ledge as often as he will succeed."

From the quarries the way leads on to the meeting-house at Annisquam, where the main road branches to the right and left; to the left the tree-bordered road winds around the base of a mammoth cliff, nearly fifty feet above the surface of "Lobster Cove," the glistening waters of which the rider notices through the branches of the thickly-growing trees on the right. The long bridge connecting the main road with the settlement at Annisquam next comes into view, over which the wheelman rapidly spins for a brief visit to that picturesque locality; for a more direct route to this settlement the wheelman should take the road turning toward the right near the meeting-house before spoken of.

The territory of Annisquam includes that portion lying between the meeting-house on the north and the junction of the old road with the main highway at Vincent Wheeler's, on the south. The village is located almost entirely on the westerly side of Lobster Cove; it has of late years gained considerable notoriety as a favorite summer resort, and sea-shore property in the vicinity has in consequence advanced wonderfully in value in the last ten years. The elevation of land known as the Cambridge Avenue section is occupied almost entirely by people from that vicinity; many costly and handsome-looking private residences have been built here, among the most prominent being those of Dr. Isaac Adams, Mr. Wilmot, Mr. Hall, Mr. Bent, Curtis Davis, and W. B. Hastings. Dr. Adams has one of the finest estates in New England; large sums of money have been judiciously expended in beautifying this sea-side residence, until now the place is second to none as a comfortable and convenient home.

The view from Cambridge avenue is a grand one, including the white-capped bay in front, and the winding Annisquam River on the left, looking blue, green, and amber in the sun's burning rays; the white sandy shore of Coffin's Beach across the way, and the sand-covered hills in that vicinity are also conspicuously presented to the naked eye. The picturesque cottage noticed on the extreme edge of the mammoth rocky ledge, and within a few feet only from the restless surface of the treacherous sea, is the residence of George J. Marsh, Esq., of Gloucester. The only hotel in the vicinity is the Highland House on Cambridge avenue, where wheelmen will be well cared for during their sojourn at the village.

Returning from the pleasantly situated settlement at Annisquam we once more cross the bridge and continue on the main highway toward Gloucester. The road has a very pleasing surface for bicycling; to be sure the hills appear as frequently as before, though all are easily ridden and without difficulty. At the foot of the first descent we pass on the right the summer home of Prof. Alpheus Hyatt, of the Boston Society of Natural History. It occupies a pretty position there by the river side; the view the wheelman now obtains as he wheels along the narrow causeway by the old grist-mill is very fine; at the top of the little elevation ahead he catches a charming sight of the 'Squam settlement, the river and its fleets of gayly-decked pleasure craft, Coffin's Beach, and the deep blue surface of the bay beyond. The grade of the traveled way now begins a long gradual ascent, at the end of which the picturesque section with the arching willow trees is reached, into which the rider glides with delight, wondering what future surprises the trip may have in store for him.

On around the curve the route continues, then the way becomes more level and the wheelman spins along the fairly good surface, quickly reaching the long, steep, and rough descent known as the "meeting-house hill." In descending this hill use extra caution, and do not attempt to coast; the machine should be kept well under control by back pedaling and by brake-power; keep a watchful eye for teams in rounding the sharp curve at the foot, and be sure and take the *right hand side* in going down.

Now we reach Riverdale mills, so called, and wheel across the bridge here, keeping to the left; we begin to pass the farm lands from this point, and find the road surface more uneven—hills present themselves every dozen rods or so, and the cyclist finds the wheeling just a trifle difficult. Soon the great black mass of rocks known as the "Poles" loom before us on the right, opposite to which the road makes a broad sweeping turn, with an ascending grade that calls into active service the already weary muscles of the wheelman tourist. The narrow lane-like way leading from the main road off to the right, just after passing the "Poles," will take the tourist to the banks of the Annisquam River; it is but a few hundred yards distant, which the cyclist can quickly cover with his rubber-tired wheel; the view from the high knoll that forms the river's bank at this point is particularly enjoyable; many pretty cottages can be seen from here, dotting the islands and banks of the little stream throughout its entire length, making a picture of much interest to the beholder.

From the "Poles," the grade of the road takes a long gradual descent that admits of a pleasing coast, and thus do we spin along the good hard surface; on past the "meeting-house green," so called, and around the little bend near the old Ellery House, then up the short incline ahead and on to the sidewalk of the traveled way. The old "Ellery House," so called, before spoken of, is one of the oldest buildings in Gloucester. It was built in 1704, as a parsonage for the Rev. John White; a few years afterward the dwelling came into the possession of James Stevens, who kept a tavern here till 1740, when Capt. William Ellery bought the place and continued it as a house of entertainment for several years; the house is still held in the possession of his descendants, and presents the same external appearance now as it did

when first erected. The selectmen used to meet at this tavern frequently, often transacting most of the town's business here. As appears by the records of the town, these gentlemen used to have a right royal good time—for instance, one finds: "Expense for the Selectmen and Licker at Mr. James Stevens's Tavern, 3£ 18 s. and 2 d." This was in 1740, and the selectmen on this occasion were Capt. James Davis, Abraham Davis, Jabez Baker, Nathaniel Ellery, and Timothy Day. From the Riverdale mills to the meeting-house green was the section where many of Gloucester's most prominent citizens used to live; in those early days it was the best section of the town. And now the wheelman rapidly gets within the city's limits, for it is but a short distance after crossing the railroad track to the headquarters at the Gloucester Hotel, and thus terminates the ride around Cape Ann, the most interesting to the rambling cyclist of any within the vicinity. The route is about sixteen miles, and can be covered in a couple of hours if the wheelman feels so disposed.

THE LEAGUE ELECTION.

The following gentlemen were elected to serve as chief consuls of their respective divisions, L. A. W., for the ensuing year. We also give the number of votes cast for the successful candidate in each State, and, as usual, we lead the way:—

CHIEF CONSULS.

No. Votes.

Massachusetts—Henry E. Ducker, Springfield,	363
New York—Edward F. Hill, Peekskill,	292
Ohio—T. J. Kirkpatrick, Springfield,	195
New Jersey—G. Carleton Brown, Elizabeth,	133
Illinois—J. O. Blake, Chicago,	95
Pennsylvania—Eugene M. Aaron, Philadelphia,	64
Maryland—James Thompson, Baltimore,	49
Connecticut—Chas. G. Huntington, Hartford,	46
Kentucky—Orville M. Anderson, Louisville,	41
New Hampshire—J. M. Bennett, Manchester,	30
Vermont—C. G. Ross, Rutland,	25
Louisiana—A. M. Hill, New Orleans,	15
Maine—Frank A. Elwell, Portland,	13
Iowa—Chas. D. Howell, Winterset,	8
District of Columbia—E. T. Pettingill, Washington,	7
Wyoming—Frank H. Clark, Cheyenne,	5
Indiana—L. M. Wainwright, Noblesville,	5
Michigan—C. H. McClure, Marshall,	4
Minnesota—S. F. Heath, Minneapolis,	4
Missouri—E. M. Senseny, St. Louis,	3
Colorado—Geo. F. Higgins, Denver,	3
Montana—Fred A. Fielding, Bozeman,	2
Utah—H. L. Davis, Salt Lake,	1
Wisconsin—A. A. Hathaway, Milwaukee,	1

MASSACHUSETTS.

The Official Organ of April 2, contains a short editorial note by Editor Aaron, as follows:—

"A reception to be given to Wheelmen by the Massachusetts Bicycle Club, at its club-house, Wednesday evening, March 25th," sounds wondrously inviting; but it cannot be for us—not this time. This is the year when we are trying to help run the League, and when, in fact, the League runs us. The temptation is doubly strong, for we would like to get up there and help them arrange that ticket for the new members of the Board, which everybody is looking for, but which no one has seen. Is Massachusetts, both club and State, dead to the League and its needs?

It is very easy for our brother to take Massachusetts to task and try to brace us up, but we

should recommend that our official editor first remove the beam from his own eye before trying to remove the mote from others. As to the article in question, the Massachusetts Club has shown itself capable of hoeing its own row. It is the largest club in the League; has the finest club-house in the world; contains some of the best riders in the United States, and is in a healthy and prosperous condition. As to Massachusetts being dead, we think our friend will have nothing to say after seeing the returns from his own State, and if that is called life, deliver us. The following table shows the number of votes each State is entitled to and the number cast:—

State.	Votes entitled to.	Number cast.	Per cent. cast.
New York,	906	405	51
Pennsylvania,	700	65	9
Massachusetts,	660	405	61
Ohio,	484	196	40
New Jersey,	426	133	31
Connecticut,	312	52	16
Illinois,	235	95	40
Maryland,	180	49	27

As will be seen by the above, Massachusetts leads the van by casting 61 per cent. of her membership; New York next with 51 per cent.; Ohio and Illinois with 40 per cent.; New Jersey with 31 per cent.; Maryland, 27 per cent.; Connecticut, 16 per cent.; Pennsylvania only 9 per cent. Massachusetts, both club and the state division of the L. A. W., may not be blessed with officers who can blow a loud horn or make a great stir in this busy world, but when we come down to solid work, enthusiastic wheelmen, fast riders, handsome club-houses, good-looking men, complete road books, money in the treasury, the finest race meetings in the world, the best cycle papers, and loyalty to the League of American Wheelmen (of which she was one of the foremost originators), it is then that Massachusetts leads them all.

SUCCESS.

The *Wheel*, a weekly paper published at New York, is sorely troubled at the success of THE SPRINGFIELD WHEELMEN'S GAZETTE and the election of its editor as chief consul of Massachusetts, by the largest vote of any chief consul elected at the recent election; the influence of the wheel in Massachusetts is felt on every hand, as evinced by the recent vote. Again, the March issue of the GAZETTE came very near sending the editor of the *Wheel* to his bed; in fact, it had a very bad effect on his constitution, but we have strong hopes of his complete recovery from the effects of the shock.

HAMPDEN PARK.

SEE CARTOON.

We present to our readers, in this issue, one of W. Reed's excellent cartoons, illustrating scenes on Hampden park, Springfield, Mass., in September, 1884. The picture is full of life, and faithfully portrays the exciting scenes for which this park has become famous. There are a number of well known faces in the picture, which we leave for our readers to pick out. The great international meeting for 1885 will be held on this park September 8, 9, and 10, present prospects of which promise to eclipse all former occasions.

In England the riders are already preparing for the path work of next season, and the Springfield Club's tournament is daily tabulated as the chief of coming events.—*Boston Globe*.

A WHEELMAN'S REVERIE.

[Written for THE WHEELMEN'S GAZETTE.]

Sitting to-night in my sanctum,
A wheelman, tired and lonely,
I kiss the end of my cheroot,
That, and that only.

Reveries rise with the smoke wreaths,
Visions of glory are sure,
With Hendee to win all the honors,
In our next "tour."

We've Ducker for president and prophet,
To insure us weather that's fine,
With blue sky above and clear track beneath,
All other "meets" 'twill outshine.

None else can we have for a "header"
But Winans, our captain so true,
No use resisting the honor, the "byes"
Will conquer you.

"Bikes," "Tri's," tandem and single,
Round they go cheered by the band,
But for coming in first on the home-stretch,
"Our boys" are always on hand.

Thus I sit smoking and thinking,
A wheelman hopeful, not lonely,
I kiss the end of my cheroot,
That and that only.

S. F. W. D.

BRIGHTWOOD, MASS., March 24, 1885.

THE BICYCLIST'S MISHAP:

MORNING.

Brightly the morning shineth
Out of the golden east;
When, gayly, the bicycle rider,
With spirits as light as yeast,
Donneth his stylish costume
Of silver and navy blue.
Oh! bold is the bicycle rider
And up to the average, too.
Limber and lithesome
And chock-full of conceit
From the tips of his cap crown's tassel,
Down to his nimble feet,
He leaps on his steel-bound racer
And vanishes down the street.

NIGHT.

Night; and the song bird chirpeth
Low to his sleepy mate,
When the weary bicycle rider
Enters the home-yard gate.
But, where has his bicycle vanished?
And look at those brand-new clothes!
And, alas, for his lovely mustache!
Alas, for his beautiful nose!
Tumbled and bruised and battered,
A complication of woes.
And whether some long-tailed comet
Looking o'er heaven's rim
Though him a rival rover,
And wickedly "went for him,"
Or a "wild cat" West Shore engine,
That wouldn't get out of the way,
Was met by our vanquished hero,
We are not prepared to say.
For we pester him not with questions,
But plaster his banged-up head
And dose him with "red hot" ginger
Then hurry him off to bed.

Henry W. Williams, Esq., a Boston patent solicitor and president of the Massachusetts Bicycle Club, is probably the most accomplished road-riding wheelman in the country. He mounts his bicycle nearly every pleasant day during the cycling season, and has already ridden on Columbia bicycles 13,500 miles, 7,500 miles of which were ridden without a single fall, save one of slight consequence, caused by the stupid carelessness of another rider.—*Boston Journal*.

CY'S CYCLING EXPERIENCE.

One pleasant morn I strode my wheel
And started forth mid scenes of splendor,
When autumn's beauties were unfurled;
'Twas in that calm, clear month, September.

O'er grassy plain, through quiet street
I cycled on in contemplation,
Each new path that I entered on
Revealing scenes for admiration.

Within a woodland glade I stopped
My steed beneath a spreading elm;
A tricycle came gliding on,
A pretty maiden at the helm.

A maiden whom I thrice had met,
And oft had wished to meet thrice more;
She halted, 'neath the self-same tree,
And thus we talked in cycling lore.

"Your steed," quoth I, "seems very fresh
For exercise in this warm weather,
And you've such skill to manage it,
How nice 'twould be to race together."

And then this winning maid replied,
"Try, Cy, 'twill (cle) be a pleasant thing,
We'll race for friendship's chalice fair,
And fly like birds on rapid wing."

Who could resist this sweet appeal?
So quickly mounting my bicycle
I with Miss Wheeler,—wheeler bold,
Went riding, she on her tricycle.

Brief months have passed away since then,
Made all the sweater by their briefness,
And now my cycling days have met
With all their fullness and completeness.

For very oft we wheeling go
Within the pleasant autumn weather;
And throughout all the voyage of life
We'll cycle on together.

DEXTER E. CHAMBERLIN.

SPRINGFIELD, April, '85.

FROM AUSTRALIA.

[My stupendous scheme for advertising the Antipodes, to the rest of the world of wheeling, seems in a fair way towards successful realization, though the task of carrying on the struggle at such long-range must needs be slow and uncertain, as regards the exhibition of its results. To-day's mail, for example, brought me nine subscribers from Australia (making 46 now pledged from that part of the world, in my total list of 2646), in response to a letter printed in the *Australian Cycling News* of January 31. I suppose this was my letter of November 15 (similar to one which *Wheeling* printed for me on December 3), though possibly it was the later epistle of December 13. I am hopeful, therefore, that the packages of specimen chapter ("Bermuda") which I sent to wheelmen of 50 Australian towns, by mails of February 7 and March 7, may ultimately prove powerful enough to double my present number of antipodean patrons. I was glad to have one of them write to me: "I consider your proposed appendix of subscribers' names a feature of special value," —for it seems to show that even foreigners are at last beginning to get hold of the peculiar significance of this. I append for publication the letter of the Honorary Secretary of the cycling club at Warrnambool, Victoria, dated Feb. 11.—KARL KRON.]

Washington Square, New York, March 31.

"I desire that you should place my name as a subscriber to your "X. M. Miles on a Bi." I also enclose a half-dozen other names pledged from the club, and I would have procured a few more, but had not time before closing of the post. I beg to supply you with the following information, for possible use in your book:

"The officers of the Warrnambool Cycling Club stand as follows: President, I. G. Ware; vice-presidents, Rev. Geo. Tait, M. A.; and C. N. I. Opie; captain and bugler, E. White; honorary secretary and treasurer, F. W. Briggs; about a hundred members (including honorary members). The club held the longest road race ever held in Australia, on Nov. 9, 1883. The distance was 75 miles. 1st prize, bicycle, value 22 guineas; 2d, value £10 10s.; 3d, trophy, £7 7s. 1st, E. White (Rudge); 2d, F. Proudfoot (Invincible); 3d, W. W. P. Croll (Premier). The full time was 6h. 17m. A. J. Foote, scratch (Invincible), rode the race without dismount and arrived fourth. This is a record for Australia, 75 miles without dismount.

"On April 14, 1884, Easter Monday, a 45-mile road race was held for trophies presented by F. W. Briggs (the honorary secretary of the club). Riders from nearly all parts of Victoria put in an appearance. The trophies presented were, 1st, the Invincible trophy—an Invincible racing bicycle, value £23, presented by F. W. Briggs; 2d, a diamond scarf pin, presented by the W. C. C. 3d, a trophy presented by F. W. Briggs. The race, which occupied 3h. 32 $\frac{1}{2}$ m., was won by H. Crawley, a Melbourne rider (Invincible); 2d, D. R. Stewart of the Melbourne Bicycle Club (Challenge); 3d, E. White, capt. W. C. C. (Invincible).

"The hundred-mile road record of Australia was secured by F. W. Briggs, (Honorary Sec. of W. C. C.) on January 31, 1884, who lowered all previous records by riding the distance in 8h. 30m., the full time being 9h. 11m. The route was from Warrnambool to Camperdown, via Mortlake and Darlington, and back to Mortlake. The machine ridden was an Invincible roadster weighing but 27 pounds. His first dismount was made at the end of 50 miles for the sake of having the record signed. Mr. A. J. Foote rode from Warrnambool to Darlington, 44 miles, in 3h. 10m. without a dismount, in January, 1884. The one and ten mile bicycle championships of Victoria for 1885 were held at Melbourne, on Jan. 31, 1885, under the auspices of the V. C. U. Both events were won by F. H. Shackelford (Invincible), the time for the 10-mile, which he won by three laps, was 31.24 $\frac{2}{3}$ (record for Australia), and for the 1-mile, 2.53 $\frac{1}{3}$. Mr. Shackelford is also the amateur champion of New South Wales."

"SECOND WIND."—The reader may not be aware that in ordinary respiration we only use a portion of our lungs, the cells at the extremity not being brought into play. This is the reason why those who are not "in training," and who try to run for any distance, soon begin to gasp, and unless they are courageous enough to persevere in spite of the choking sensation, are forced to stop. But if they will persevere, the choking goes off, and the result is what is technically known as "second wind." When the second wind is fully established, the runner does not become out of breath, but goes on running as long as his legs will carry him. I know this by experience, having been accustomed for some years to run three miles every morning over a very hilly road. The fact is that on starting, the farthest portions of the lungs are choked with effete air and the remainder do not supply air enough to meet the increased circulation caused by exercise. By degrees, however, the neglected cells come into play and when the entire lung is in working order the circulation and respiration again balance each other, and the "second wind" is the result. Now let the

reader repeat his experiment of holding his breath against time, but first let him force out of his lungs every particle of air that he can expel, and then draw as deep a breath as his lungs will hold. If this be repeated some 70 or 80 times, by way of imitation of the whale, the experimenter will find that he can hold his breath for a minute and a half without inconvenience. Should he be a swimmer, he should always take this precaution before "taking a header," and he will find that he can swim for considerable distance before he needs to rise for breath.—*Longman's Magazine*.

THE RELATIVE DANGERS OF CYCLING AND LAWN TENNIS.

At the present time when, on account of the recent fatal accident to Sir Justin Gerald Aylmer, at Cambridge, through a fall from his bicycle, there is a strong inclination to cry out against the supposed dangers connected with the sport, it will not be inopportune to consider whether that excess of risk, which is popularly supposed by the world at large to be run by riders, is in reality incurred. In order to prove that such really is not the case, one has only to turn to the list of accidents for which compensation was paid in the year 1884 by a large accidental insurance company, which on being examined shows the following remarkable fact, that taking the three sports—bicycling, tricycling, and lawn tennis—it is conclusively proved by the statistics that the latter, although seemingly the least dangerous of the three, is in reality the most risky.

Here are the tables, so that the reader may examine the matter:—

ACCIDENTS WHEN BICYCLE RIDING.

218,531—Accountant, London—bicycle upset,	£66	0	0
220,210—Miller, Banbury—fall,	36	0	0
170,353—Clerk, Birmingham—fall,	23	5	0
210,098—Articled clerk, Scarborough—thrown from			

bicycle, collision with a tricycle,

55 10 0

52,473—Corn merchant, London, fall off bicycle,	47	11	0
93,688—Plumber, Oxford—fall off bicycle,	22	10	0

ACCIDENTS WHEN TRICYCLE RIDING.

220,449—Physician, South Wales—tricycle upset,	£70	0	0
156,733—Medical assistant, Sussex—thrown from			

tricycle,

50 0 0

198,975—Merchant, London—thrown from tricycle,	63	0	0
158,354—Clerk, West Bromwich—fall,	35	0	0

ACCIDENTS WHEN PLAYING LAWN TENNIS.

204,966—Resident magistrate, Ireland—injured leg,	£42	0	0
108,487—Solicitor, Suffolk—injured leg,	34	10	0

184,033—Draper, Frome—injured leg,	23	5	0
163,710—Clerk, London—injured leg,	36	0	0

157,743—Engineer, Birmingham—fall,	36	0	0
130,590—Merchant, St. Austell—injured leg,	43	10	0

76,146—Land agent, Ireland—injured leg,	45	0	0
186,028—Brewer, Liverpool—injured knee,	30	0	0

97,880—Merchant, Darlington—slipped,	30	0	0
69,550—Merchant, London—slipped,	40	10	0

109,907—Manufacturer, London—sprained ankle,	36	0	0
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The conclusion that the reader will at once draw from the perusal of these lists is that, after all, cycling is not so dangerous a pastime as people imagine. We would, however, desire our readers to bear in mind that, nevertheless, the necessity for insurance is very great, as when accidents do occur calling for compensation, they are by no means of a trivial character, as evidenced by the magnitude of the sums which figure in the various lists above, as having been paid over to those who had wisely foreseen the necessity for making provision against accidents.—*Cycling Times*.

NOVEL ADVERTISING.

The tricycle has of late been put to many practical uses, but the brilliant idea of bringing our hero, Gordon, brave Wolseley, and our gallant army home from Khartoum on tricycles, must be scored to the credit of the Leicester agents, the West End Bicycle and Tricycle Co., King Richard's Road, who each evening introduce this marvelous feat at the Theatre Royal, in the pantomime of "Jack the Giant Killer," now having a most successful run in that town.

The scene is laid outside the castle gate at Khartoum, and here is the dialogue:—

Jack the Giant Killer (Miss Gracie Whiteford), after bringing her army to the castle gates, knocks—"Halloo, within there! No answer!—I'll no longer stay, But burst the doors and Gordon bear away."

Gordon (Mr. Edgar Martin) appears on the battlements, and is greeted with cheers by army, etc.—

"Who calls so loud? What's this I see?
Rescue at last, by Jack and Wolseley?
Welcome, my friends, I thought you ne'er would come,
But leave me here to die far from home."

Enter Wolseley (Mr. Bob Nish)—
"England ne'er deserts her sons, whate'er their station;
You, sir, have won the utmost admiration
By those great qualities which men love most—
Courage and confidence, which *you* well might boast."

Gordon—
"Thanks; since I'm relieved, pray tell me, then,
How are we to get safe home again?"

Jack—
"That's easily done, for, thanks to those men of skill—
The West End Bicycle and Tricycle Co.—we will,
On these their trusty iron steeds, which wait us here,
Bear you forth in safety to Old England dear:
I'll lead on a 'Rudge' new pattern central-gear."

Gordon—
"I'll follow on the same silent wheel, ne'er fear."

Wolseley—
"And I'll bring the Mahdi's aunt in triumph on a tandem,
The main body follow on 'West End Scorchers' at random.
Wood, Howell, Lees, James, Hawker, and all that lot,
Will doubtless make the pace remarkably hot."

Jack—
"With this intent—that all may arrive in time,
To witness Callender's gorgeous pantomime."

Jack, Gordon, with Wolseley and the Mahdi's aunt, all on new "Rudge" machines, ride round the stage, amidst the nightly enthusiastic applause of the whole house. Miss Gracie Whiteford especially handles her "Coventry Rotary" in an exceedingly graceful and clever manner. The effect is wonderfully good, and the whole business goes off well. Certainly, this is an ingenious way of advertising, and we hope it may bring grist to the mill of such enterprising agents.—*Cyclist.*

FINDINGS IN A WHEELMAN'S ROAD BOOK.

We would like to testify that in no other way can a stroller get so near to Nature's heart as on a bicycle. Go gliding with us in silence down a smooth road through woods, where an occasional bird or squirrel note is the only sound heard, unless a rabbit breaks through the bushes, pretending to be much frightened, and ready to surrender, from the white flag he flies as he bounds away. Soon a subdued murmur from somewhere ahead grows more pronounced, and we cross a bridge over a babbling brook which has many a turn and crook, and whose very nearness to that "heart" calls for a dismount, and a deeper quaffing of those delights of wood and stream and roadside than mere passing glances afford.

One day we ran over to and northwest of Steep

Hollow, up a delightfully crooked and picturesque highway, walled on either side, the local name for which is Hardscrabble, and well named it is, for a cycler has at times hard scrambling to climb some of its everlasting hills. Some of the club, disgusted at having ridden in every direction a compass could indicate, turned abruptly to the left into a locality known as Bible Street, but scarce of the good books, judging from the conversation of some of the natives met. This narrowest and hilliest road in the State is also called by the oldest inhabitant Slabtown, and Squaw Hollow, which is suggestive of log houses, red braves, bark and skin encampments by the river, and the pioneer experiences of our grandfathers. We doubt if a "bike" ever passed that way before, for as we wheeled by a mossy old house, an old lady was heard to say she had "never seen one of them ar things before."

Even in these early autumn days the dull gray, somber colors of nature are most prominent, and the brighter tints are fast going the way of all leaves with every breeze that blows. How loosely they have filled up wood paths and hollows that during the summer were well defined. They are massed against mossy old rocks, as if they would hide them from view while protecting them from the wintry blasts so sure to come. The squirrel troupe seem holding a harvest concert of their own while engaged in their cunning laying up of winter stores. The strolling cycler rides so silently that he often surprises these fury denizens of the wooded highway, in their frolicsome work and play, and can study the interesting sprites, at will.

As we write these lines a flock of small birds are losing themselves in the haze to the southward, as if they would escape the chill north winds, and, as the black mites, growing dim and wavering, fade from sight, there is in the air a hint of Jack Frost.

STAMSON.

A BICYCLER'S ENCOUNTER WITH A MOUNTAIN LION.

Little riding is possible all through this section of Nevada, and, in order to complete the forty miles a day that I have rigorously imposed upon myself, I sometimes get up and pull out at daylight. It is scarce more than sunrise when, following the railroad through Five-mile cañon,—another rift through one of the many mountain chains that cross this part of Nevada in all directions under the general name of the Humboldt mountains,—I meet with a startling adventure. I am trundling through the cañon alongside the river, when, rounding the sharp curve of a projecting mountain, I see a tawny mountain lion trotting leisurely along ahead of me, not over a hundred yards in advance. He hasn't seen me yet; he is perfectly oblivious of the fact that he is in "the presence." A person of common-sense would simply have revealed his presence by a gentle sneeze, or a slight noise of any kind, when the lion would have immediately bolted back into the underbrush. But I lay no claim whatever to any of that rare virtue, and consequently acted about as foolishly as possible in the premises. I fancy some reader has already guessed that I slipped up behind the lion and pulled his tail; or mounted the bicycle and rode him down. I simply fired at him, and of course missed him as a person naturally would at a hundred yards with a bull-dog revolver. The bullet must have singed him a little, though, for ere I get my features into shape for the broad grin that I promised to treat myself with at seeing

him wildly scoot for the brush, he turns savagely round and comes bounding rapidly towards me, and at twenty paces crouches for a spring. Do I "grin" when I see him thus? Again, nay. Laying his cat-like head almost on the ground, his round eyes flashing fire, and his tail angrily waving to and fro, he looks savage and dangerous. Crouching behind the bicycle I fire at him again. Nine times out of ten a person will overshoot the mark with a revolver under such circumstances, and, being anxious to avoid this, I do the reverse, and fire too low. The ball strikes the ground just in front of his head, and throws the sand and gravel in his face, and perhaps in his wicked round eyes, for he shakes his head, and seems to recollect suddenly that he left something at home, and jumps up and makes off into the brush. I shall shed blood of some sort yet before I leave Nevada! There isn't a day that I don't shoot at something or other; and all I ask of any animal is to come within two hundred yards and I will squander a cartridge on him, and I never fail to hit—the ground.—THOMAS STEVENS, in *Outing* for May.

FROM MOUND CEMETERY.

Those who work the pedals of the graceful bicycle will be especially interested in a thorough description of the beautiful, varying scenes and the condition of the roads in Lycoming and adjoining counties. Dr. Mundy has kindly consented to contribute from his knowledge of road riding to the cause of cycling. Having traveled over 3,000 miles on his bicycle during the year of 1884, he is familiar with the roads and thus gives an accurate description of the surrounding country:

Perhaps some people imagine a cyclist cannot enjoy the natural scenery as he rides his graceful steed; if so, that is a mistaken idea. The management of his wheel does not to any extent interfere with his observation. If a wheelman is inclined to be observing he will experience many delightful surprises in touring through an unknown country. The unexpected appearance of beautiful views will frequently cause him to dismount from his wheel and gaze with enraptured admiration at the wonderful works of a Supreme Being. Riding over hill and dale, through woodlands and by the river side, will arouse the dullest mind to a sense of enjoyment. Riding alone does not necessarily mean a lonesome time. One's very companion (the bicycle) so readily, so gracefully responds to the wishes that it seems almost a thing of life. Time thus spent is so well filled with solid enjoyment that one does not feel that he is alone, except to wish his friends the same healthful and invigorating exercise in the free, pure air which stimulates the soul and body to better action.

Suppose your occupation is that of a studious, professional man, salesman, accountant, teacher, student, or any employment that confines you indoors nine-tenths of your wakeful moments; (now, I'm not an agent for the sale of bicycles, but occasionally I work for the good of the cause, the good it may do you and the good it has done me); if you were to take the time you've been accustomed to spend in over-work and over-sleeping, thereby turning the late hours into early hours, which would otherwise be misspent, you might convert them into hours of healthful enjoyment and recuperation.

Suppose we commence our ride in the early morning, when the grass is yet wet with sparkling

dew, and all nature is awakening fresh from her slumber. Mounting our always ready and willing bicycles, we direct their course to the silent and beautiful Wildwood. Entering the gateway we pass over the drive to the romantic spot called the "Lovers' Retreat," where ferns grow luxuriantly by moss-covered rocks, and wild flowers bloom in profusion upon the green banks. We pass by this loveliness and emerge from the woods into Mound Cemetery, along the winding road to its summit. After dismounting from our machines, a magnificent view dawns upon our astonished vision. Gazing to the east we behold Muncy hills looming up in the distance, 15 miles away. Turning to the west our eyes follow the Susquehanna river at the base of the pine-clad Bald Eagle mountains, their dark line stretching far westward. Looking to the north we see a green and fertile valley with numerous well-cultivated farms in sight, which are irrigated by Lycoming creek and its tributaries. We also notice the Northern Central Railroad extending through the valley for many miles. Turning our attention to the southern exposure we behold our own enterprising city, reaching from Newberry half way to Montoursville, while Newberry, Duboistown, Billman, and Rocktown can plainly be seen with the unaided eyes. The well-filled Susquehanna boom, the many hundreds of lumber piles, the large number of mills with their smoking stacks, the several railroads running in different directions through the wide-awake valley,—everything denotes it to be a city of large importance, and conveys a fair idea to the intelligent mind of the magnitude of the industries of Williamsport; and the many church spires and stately mansions portray it to be a city of advanced refinement. With a lingering and parting glance we remount our "bikes," wondering why we never witnessed this grand scene before. I'll explain why: Because we never summoned enough ambition to walk there; but we can ride with so little fatigue that it is a pleasure to take the trip. By that statement you may rightly infer that riding a bicycle requires less muscular exertion than walking, and that's about the gist of it.

Upon our return trip we continue coasting down the incline, passing through the Wildwood entrance, turning to the north for a short distance, when again we face abruptly to the left and follow a narrow roadway, between two hills, one arched with dense foliage. On the right is a brook of clear, rippling water. Its shallow bottom is covered with transparent pebbles, among which dart the mountain trout. Farther on the road leads within a few feet of Lycoming creek. Directing our course to the left, we now have the surging waters on one side, while rugged and lofty rocks, with clinging vines to their sides, tower far above on the other hand. After experiencing a number of pleasant surprises, we emerge upon the main road above Mound Cemetery. In pursuance of a previously well arranged plan, we decided to prolong our trip northward, and tour through the valley, passing farm after farm, and over numerous well-constructed bridges, now and then riding by the water's edge or by the side of green fields. We soon arrive at a small place called Hepburnville—distant 7 miles—consisting of the usual blacksmith shop, white church, water mill, general store, and a few houses. The road is in fair condition for the two succeeding miles, when we arrive at Cogan Station, 9 miles away.

After partaking of the morning meal at the

Cogan House, we leisurely proceed on our route, enjoying the fine scenery, as this part of our trip winds through the woods and around sharp curves. We are delightfully entertained by the changing panorama. In a few moments we are permitted to enjoy riding over a well-packed cinder road for a half mile upon the approach to Crescent, and extending a mile to the other side. Crescent is a small town well supported by extensive nail works, which afford lucrative employment to many men. This industry is largely operated with Williamsport capital. Now, having left ten miles behind since starting, we feel greatly refreshed and in splendid working order, keeping up our animated conversation as we ride. At this point the valley becomes narrow; there is barely room for Lycoming creek, the Northern Central Railroad and the highway running side by side between the mountains. The ride is undisturbed for the next four miles, excepting a passing train and an occasional team. At places during this distance we are compelled to resort to a by-path, carefully choosing our way on account of the sandy condition of the road. However, we soon reach Trout Run, not the worse for a little difficult riding. This place is famous for the many well-stocked trout streams in its immediate vicinity, and has been very appropriately named. It is also quite popular as a summer resort, there being plenty of pure mountain air, excellent fishing, etc. The place supports two large, well-kept hotels, several saw mills, flour mills and other industries. It is conveniently situated on the railroad, fourteen miles from Williamsport.

After shaking hands with a number of acquaintances, we continue at a more rapid pace, our good roads extending through a broadening valley. The scenery is picturesque and mountainous in this district, but does not show any new features from that already described. We are now in Field's Station, 18 miles from the starting point. This place has large saw mills and extensive lumber interests. As there is nothing more worthy of our special notice we do not dismount from our wheels, but in a few moments reach Bodines, two miles further on, and continue on an increasing up grade through the sylvan forest on the mountain side, made merry by nature's own chorus. The gurgling of the mountain brook as it finds its way over the distant cliffs; the glad songs of happy birds flitting from bough to bough; playful squirrels chirp from neighboring trees, and startled rabbits dart swiftly from the rustling leaves; even the stately pines are gently swaying to and fro, keeping time to this sweet strain from nature's melody.

After gliding noiselessly away from this enchanting concert, we pass by the lonely ruins of an old furnace, long since fallen into disuse, where, 'tis said, strange and unnatural sights have been seen in the solemn hours of the night, the whole interior being suddenly and unaccountably illuminated, while dark forms make their unexpected appearance from the lurking shadows of the fallen walls, and after performing some mysterious mission vanish in an ethereal manner to softened strains of hidden music. The light wanes, and dimly fades from view; sad wails appeal pitifully for help, gradually growing faint and fainter, when all is again dense darkness and profoundly silent. But, to return to our progress with the shining-wheels; we find we have left four miles more behind us, and discover ourselves to be at the Ralston House, where we cheerfully dismount for light refreshments.

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 wisely read by wheelmen.

A LOT of new suspension \$5 hog-skin saddles for sale at \$2.25 each. THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

A BARGAIN—Victor Tricycle, Overman Wheel Co.'s, in perfect order, run only one season, 50-inch wheels, price \$110 cash. Address Box 438, NEWTON, MASS.

B ARGAINS.—50-inch American Club, ball-bearing pedals, \$75; 48-inch Ideal, \$35; 50-inch Cornell, ball bearings, \$60, all in good shape. STARK & CHAMPION, COLDWATER, MICH.

B ARGAINS!—Send stamp for list of shop-worn and second-hand Bicycles and Tricycles. All sizes. Prices low. STODDARD, LOVERING & CO., No. 152 to 158 Congress Street, BOSTON, MASS.

B ICYCLE FOR SALE.—50-inch British Challenge, with all latest improvements of 1884, backbone, forks and felloes enameled, other parts nickelized; Aéolus ball pedaled, non-slipping tires; used but four weeks; A 1 condition; price \$115 (dealer's price \$153). Also M. J. P. Bags, "King of the Road" Lamps, Bells, etc., at 30 per cent. off list prices. ARTHUR GIFFORD, HUDSON, N. Y.

EXCHANGE—1 solid German silver E. flat cornet, pocket size, with adjustable screw slide to mouth piece (cost \$48, Lyon & Healy), for a bicycle, any size. T. W. OWENS, CLEARFIELD, PA.

F OR SALE—51-inch American Star Bicycle; price \$50. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

F OR 65 cents in stamps THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., will forward you a good sensible tool bag.

F OR SALE—Victor Tricycle, 1884 pattern, used three times; good as new; \$140. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

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

F OR SALE—51-inch Star, '84 pattern, standard finish, rocking treadles and power trap; out once 15 minutes; price \$75. Box 51, TREMONT, PA.

F OR SALE—56-inch Standard Columbia, half bright, with extras; satisfactory reasons given for selling. ROBERT L. THOMPSON, MUSCATINE, IOWA.

F OR SALE—52-inch full nickelized Expert, dropped handles, ball pedaled; is nearly new and in fine order. A bargain. C. L. HOYT, STAMFORD, CT.

F OR SALE CHEAP—New Dual Convertible Tricycle; also 40-inch Special Facile. Address O. H. ALLERTON, JR., EAST END, PITTSBURGH, PA.

F OR SALE—51-inch Star, '84 pattern, rocker pedals, nickel and painted; has not been run 2 miles; as good as new; price \$70. L. C. FLYNT, MONSON, MASS.

F OR SALE—54-inch American Star, all bright, rocker pedals; new; never been removed from the original crate; price \$80. ALBERT CHAPEN, SPRINGFIELD, MASS.

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

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

F OR SALE—54-inch American Star, nickel and bright; with rocker pedals and power trap attachments; perfectly new; \$85. FRANK NOLAN, Box 335, SPRINGFIELD, MASS.

F OR 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.

F OR SALE—51-inch American Star, full nickel except felloes, rocker pedals; been run about 20 miles; good as new; \$85. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

F OR SALE—54-inch American Star; in fair condition; used last season; cost \$100; will sell for \$60; too large for owner; might exchange for 48-inch Star. WM. WIFEL, INDIANAPOLIS, IND.

F OR SALE—50-inch full nickelized Expert Columbia Bicycle, ball bearings to both wheels; has been used but one season, and is in first-class order. Apply to WILL A. MUNN, CHICOPEE FALLS, MASS.

THE SPRINGFIELD WHEELMAN'S GAZETTE.

FOR SALE—Royal Mail Racing Tricycle; cost new, last September, \$175; used only by Chambers, the English filer; price \$115 cash. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—58-inch full nickel Shadow, with cradle spring; this machine is in fine condition; ball bearings to both wheels; cost new \$145; price \$95. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—52-inch second-hand American Club, full nickel, ball bearings to both wheels; excellent condition; cost new \$152.56; price \$110. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—48-inch full nickelled Expert, in splendid condition; worth \$120; will sell for \$110 cash. 50-inch painted and nickelled British Challenge; first-class condition; \$110 cash. N. G. ALLEN, ATHENS, N. Y.

FOR SALE—A 50-inch English Bicycle, in good running order; nickelled handle-bars and brake; painted wheels; fork and backbone bright; price \$50, or will exchange for 51-inch American Star. I. D. REED, NEWTON, N. J.

FOR SALE—Full nickel 56-inch Expert; new last August; excellent condition; with Hill & Tolman bell, suspension and Duryea saddle, and new Overman square ball pedals; price \$125. J. R. RHEUBOTTOM, JR., WEEDSPORT, N. Y.

FOR SALE OR EXCHANGE—19 specimens in taxidermy; viz.:—Buck head, long neck on shield; 2 wild cats; raccoon; mink; black, gray, and red squirrels; horned and barn owls; large hawk; loon; old and young bitterns; parrot; black, canvas, red head, and dipper ducks; \$35 cash, or for a bicycle 48- to 54-inch. H., Box 95, CLEARFIELD, PA.

I WISH to sell my Victor Tricycle, with Spalding cyclometer and Harrison double chime bell; all are in first-rate condition, and I will accept the best offer above \$120 received by June 1. GEO. H. CRAMER, LYONS, N. Y.

ONE 51-INCH STAR, nickelled except rims, with power traps, rocking pedals, rubber handles and dropped bars; in good condition; will be sold cheap. OLIVER B. JACKSON, NEWARK, CT.

SEND \$1 to the AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., and receive a \$2 handy tool bag, which is slightly damaged in being made.

SOCIAL TRICYCLE, Coventry Convertible with new and desirable American improvements; in good order; price \$120. Address B. F. CLAPP, WAFFINGER'S FALLS, N. Y.

SEND \$1 to the AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., and receive a pair of heavy all-wool bicycle hose, sizes 9½, 10, 10½, 11; the blue and black are ribbed, and the brown are plain.

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SPECIALTY IN SECOND-HAND CYCLES, LAMPS, ETC., all makes; cheap. Enclose stamp for particulars, stating wants. 55-inch Rudge Racer (new) cheap, or will exchange. Wanted—second-hand wheels; send full particulars. C. HERBERT DIAMOND, Box 2434, NEW YORK.

THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., have 60 second-hand bicycles and tricycles in stock which are for sale cheap for cash.

THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., are agents for the Warwick Self-adjusting Saddle, which is by far the best Saddle made for \$3.25.

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.

WANTED—A 54-inch Victor Bicycle for cash. Address H., GAZETTE OFFICE.

WANTED—A 54- or 56-inch Expert Columbia, in fine condition; state full description and lowest cash price. F. H. BLACK, Post Office, PHILADELPHIA, PA.

\$1 FOR A PAIR of best woolen, ribbed, extra long, cycling hose (any size and color), double toes and heels, worth \$2. Sent post-paid. F. H. BLACK, Post Office, PHILADELPHIA, PA.

\$45 SPRINGFIELD STEM-WINDING WATCH; Singer \$45 sewing-machine, shop-worn; outfit of wood engraving tools, for a 58-inch roadster. Box 1229, JACKSONVILLE, ILL.

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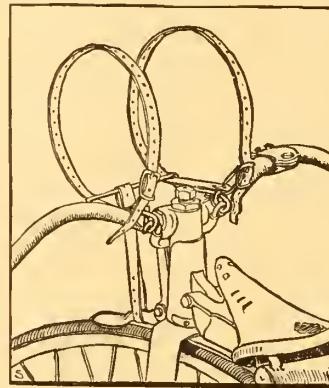
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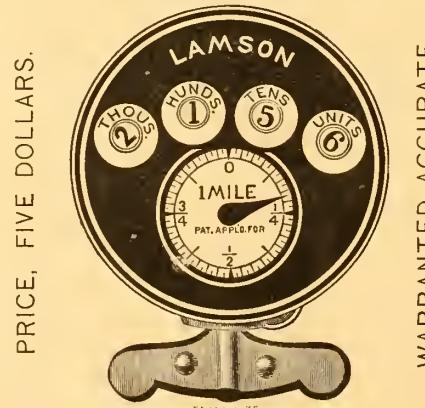
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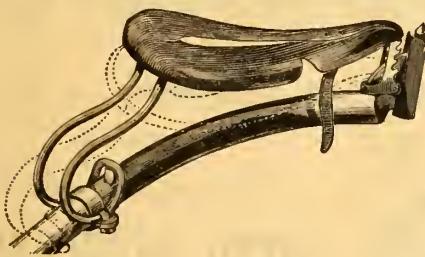
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[IMPROVED FOR 1885.]



Is adjustable in height, width, and tension. Is bifurcated to remove pressure from the perineum and allow adjustment in width. Positively the easiest and most perfect Saddle ever made. Removes all vibration and jolting.

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"I would not take \$50 for mine if I could not get another."

—T. S. RUST, Meriden, Ct.

Price: Nickeled, \$5.00; Japanned, \$4.00.



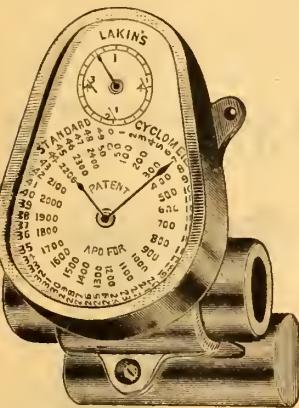
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Is greatly improved, simplified, and strengthened. The lock cannot be damaged by accident, nor will the bar work off when left out of adjustment.

Price. Nickled, with Brake and Lever, \$10.00.

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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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May 1, 1885.

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OF

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May 1, 1885.

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If you don't want a Bicycle yourself, show this List to some one who wants a bargain.

NO.	SIZE.	MAKE.	FRONT B'G.	REAR B'G.	FINISH.	CONDITION.	COST.	PRICE.
1	36	Challenge	Roller	Plain	Bright and Painted	Good	\$70.00	\$40.00
2	36	English	Parallel	Cone	Bright and Painted	Good	60.00	35.00
3	38	Ideal	Parallel	Parallel	Bright and Painted	Good	35.00	25.00
4	38	Ideal	Parallel	Parallel	Nickel and Painted	Excellent	41.00	30.00
5	40	English	Parallel	Parallel	Bright and Painted	Excellent	65.00	37.50
6	42	Ideal	Parallel	Parallel	Bright and Painted	Excellent	42.00	30.00
7	46	Hecla	Cone	Plain	Bright and Painted	Fair	50.00	25.00
8	48	English	Ball	Ball	Bright and Painted	Good	97.50	60.00
9	48	Columbia	Ball	Cone	Bright and Painted	Excellent	97.50	70.00
10	48	Columbia	Cone	Cone	Painted	Fair	87.50	40.00
11	50	English	Parallel	Parallel	Painted	Poor	65.00	20.00
12	50	English	Ball	Parallel	Painted	Fair	100.00	50.00
13	50	Shadow	Ball	Parallel	Painted	Good	127.50	70.00
14	50	Harvard	Ball	Parallel	Full Nickel	Excellent	137.50	110.00
15	50	Challenge	Roller	Parallel	Painted	Good	90.00	45.00
16	50	Warwick	Ball	Ball	Enamelled	Good	100.00	67.50
17	50	British Challenge	Ball	Ball	Full Nickel	Good	137.50	100.00
18	50	Standard	Ball	Cone	Bright and Painted	Good	100.00	65.00
19	50	Standard	Ball	Cone	Painted	Good	90.00	65.00
20	50	Standard	Ball	Cone	Painted	Excellent	100.00	67.50
21	50	Standard	Parallel	Cone	Full Nickel	Good	110.00	75.00
22	51	American Star	Parallel	Cone	Bright and Painted	Fair	80.00	45.00
23	52	Standard	Parallel	Cone	Bright and Painted	Good	95.00	65.00
24	52	Standard	Parallel	Cone	Painted	Good	92.50	60.00
25	52	Standard	Parallel	Cone	Painted	Poor	92.50	30.00
26	52	Standard	Parallel	Cone	Bright and Painted	Good	102.50	67.50
27	52	Standard	Parallel	Cone	Nickel and Enamelled	Excellent	107.50	90.00
28	52	English	Parallel	Cone	Painted	Fair	65.00	35.00
29	52	Harvard	Ball	Ball	Enamelled	Good	135.00	90.00
30	52	Harvard	Ball	Ball	Painted	Fair	127.50	70.00
31	52	Harvard	Ball	Ball	Full Nickel	Good	140.00	100.00
32	52	American Club	Ball	Ball	Full Nickel	Good	152.50	100.00
33	52	American Club	Ball	Ball	Full Nickel	Excellent	152.50	110.00
34	52	Sanspareil	Ball	Ball	Full Nickel	Excellent	140.00	100.00
35	52	British Mail	Ball	Ball	Full Nickel	Used 3 Times	150.00	140.00
36	52	Shadow	Ball	Ball	Nickel and Bronze	Excellent	135.00	100.00
37	52	Shadow	Ball	Ball	Full Enamelled	Good	130.00	90.00
38	52	Howe	Ball	Ball	Bright and Enamelled	Good	130.00	90.00
39	52	Yale Racer	Ball	Ball	Nickel and Enamelled	Good as New	140.00	115.00
40	54	Expert Racer	Ball	Ball	Nickel and Enamelled	Good as New	150.00	115.00
41	54	Royal Mail Racer	Ball	Ball	Nickel and Enamelled	Excellent	150.00	110.00
42	54	Matchless	Ball	Ball	Painted	Good	137.50	90.00
43	54	Sanspareil	Ball	Ball	Nickel and Enamelled	Good	137.50	100.00
44	54	Standard	Ball	Cone	Bright and Painted	Good	95.00	75.00
45	55	Royal Mail Racer	Ball	Ball	Nickel and Enamelled	Excellent	150.00	110.00
46	56	Harvard	Ball	Ball	Painted	Good	127.50	90.00
47	56	Harvard	Ball	Ball	Nickel and Painted	Good	135.00	95.00
48	56	Sanspareil	Ball	Ball	Full Nickel	Good	147.50	100.00
49	58	Columbia	Ball	Cone	Bright and Painted	Good as New	112.50	90.00
50	58	Shadow	Ball	Ball	Full Nickel	Good	142.50	100.00

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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.

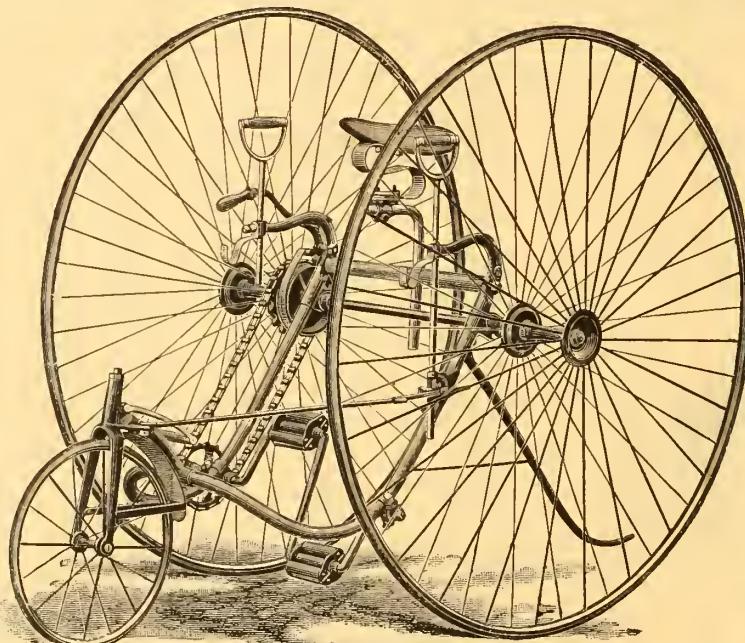
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BRIEF.—Two 48-inch driving and one 16-inch front steering wheel, $\frac{7}{8} \times \frac{3}{4}$ inch moulded red rubber tire, $4\frac{1}{2} \times 6\frac{1}{2}$ inch driving hubs, cylindrical cone steering head, rack and pinion steering rod, adjustable 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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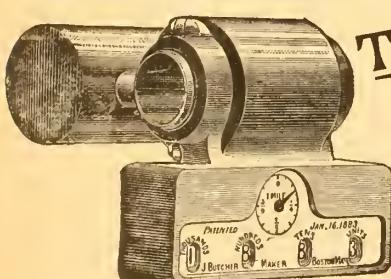
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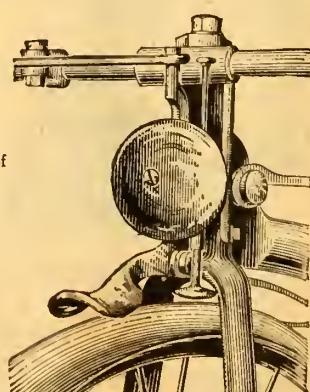
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