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A new bicycle club has been organized at Dorchester, Mass, called the Hill B. C.

The Montgomery Ala. B. C. will build a new quarter-mile track, and hold a race meet in October.

The details of the Memphis Tournament, which was held on April 30, May 1, 2, have not yet come in.

Grant Bell, the "Rink Champion of the North-West," will come east in search of new worlds to conquer.

The Pittsfield, Mass., B. C. are planning for a jumboical (no offence to his nibs) tournament.

Lancaster County, Pa., boasts of four clerical wheelmen, Sylvanus Stall, G. Ely, W. P. Evans, and C. L. Fry.

The Cincinnati B. C. held an inaugural "smoker" at its club rooms, on Saturday evening, May 2nd.

Yarmouthport is disconsolate. It has lost two calves. They belonged to the only wheelman in the town, and he has moved away.

Messrs. Prince and Morgan, the "apostles" (?) of cycling are now in the Carolinas, astonishing the natives by their exhibitions.

THE WHEEL of April 3rd contains a very fine illustrated article on the "Big Four Bicycle Tour" for 1885. A copy should be in the hands of every wheelman, as it is very interesting.—*Western Cyclist*.

What is the difference between a wheelman and a street-car passenger? One rides a bi., and the other buys a ride. Hands all around.

The London agents of a newly-designed carrier trike have offered to lend one to any manufacturer who honestly desires to test its capabilities.

The Massachusetts Clubs are a social lot. Every Sunday the members of a club in one town visit those in another, and are royally entertained by them.

An English Facilist named Oxborrow, recently rode 100 miles in 9 hours, 30m., mostly through the rain, on a training spin.

The Race Meet in aid of the Keen Testimonial Fund was held in London, last Saturday. The fastest amateur and professional riders in England competed.

The Staten Island A. C. offer a handsome gold medal for a two-mile handicap race. Local fliers should compete. See closing of entries.

The last issue of the *Philadelphia Cycling Record* contains Mr. H. B. Hart's cycling song, "A Wheelman Bold," set to the tune of "A Warrior Bold."

At the Jarrow B. C. meeting, held at Newcastle, England, April 18th, the one-mile handicap was won by J. Dagg, with the enormous start of 210 yards in 2m. 40s.

English Chin-Music.—Are you going to bi.—it to the wheeleries? No. I'm going to tandem—t to the raceries, at the A. P., and put a pot on Juggins for a place.

Lynn, Mass., claims a flyer in the person of Wm. Rowe, who rode a mile at Springfield on a heavy roadster, in 2m. 50s. He has been in active training, and will compete at the Yale Meet.

At a sociable. Gentle-partner to pot-hunter—"What did you win at the A. B. C. sports last Saturday? A pickle-dish." Pot-hunter, looking at a pair of lovers on his left, "Oh no, it was a case of spoons."

Mr. W. W. Stall, 509 Tremont Street, Boston, issues as neat a catalogue as we have seen. It contains illustrations and descriptions of his special improved Star, the new model light roadster Star and the Pony Star; also his terms for letting bicycles and tricycles and price list of bags, bells, cyclometers, parts and other cycle sundries.

St. Nicholas Magazine publishes an illustration of the ideal trike of the future. It is of gigantic size, capable of carrying upwards of 100 people, the power being furnished by half a dozen horses, who run a tread-mill in the centre.

New England's "Memorial Day," or rather New York's "Decoration Day," promises to be memorable to the wheel fraternity, as a glance at our fixture column will prove. Race meets, road races and club runs will be held all over the country.

Wheeling announced last week that it was going to interview Thomas Stevens, the American transcontinental bicyclist. Poor Thomas! To pass safely through the thousand and one perils of the unwashed and uncultivated wild west, and to ingloriously succumb to a British ink-slinger.

The following advice is given by an English paper to a cycling enthusiast, who has a multiplicity of racing sons, in whose performances he takes much interest. "Come, Palmer, old man, get those boys of yours to work. We know you have some scorchers in the crowd."

John Keen has engaged himself in a novel match with A. W. Sinclair. He undertakes to wheel a mile, walk a mile, and run a mile, while Sinclair walks a mile, runs a mile, and rides a horse a mile. As Sinclair was a champion walker, and has lately shown good form at running, and admitting the horse and the bi. to be equal for a mile, we think the match a foolish one for John.

F. H. Shackelford, the amateur champion of Australia, is far-and-away the best man in the Colonies. At the recent championship meeting not a single native could push him. Since the commencement of his racing career in 1879 he has competed in 65 races, winning 16 firsts, 18 seconds, and 13 thirds. The value of his winnings last year was £250. He rides a 59 in. made by the Surrey Machinist's Company.

Asa Dolph's initial race with a professional was a contest of five miles against a roller skater, at the Le Grand Rink, Cleveland, Ohio, on April 5. While it is a matter of regret that the amateur-ranks has lost such a flier, his manner of leaving them is to be highly commended. He never occupied a despicable position on the fence. He competed with a professional, and then sent his resignation. Bravo! Dolph.

What we should like to see?
America on wheels.

Mr. X. M. Miles on a bi.

Dr. N. M. Beckwith on a "kangaroo."

The professional elevated.

The racing man who underrates himself.

The paper that has not got the lead.
Hendee do 2.38 this Spring.

Dolph earn the title of professional champion.

Every member of the L. A. W. wearing the beautiful uniform.

An English exchange says: "The enormous statement which recently appeared in a contemporary that 'Sandy' Sellers was about to join the professional ranks, has caused great indignation among his fellow club men. Mr. Sellers is certainly joining a profession, but in the medical line." Sellers, who commenced his studies at Owen's College, on May 1st, will not race any this Spring, but later in the year he may take part in a few short races, to defend the challenge cups he has won.

English racing men are rejoicing at the bold stand taken by the Surrey B. C., in not to allow any maker's amateurs to compete in their race-meet, on a machine manufactured by their employers. While this may appear to definitely settle the question, there are many drawbacks to this attempt to purify cycling. However, the proof of the pudding is the eating of it, and this experiment is looked forward to with interest by the cycle legislators.

W. W. Stall will present a new model Light Roadster to the Star rider winning the Boston Bicycle Club Century Road Race for 1885. Time limit, eight hours. Also a valuable split second timer to the Star rider holding the 100 mile-road of America at the end of the season, and an elegant gold medal to the Star rider breaking the twenty-four hour record, and holding the same at the end of the present year.

The late English papers are full of wheel accidents, many of them serious. One boy took a header, dislocating his neck, resulting fatally; while on a club run, a rider took a header on a hill, sustaining serious injuries. A Birmingham youth, while attempting to pass between two vehicles, going in the same direction as himself, found there was insufficient space, and in attempting to dismount, he was thrown beneath the wheels of one of them, the wheels passing over his head and legs.

The Portland, Me., B. C. will visit Boston on May 30th.

The Lynn B. C. thinks of building a track on the Lynn Base Ball Club grounds.

The Conn. B. C. held their first season's run on April 22nd, twenty-five members participating.

E. M. Aaron will present a gold medal to the member of the Penn. B. C., who attends the largest number of club runs during the coming season.

The Lynn Cycle Club has adopted a handsome blue uniform. A silver cord is worn on the cap and a white whistle cord around the neck. The officers are designated by a gold wreath and letters embroidered on the left sleeve.

A grand bicycle tournament will be held May 17th, at Leipsiger, Germany. The entrance fee for the principal event is \$5, and the prize is valued at \$125 and a gold medal. Some English racing men think of competing.

It is a matter of regret that Wallace of the *Mirror of Am. Sports*, and W. L. Surprise of the *Southern Cyclist* should engage in a black-and-white windy-vulgar war. It certainly does not elevate the fair sport. Such disputes should be settled in privacy.

One of the English danger-boards is now at the Cunningham Company's sales-rooms in Boston. The American Division of the C. T. C. is receiving estimates for a number of fac-similes.

Editor Aaron of the *Official Gazette* and "*Hermes*" agree with us that the opinions on the "Leagues Policy" as expressed by prominent (?) L. A. W. members in the April 24th issue of the *Bi. World*, bordered on the ridiculous.

Messrs. Abbott Bassett and J. S. Dean, publishers of the *Bicycling World* have dissolved partnership. The paper will be published under the old name of Messrs. E. C. Hodges & Co. Messrs. Bassett & Dean, will remain with the paper.

Bright youth: "Pa, I must have a bicycle." "Must, my son? Why must?" Bright youth: "Well, you see, I bought one of those nice gilt oil-cans, and Pa, what is an oil-can without a bicycle?" Pa, after the most mature deliberation: "An oil-can, my son."

The smooth sidewalk in front of the Lenox Library, Seventieth Street and Fifth Avenue, is utilized by a couple of aspiring cyclists as practicing ground for fancy riding. Almost any night they may be seen going through their performance, their red lanterns gliding like will-o-the-wisps from one end of the block to the other.

The ten miles English Professional Championship was run at Leicester on April 18th. The men started at a snail's pace, covering the first two miles in the remarkably slow time of 7.45. Howell let out a quarter of a mile from home, and won by three yards from Wood, who beat Lees two lengths. Time, 33m. 44 3-5s. Fastest mile, 3m. 2s.; slowest mile, 4m. 34s.

Some time ago the *Cyclist and Athlete*, our New York contemporary—boasted of how many inches more of matter it contained than THE WHEEL or

the *Bi. World*. The *C. and A.* contained twenty-four pages last week, and the publishers make a grand blare of trumpets. We examined the cycling matter and found that it contained just 94 inches, while THE WHEEL of the same date contained 240 inches of interesting and high-class reading.

He: "My conjugal co-efficient! Without you, my life would be as a blank prize coupon or a last year's opera ticket. I would mount my wheel, and tearing myself from laundress, tailor, land-lady and all my other bosom friends, I would direct my tangential course to foreign lands and amid the fastnesses of rugged Italy, tri and forget that I ever spoke to you bi your pa's garden-gate. Will you have me Ethelina?" "Yes, my soul's effervescence; but I must wear the Knickerbockers."

Maiden of Yonkers.
Ere we part,
Allow me to inform you with all the simplicity of an affectionate and uncalled soul that I have felt the raphsodic pang of cupid's dart.

Cyclist of Gotham,
Ere we wed,
permit me to inform you with all the perspicacity with which my 'cademy anglo-francais education will allow me that you must keep that darned ole thing in the wood-shed.

Bell beats Frazier.—In answer to Grant Bell's challenge, Charles Frazier of Smithville, N. J., journeyed to Minneapolis, Minn., and contested a five-mile race at the Washington Rink on Thursday, April 29th. The track has peculiar turns, and Bell, who practices here, rode away from the "star" man from the start, winning by half a lap in 17m. 14 1/2s. Just before reaching three miles, Frazier lost the tire of his front wheel, and taking a header he lost a half lap. Frazier will enter the professional camps.

Nearly 2000 people witnessed the Young America Cricket Club games, held at Stenton, Phila., last Saturday. The first heat of the one-mile bicycle race was a walk-over for T. R. Finley and Geo. Webber of Smithville, N. J. The second heat was won by Jos. Powell, Smithville, N. J., in 3m. 29s., beating L. J. Kolb, Schuylkill Navy, A. C. Powers won the final heat in 3m. 23s., with Webber second. Powell must be a good man to have beaten Webber, Finley and Kolb.

A two-mile bicycle race resulted in a win for Webber in 6m. 52s., with Powell second.

At the Manhattan A. C. games held in Madison Square Garden last Saturday evening the most interesting event proved the two mile bicycle handicap. First, trials; first and second in final. First heat: A. B. Rich, S. I. A. C. (scratch) 8m. 59 2-5s.; P. M. Harris, Ixion B. C. (scratch) by twenty yards. These were the only men really in the procession, the other two starters having dropped out early in the race. Second heat: H. S. Cavanagh, Cohoes, N. Y., 8m. 49 4-5s.; S. E. Gage, Mercury Wheel Club, (60 yards) by a long ways; H. J. Hall, K. C. W., dropped out. Final heat, Cavanagh, 8m. 43 1-5s. Rich, by thirty yards. A good race. Cavanagh rode very strongly and recklessly. The poor track accounts for the slow time.

Only a few weeks ago the roads were bound fast by the icy grip of winter, and

lovers of nature impatiently awaited the appearance of Spring. But Old Sol, seemingly remorseful for having so long given western humanity the cold shoulder has at last bestirred himself and executed his potent influence. The grass, the birds, and the garden truck, apparently anxious to make up for lost time, have fairly rushed into greenness so that it might truthfully be said they could be seen growing, while the birds vented their ecstasy in joyous carollings. The cyclist, ever on the alert, has mounted his wheel and fairly swarmed on the roads; and that young but growing child, American cycling, has entered on another year of its life. We had contemplated writing a two page prose poem, but a survey of this opening stanza overwhelmed us with remorse and we determined to postpone the slaughter of innocents till a more suitable time.

We met a dude and a dog last Sunday on the Riverside Drive. There was no string attached to the dude, and the dog was using more than his share of the roadway. We happened to be going down the hill in the direction of the dog. We saw the dog. The dog did not see us, or at least he did not seem to mind our approach. Just then the dog stopped and the dude stopped. We did not stop. In fact the wheel of our Rudge Safety spoiled that dog's digestion of a Sunday dinner and we got ahead of the dog. We regret it was Sunday, as we do not like to be profane on that day. We are afraid, as we examined a torn pair of knickerbockers and bruised hands, that we quoted scripture backwards. Next time the dog goes out on Sunday he will be fastened to the dude, at least those are police orders.

HOW TO WASH WOOLLEN GARMENTS.
The clothes should be placed in water in which soap has been boiled up, the temperature recommended being about 100 deg. Fahr. Any good soap may be used. Add about an ounce and a half of ammonia, which instantaneously removes all grease and perspiration, and wash out the clothes *at once*, as rapidly as possible, without delaying to rinse them. In washing out, draw the clothes through the hand, avoiding rubbing; after lightly wringing them out, pass the clothes through lukewarm water, free from soap and ammonia. Hang up the clothes to dry immediately, if possible in the open air, and iron them when half dry, *stretching them to the necessary length and breadth*; this is especially important with the collars. Washing out quickly is particularly advised, and the observance of these instructions will be found greatly to conduce to the durability of the clothes, preventing them from shrinking.—*From the Sanitary Woollen System Co.'s Pamphlet.*

The committee appointed by the L. A. W. to investigate the financial affairs of the New York Division have reported as follows. They think that ex-Treasurer E. J. Wheeler should be severely censured for not resigning his office or appointing a substitute before leaving for a two month's western tour. Again, he was grossly negligent in not sending all tickets to their respective owners and keeping a list of the same.

Mr. Sanford, Secretary of the New York Division has been grossly negligent in not answering the demands for settlement made upon him by former

treasurers, Messrs. Brown and Kidder. He failed to render a monthly report and check to the division treasurer, and acknowledges that he did not send a single official letter. They recommended that Mr. Sanford be asked to resign.

Coming down from Yonkers the other evening, as we neared that ackling village called Inwood, we heard sounds of distant music. Being lovers of the "savage soother," we rode rapidly along expecting to behold some gay cavalier seated near the moated grange (all granges are moated) of some New York brewer, serenading a fair Juliet. But alas! As we rounded a turn in the road, it dawned on our nineteenth-century American duplex centerfugal understanding, that it was the mellifluous cadence of a hand-organ that floated on the malarious air. As we whooped her up to get past the Italian as soon as possible, our conscience was smitten with that devastating aria, "The girl I left behind me." This was followed, Oh ye Gods and Roller Rinks by Verdi's grand production, Johnny Morgan, who played on the organ, and whose sister, according to history, played the tamborine. Spurring for all we were worth, we rushed past the vindictive grinder, who just at this moment started up "Little Buttercup" from that giddy french opera, "Hardly never." This was the last camel that broke the straws back. He wilted like taffy in sunshine. We discharged one every day faces and making a contract for a set of pale expressionless countenances, we drifted slowly and aimlessly down the road, and would probably have been doing the same yet, had not a friend met us and sadly led us home.

THE PENNSYLVANIA AND N. JERSEY ROAD BOOK.

This valuable book, the advance sheets of which are now ready, was compiled and arranged by H. S. Wood, Consul for Phila., assisted by E. M. Aaron and Dr. G. Carleton Brown. Although the book will soon be published funds are needed to forward the work. The price will be \$1.00; to members of the Penn. Division, L. A. W. 50 cents. The book contains 110 routes, suitable for long distance tours, including roads on Long Island, Staten Island, New York, Conn., Mass., Rhode Island, Delaware, Maryland and Virginia. Among them are routes from Boston to Buffalo and to Pittsburg; from New York to Pittsburg; from Port Jervis to Cape May and several others. These routes include 8000 miles.

There are six maps including Pennsylvania, New Jersey, Staten Island and the riding districts of Philadelphia, Orange, N. J., and routes from ferries to Prospect Park, Brooklyn and East New York. The character of the roads and their fitness for cycling are clearly and accurately given.

The book also contains a summary of the objects of the L. A. W. and the duties of consuls, etc. A chapter on the "Phila. Riding District" contains the Park Regulations and the best cycling roads entering into and out of the city. A list of the railroads with their rates for the transportation of bicycles is given.

The book will contain 140 pages, of thin but strong paper, and strongly bound. It is of the pocketbook size,

and will rank high among the few hand-books that have been issued.

Any person sending the price of the book to E. M. Aaron, Lock Box 916, Phila., Pa., will receive the book as soon as published.

HUB HAPPENINGS.

An event of no little importance in local cycling circles was the formal opening, on Wednesday, April 29th, of W. B. Everett & Co's American agency of Singer & Co, the largest cycle manufacturers of England. As has been previously stated, the location is at Nos. 6 and 8 Berkeley, formerly occupied by The Cunningham Co. The stores and offices have been repainted and fixed up generally and present a most attractive appearance. The stores are situated on the corner of the street, and the large plate glass windows afford unusual facilities for displaying to advantage a stock of machines. Both members of the firm are well known in cycling circles, both for their enterprise and good fellowship—W. B. Everett, as head of the Butcher Cyclometer Co., and W. V. Burt, from his connection with the firm of Stall & Burt. In fact the success of the agency seems assured from the start. The opening proved a very enjoyable occasion to all who attended.

Upwards of 700 wheelmen, representing all the local clubs, and many from out of town, were present during the afternoon, and the many expressions of favorable criticism heard regarding the different machines argued well for the placing of many orders in the near future. The various styles of machines were at the disposal of anyone who wished to try them on the long stretch of macadam extending along Warren Avenue from Berkeley Street to Columbus Avenue; and but few failed to avail themselves of the privilege. The Singer Safety is the first machine of its class that I have seen which can lay claim to being a genuine safety. The other makes of dwarf machines are safe only as far as their small size is concerned; but the seat on the Singer is so far back of the driving wheel centre that it seems as though headers were well nigh impossible. Side falls may, of course, be taken, but they are not likely to prove of serious consequence. The steering is rather sensitive, but not much more so than on the other machines of such a small size, and after a little practice one would soon have the machine under good control. The one I tried, although geared up to 56 inches, required but little effort to propel it, and I should judge that a lively rate of speed could be maintained with it on the road.

Of the tricycles, the central geared Apollo seemed the favorite. The machine is very light, runs easily, and possesses a number of improvements over other tricycles of a similar type. Those who prefer a two-track machine will find what they require in the two-track side-geared Apollo. Both of these machines can be converted into a tandem by the addition of the tricycle adjunct. This is an arrangement by which an ordinary tricycle may be converted to a machine for two riders. It is attached to the cross tube of the tricycle by means of two bolts only, no alteration in the tricycle being necessary. The back wheel of the "Adjunct" is driven, the seat and handle being adjustable so that it can be adapted to any rider. The steering is effected by the front rider, the "Adjunct" fol-

lowing automatically, and by means of a horizontal joint, adapting itself to the inequalities of the road.

The Miniature Apollo tricycle is a good machine; sold at a moderate price, and intended for the use of young riders. A number of styles of children's tricycles of a cheaper grade will also be carried in stock. I rode the Traveller, and while I must acknowledge that it is certainly a traveller, for comfort and safety I should prefer a machine of a different type. For those however, who care for speed only, this is just the machine they are looking for. Of the regular bicycle, the Apollo will be the leading high grade machine. The popular and trusty British Challenge will also be carried in stock, as will also the Singer Challenge, the Challenge racer, and the 'Xtraordinary Challenge. The latter machine has been greatly improved, and is now furnished with ball bearings all around. When the visiting wheelmen had inspected the machines to their satisfaction they were invited to "step below," and were regaled with refreshments for the inner man.

As I stated in my last letter, we have been in sore need of a riding school in this city for the past few months. Last Monday the old riding school at the rooms of the Pope M'fg. Co. was resumed. The school had been used as a salesroom, and the Company disliked to give it up, as their facilities for carrying a retail stock are very limited, but the Colonel came to the conclusion that it was necessary to have a school in Boston, and as no other desirable place could be secured, the salesroom had to go. The school will undoubtedly do much towards giving an impetus to the local trade.

H. W. Gaskell, the English flyer, now with us, accompanied the Boston Club on a moonlight run a few evenings since. On the return, when near the Hawthorn, distance of about four miles from Boston, the driving chain on the tricycle ridden by Mr. Toombs, one of the party, broke, and for a time all were in a quandary as to how the machine and rider was to be taken home. The difficulty was finally overcome by Gaskell, who secured a long rope, and fastening one end of it to the broken tricycle, and the other end to his own machine he brought the lot into the city at a lively gait. It was a feat that most of us would not care to perform.

According to rumor, Abbott Bassett will decline to serve another year as chairman of the League Racing Board. Too bad, if true.

A quarter mile race between Prince and Neilson is among the distant probabilities.

Melrose, it is said, is to have a cycle club. Whether bi. or tri., male or female, is not yet stated.

The Narragansett Machine Company states that every gymnasium it fits up it has to put in some sort of a bicycle trainer.

The insignia designating the rank of the officers of the Massachusetts Bicycle Club, adopted at a recent meeting, are one, two and three gold stars embroidered on the left sleeves of the second lieutenant, first lieutenant and captain respectively. The club has been presented with several elegant photograph albums by Colonel Pope and Mr. E. W. Pope.

Lamson, of Maine inventive fame, has recently patented a combination bicycle tire heater and nurse's night lamp. The thing may be ingenious, but it is difficult to understand what relation the things bear to each other, unless it is taken for granted that every owner of a bicycle is also the owner of a baby.

The ladies reception of the Massachusetts Bicycle Club held Wednesday evening, April 29th, was a decided success, despite the discouraging state of the weather, and was one of the most enjoyable cycling receptions yet held in Boston. The handsome rooms were will filled with members and their lady friends, this being the first "Ladies' night at the new quarters, and the brilliant sight afforded by the full dress toilets was one well calculated to show that the province of Wheeling is not confined to the exercise of feet alone. The "Club Divisions" shone forth in all its radiance. The reception committee consisting of Messrs. A. E. Pattison, A. D. Peck, Jr. and F. Alcott Pratt, were assisted by Col. Albert A. Pope, Pres., and Mr. H. W. Williams and Capt. and Mrs. C. P. Shillaber, who received the guests in the main parlor. Dancing was enjoyed in the Gymnasium where an orchestra were stationed. Music was also afforded by some of the guests in the parlor during the evening. The "Club Orchestra" was not heard from unfortunately, but they promise to contribute to future entertainments. Supper was served by Tufts in the billiard room. All the arrangements showed the convenience of the appointments of the building, and this added in no small degree to the enjoyment of the evening. The series of receptions, &c., to be given by the club during next Fall and Winter, promise to be among the most attractive social events of the year at the hub. Mme. Nevada who so delighted the music loving public during the past week was invited to attend the reception and promised to come, but was prevented by the storm. She showed her interest in the club, however, by visiting it the following afternoon with several friends. She was received by Col. Pope and Messrs. Pattison and Peck of the reception committee, and expressed much delight over all the features of the house. The Prima Donna will be tendered a special reception on her next visit to Boston.

At a meeting of the Mass. club to be held to-morrow evening, a new constitution will be adopted. The new constitution provides for a number of changes, among others, doing away with the regular monthly runs, the house committee and creating the offices of two color bearers. The committee in charge of the revision of the constitution recommend that the club withdraw from the L. A. W. The action of the committee in this matter in certainly to be regretted, for should the club withdraw the interests of the League in Mass. will be severely injured. The committee's chief reason advanced for leaving the League is that the heavy expenses the club is now under in furnishing and running its new house, put the finances in a state that does not warrant the expenditure of the money required for League membership. The fight over the matter to-morrow evening will undoubtedly be a lively one, as both sides of the question have strong advocates.

Breakfast runs will soon be in order.

Treasurer Terry's letter in the last issue of the *Official Gazette* is a good illustration of the old proverb—"Penny wise and pound foolish." Such indeed would be the course of the League officers should they follow Mr. Terry's suggestion and decide the charge a full years dues for to even months membership. Should the Mass. club decide to-morrow evening to remain in the League, they would most certainly decide to withdraw at the next meeting, should such a course be adopted by the officers. So also, I have reason to believe would a number of other clubs, and many individual members.

The club house of the Charlestown Bicycle Club has recently been refurnished.

Every evening last week that it did not rain, members of the Mass. club enjoyed a moonlight run.

Corey rode the hill of that name last week on the machine presented him by D. Rudge & Co.

An item is going the rounds of the press to the effect that Stevens has indefinitely postponed his tour around the world. This is an illustration of how eagerly and regardlessly items are gobbled up by one paper from another. Stevens has not postponed his tour but is to continue it under the auspices of Outing. The item originated about a month or six weeks ago before Stevens was taken in hand by Outing. The item was of course used by the monthly cycling papers which are just making their appearance, and from them it was copied and kept in circulation by such enterprising journals as the *Cyclist and Athlete*, *Turf, Field and Farm*, and the *Boston Herald*. It is really amusing the way some of these old chestnuts hang on. There is one going around now about somebody inventing a whistle that is blown by compressed air in the backbone of a bicycle. The items originated in the fertile imagination of a writer in the *Boston Courier* three years ago, and it has been galloping over the country from Maine to California and back to Maine again, and is likely to continue so doing to the end of time. Our friend the *Bicycling World* has printed it three times, once by each of its three last editors, Gilman, Dean and Bassett. By the way, the latter two have dissolved partnership and Bassett is now sole editor. He has my best wishes for success.

The *Boston Globe* and the *Bicycling World* have evidently formed a mutual benefit society for the purpose of welcoming each other to the fold of reason and good sense. The former admits the latter on the grounds of its stand re admitting professionals to the League, and the latter welcomes the former for its opinions about the "League Gazette." It would be real unkind for anyone to suggest that perhaps neither of these papers has the right to welcome anybody to such a fold as reason and good sense.

The Portland Bicycle Club is likely to receive a hospitable reception at the hands of local wheelmen, on its visit to Boston, Memorial Day.

Meetings of most of the local clubs will be held to-morrow evening, and in a majority of them a number of new members will be admitted. Increasing prosperity is the rule with Mass. clubs.

Mr. Frye, a prominent member of the Rockingham Bicycle Club of Portsmouth, and well known as a "scorcher" on the road, has located in Boston.

Mr. W. F. Pope of W. B. Everett & Co., is perfecting a photographic apparatus which can be carried complete on a bicycle without inconveniences.

W. B. Everett & Co. claim to own the patent covering the cam principle as applied to a cyclometer, and intend making things lively for those who infringe upon their rights. All dealers have been enjoined from selling the Lamson cyclometer.

I understand that Overman claims to own a patent covering a ring around the mouth piece of a duplex whistle, and has enjoined makers from applying it to whistles of their manufacture. Perhaps he does own the patent, but long before he ever went into the business of making whistles, they were used in this city.

Dorchester has received the addition of a new club bearing the name of the Hill Cycle Club. It is said to be an organization of speeders, and that already the Dorchester Club has been challenged to a series of races.

Kennedy Child, our English visitor, is being shown around town by members of the Boston Club.

Fred Sewell, the fancy bicycle rider just returned from the West, is disabled by a long ugly gash across the back of one of his hands, which he says he received from a bullet while an interested witness of a street fight in Denver, Col. He will travel with Van Amberg's circus this season.

When the Mass. Club leave their house for a club run, the bicyclists and tricyclists start off together in fine order, but usually when the mill-dam is reached they separate in two divisions, the bicyclists speeding ahead under command of Lieutenant Peck, and the tricyclists comfortably pedalling along behind, under the leadership of Captain Shillaber.

Among those who have already signified their intention of participating in the Big Four bicycle tour, as members of the Boston division, are the following: E. G. Whitney, captain; A. D. Peck, Jr., lieutenant; H. D. Corey, quartermaster, all of Boston; C. W. Howard, and J. W. Vivan of the Charlestown Bicycle Club; W. E. Stone and John C. Estes of Concord, N. H.; W. I. Harris and Gideon Haynes, Jr., of Boston; C. A. Joslin, H. A. Chase and E. E. Burdette, of the Leominster Bicycle Club; G. H. Orr of Toronto, Canada; E. L. Sawyer of Fairbault, Minn.; L. C. Kittson of St. Paul, Minn., and others. Ten thousand copies of the special number of THE WHEEL, containing an illustrative prospectus of the tour, has been distributed among the wheelmen of the country.

One of the local clubs while on a run a week ago Sunday, stopped at a hotel in Lynn on account of the rain. Having nothing to do they drove nails in the piazza floor of the hotel and passed the afternoon pleasantly by pitching quoits for pennies.

It is a general surprise that such a large vote was cast in Mass. for League State Officers. It was due however to

the fact that stamped envelopes were sent to each League member in the State, together with a printed ballot. It would seem rather mean to keep the stamp, so the vote was cast. Ducker is a man with a large head.

Gaskell has received a number of tandem tricycles, which appear to be excellent machines, and are very easy to run. The Coventry Machinists Company claim to own patents covering the tandem, and have notified the other manufacturers to discontinue making them. Patent injunctions seem to be exceedingly popular hereabouts of late.

It is now no longer necessary to use Columbus avenue as a school of instruction in the art of bicycling.

Cycling is evidently popular with the students at the Institute of Technology. A few days since I noticed no less than twenty bicycles stacked outside the building during class hours.

Tis a pity, but tis true, that Boston hasn't a single first class racing man.

Wheeling was excellent Sunday, and there was a good turnout in all directions.

Getting out a League uniform was President Beckwith's greatest official act.

"And must you leave me, darling?" she cooed in her soft rural *patois*, as the breeze brushed away from her burning cheek the caressing tresslet which had just got in his mouth. And he, as he stood there in the twilight, with his polcap on the extreme verge of his scalp, and the dear arms thrown round his neck, driving a three-inch collar one inch into his throat, was unable to reply. Alas! poor maid! she fixed her longing eyes on his, which, rapt in melancholy, answer but with passion's flame. And then she grew tired of standing there, and left him "and his nasty old bicycle;" and he, with a great sob of thankfulness, replaced the teeth which a long course of macadam had gradually displaced, to drop at last where most his mouth was useful.—*Wheel Life.*

ECHOES FROM CITIZENS RACES:

A very interesting contest, was the Tandem-race, the rival teams consisting of "F. A. Loucks and Harry J. Hall Jr. of Brooklyn vs. J. W. Smith and L. H. Johnson of Orange N. J. the latter two on the celebrated "Humber." After a hard fight the Brooklyn men won, gaining an advantage over their competitors, when turning the corners.

Perhaps, the best race of the evening, was the mile safety in which L. B. Hamilton and H. E. Bidwell started. At the pistol's fire, Hamilton shot to the fore, and had got half around the track, when he discovered that Bidwell had fallen at the start. He immediately turned back, and another start was effected. But again at the half lap mark when the men were even Hamilton took a header, and Bidwell rode slowly till Hamilton had recovered from his upset, and regained his lost ground. This by-play was greeted by the audience with loud cheers. Hamilton ultimately won by about a yard.

The Skating Race, open to Club-men only, was an enjoyable feature, much merriment being created among the audience over the efforts of some of the contestants, to secure a place. E. A. Hoffman the winner lapping all the other men, was the subject of much commendation for his elegant style. The "Evening News" declares him a "magnificent skater."

The Club Championship was carried off by W. M. V. Hoffman (1884 Champion) though McCormack pressed him very hard. It was an elegant race; much rivalry existing between the participants and their friends, as to who would come out best man.

G. H. Illston, unsuccessful in all his races, was universally given the "bun" as the best-looking man who appeared on the track.

The "Demon Drill" of the Kings County Wheelmen, added much to the enjoyment of the spectators. Eight members of this well known Brooklyn organization Mess. E. Pettus, Sorzano, Fiske, Bloodgood, Johnson, Long, Fuller, and A. C. D. Loucks, appear dressed as Demons, horns extending from the head. They go through all the Cavalry Tactics and with the lights turned down present a very ghoulish appearance. The gentlemen who compose the squad, as already given, have achieved a national reputation for the excellency of their drill, and are in demand at race meets throughout the country.

Mr. L. H. Johnson, the old Chief-Consul of New Jersey, and famed for the part he has taken in wheeling Politics has lately opened a cycling business at Orange N. J. He has the celebrated "Humber Bi's and Tris" in stock, also all well known American makes. Though I can hardly think he can work up much of a trade, in such a town as Orange, yet I sincerely hope the reverse.

'Twould astonish some to know the number of out of town wheelmen that visit N. Y. City annually and take in whatever events are on the tapis. The latest are Pres't Jno. J. Van Nort, of Scranton Pa. club, and Mr. Sam. T. Clark, Pres't Md. B. C. of Baltimore. The latter states that he will place a new machine on the market this year, the "Dictator." It is much after the pattern of the 1885 Sanspareil, and altered in but few respects from that machine.

I always thought, nay was sure that the "Owl" was a dude. His bangs, his scarf, every thing he wore, indicated the truth of this monstrous accusation; but it was at a late race meet that I was assured of the fact beyond doubt: He was on the track, and having occasion to speak to an acquaintance among the fifty-cent crowd, walked or rather danced in that direction. As he approached nearer and nearer to the platform, the said crowd recognizing his striped green and yellow breeches; a shout arose, the shoutness of which was shouted loudly (Patent applied for). Among the cries I could distinguish "The Wind Blew Through His Whiskers." and 'Catch on to the Breeches.

The Ixion B. C. will hold a hill-climbing contest, open to all wheelmen. The venue will be Fordham Hill.

The New Orleans B. C. held a race meet yesterday and will finish up to-day. POINTER.

ELIZABETH WHEELMEN.

Editor of the Wheel.—Not as a matter of news but merely by way of introduction let me state "Spring has come." With its advent our own particular wheel boom is booming more booming than ever, over the rough cobbles and rotten wooden blocks of our main streets at any hour of the day, enthusiastic wheelmen are seen cheerily bumping their way toward the new macadam, which has taken the place of the Nicholson connecting Elizabeth with the Newark macadam, and now affording a fine stretch of level road three and three-quarter miles in length. For this priceless boon we are largely indebted to the efforts of Vice-President Halsey, who engineered the business while a member of the Common Council. The making of this road has accelerated not a little the wheel boom here, and has removed one of the greatest obstacles we had to contend against in our battle for the wheel. Every day cycle purchases are being made and we are gathering in a fair number of the eligible buyers. Last year at this date our club numbered eleven. Now we have 57 active and three associate members. Another club, the Iroquois, has been organized with a membership of fifteen, composed of those below the eighteen years of age required for admission to a league club. There are also a score or so of unattached, so that it can be safely said that Elizabeth has nearly one hundred wheelmen.

During the past winter the E. W. has not been dead or even sleeping. When the snow has been off the ground the Newark and Orange macadams have been in good riding condition. The road fiends of the club have thus had their riding interrupted but little. Several club runs have been had through the snow, and have with no great increase of work than would come from a ridable sandy road.

The season for regular club runs has opened. These start from headquarters at 1.30 P. M. each Wednesday, and at 2.30 and 4.30 P. M. each Saturday. Informal runs start from headquarters at 5 P. M. every week day. In the Wednesday afternoon runs, from 25 to 40 miles are covered, depending on the road taken, and on Saturday the distance made is from 20 to 25 miles. Special runs are called for the moonlight nights of the month. Captain Martin and Lieut. Brown have offered medals for the greatest number of miles during the year, the greatest number of club runs attended, the best average per riding day, and the first 1,000 miles made by a lady member. For the latter prize Mrs. D. B. Bennett is piling up the miles very rapidly on her tandem.

It is the intention of the club to lay wooden gutter crossings along the main thoroughfares of the city. A line of these have already been laid connecting the Newark macadam with the depot along the west side of north Broad Street. They are a great convenience and save dismounts to those who have not yet learned how to ride up and down curbstones, which accomplishment has been required by a number of the boys.

We held our second exhibition of the season for the benefit of the building fund at the rink last Wednesday evening. The building was crowded and every one was pleased. The exhibition opened with a parade of twenty of the bicycle division in the new club uniform of cadet gray. Then followed a parade

of the tricycle division in which appeared three sociables, a tandem, three singles, and a Kangaroo bicycle; one of the sociables was ridden by two young ladies. Maltby then gave an exhibition on the bicycle and single wheel, which brought down the house. As to the drill of the squad it would perhaps be more modest to quote the Elizabeth *Daily Journal*:

"After a few minutes given to skating came the event of the evening, and the principal attraction in the eyes of the greater part of the audience. It was the exhibition drill by the drill squad of the club. Eight riders, mounted on beautiful machines, the number equally divided between Cranks and Stars, followed the leader through a series of most intricate and beautiful figures, crossing and recrossing one another's paths, describing sweeping curves, and whirling toward one another in a way that made the audience apprehensive of possible collision and consequent disaster. Each rider, however, was thorough in drill, and with perfectly cool head knew just what he was about. The drill was completed with a spirit and dash that fully entitled the participants to the hearty and appreciative applause which followed them as they withdrew from the floor. Their performance was much more complete and finished than was the previous one given in the Winter, and showed the admirable drill and thorough practice they have undergone since then."

The complete success of the drill was all the more gratifying from the fact that no trumpet had been tooted ahead and no promises made. The figures were all originated and taught by Captain G. I. Martin and Lieutenant G. Carleton Brown. The exhibition, as like the last one, did a great deal toward booming the wheel. It is the duty of every bicycle club to get up a bicycle exhibition in its town for there is nothing that creates so much interest in the wheel.

We have a club sociable which we find very useful in working up the tricycle boom among the girls and the staid heads of families. Judge W. J. Magie, of the Supreme Court of this State is one of the latest converts to the tricycle, and is seen quite frequently on the boulevard with his daughter riding his Hummer tandem.

Pardon my too long riding of my new hobby, but you know the weakness of

JONAH.

Elizabeth, N. J., April 27, 1885.

THE L. A. W. CHAMPIONSHIP.

Now that the different championship events have been so widely distributed, it may be pertinent to tabulate them, for the benefit of those who are directly interested in knowing when and where they will be contested.

However attractive our L. A. W. championship may appear in connection with a race-meet, we think it is a mistake to distribute them as has been decided. If the half-mile was run at St. Louis, for instance and C. E. Stone won it in 1m. 25s.; would that make him truly a champion, when we know that Hendee has ridden a half-mile in 1m. 18 2-5s., while there are a dozen amateurs who can get inside of 1m. 20s. We maintain that all the honor is taken from the event, by the non-appearance of the best men. If

we are to have championships let them be State and not National. Then at the annual League meet, let there be held a veritable championship meeting, which all the cracks could and probably would attend, and in which a win would represent a real championship.

Below will be found the list of championship events; their previous holders and the date and place of this year's contests.

Half-mile: 1884—Charles Frazier, at Cleveland, Ohio; time 1m., 33 1-4s., 1885, July 20, 21, at Ohio Division meet, Springfield, Ohio.

One mile: 1881—Lewis T. Frye, at New York, Oct. 6th; time 3m. 12 1-2s., 1882—Geo. M. Hendee, at Boston, Oct. 20th; time 2m. 57 1-2s., 1883—Geo. M. Hendee, at Mott Haven, N. Y., June 2d; time, 3m. 36 2-5s., 1884—Geo. M. Hendee, at Washington, May 20th; time, 3m. 6 1-2s.; 1885, July 2-3, at L. A. W. meet, Buffalo, N. Y.

Two Miles: 1879—L. H. Johnson, at New York, —; time 7m. 22s.; 1880, L. H. Johnson, at New York, —; time 6m. 56 4-5s.; 1881—C. A. Reed, at N. A. A. A. games New York, September, 24; time 7m. 6 1-4s. Established as a championship by the L. A. W. and won by W. J. Smith at New York, Oct. 6th; time, 6m. 35 1-4s.; 1882, Geo. D. Gideon, at Polo Grounds, N. Y., June 10th; time 6m. 41 3-5s.; 1883, Geo. M. Hendee, at Mott Haven, N. Y., June 2, time, 6m. 47 1-5s.; 1884, L. B. Hamilton, at Brooklyn, E. D., September 27th; time 6m. 38s. The race not being run under League rules was not recognized as a championship, 1885, August 27-28, at Cleveland, Ohio.

Three miles: 1883, Geo. D. Gideon, at Philadelphia, Sept. 29th; time, 9m., 58 3-4s. 1884, B. W. Hanna, at Washington, May 20th; time, 10m. 25 1-2s. 1885, Not yet located.

Five miles: 1882, Geo. D. Gideon, at Polo Grounds, N. Y., June 10th; time, 17m. 19 4-5s.; 1883, R. G. Rood, at Mott Haven, N. Y., June 2d; time, 17m. 37 2-5s.; 1884, L. B. Hamilton, at Brooklyn, E. D., September 27; time, 18m. 36s. This race not being run under L. A. W. rules, was not recognized as a championship. 1885, Sept. 1-2, at Hartford, Conn.

Ten miles: 1883, Geo. M. Hendee, at Springfield, Mass., September 18th; time, 33m. 43 1-5s. 1884, John Brooks, at Washington, May 20th; time, 36m. 3s. 1885, September 8-9-10, at Springfield, Mass.

Twenty-five miles: 1883, A. H. Robinson, at Springfield, September 20; time, 1h. 23m. 12s. 1884, Chas. Frazier, at Washington, May 20th; time, 1h. 38m. 9s. 1885, June 5-6, at Yale B. C. meet, New Haven.

One mile Tricycle: 1883, W. W. Stall, at Springfield, September 18th; time, 3m. 33s. 1884, Geo. M. Hendee, at Washington, May 20th; time, 3m. 57 1-2s. 1885, July 2, at L. A. W. meet Buffalo, N. Y.

THE LEAGUE UNIFORM.

The L. A. W. uniform is at last ready. The cloth that was selected by Dr. Beckwith, makes up into as handsome as suit as need be; one which it is to be hoped, the cyclers of America will adopt as a national suit. Messrs. Browning, King & Company, 406 Broome street, N. Y., have agreed to furnish the coat and pants at \$15.50, the cap or helmet

at \$1.75 and the stockings at \$1.50; a total of \$18.75 for the complete suit. The suit is of Scotch homespun, of a brownish shade, guaranteed not to fade nor lose color by wetting. The buttons are bronze and are modeled on the plan of the L. A. W. badge. The stockings, which are of European manufacture, and the cap and the helmet are furnished by Ira Perego, of 128 Fulton street, New York, and the whole outfit may be ordered from him. Samples of the cloth and measuring blanks may be obtained from Browning, King & Co., and in a few days, a colored illustration of the suit will be sent to all applicants. Provisions have been made for those wishing to have suits made by their own tailors. The cloth will be sold at \$2 50 per yard, three yards being required for a suit. The buttons will cost 50 or 60 cents. The cloth will only be sold to league members and orders must be accompanied by the league number.

We have seen a suit, and do not hesitate to say that it is the right thing. President Beckwith is to be congratulated for the good taste shown by the selection he has made.

RULES FOR CYCLISTS.

Never talk to non-wheelmen. It might lower you in the eyes of your set.

Talk "wheel" at all times and places. Buy it; sell it; eat it; drink it; live on it.

When on the road, always sit upright, direct your gaze heaven-ward, and frown down on all admiring pedestrians. It increases their respect for you, beautifies your countenance and will antidote the attacks of curious dogs.

When at a race meet, cross the floor as often and as majestic as possible, so that people may get a good look at you. If spindle-shanked, raw-boned, cross-eyed or lopsided, the oftener you cross the better. Always remember that an unsymmetrical cyclist is a thing of beauty and a sight for sore eyes.

When "roading" always race with every light-wagon you meet, especially if occupied by ladies. There is then no possibility of your catching a drubbing and if you are successful in frightening the horse, it may give you a chance to immortalize yourself by not stopping the run-a-way.

Write to the cycling press on all possible occasions. If you know nothing of the subject under discussion, write anyhow; the editor would die of ennui, if he was not kept busy punctuating, respelling and re-organizing your effusions.

Be sure to write a cycling poem. For instance: my wheel! my wheel! my steed of steal! Ethereal mildness has superseded eternal mud. Come let us be off. We give you this idea gratuitous; for nothing. Work it up with the help of your high-school sister and demoralize your name for ever.

Don't insult the editor of a cycling paper by subscribing. In nine cases out of ten, he is a gentleman of leisure and (mis) fortune, who quill-drives as an amusement. His salient features are that he always smokes good cigars, invariably occupies an easy chair, and affects "glasses" to give him a literwery air.

FROM THE CLUBS.

FIXTURES.

- May 18.—Philadelphia Amateur Athletic Club, Field Games.
- May 19.—Cleveland B. C. Annual Spring Race Meet.
- May 23.—St. Louis Ramblers Race Meet.
- May 27, 28.—Louisville, (Ky.) Wheel Club Annual Race Meet.
- May 30.—Ixon Bicycle Club, Fifty Mile Road Race.
- May 30.—Illinois State Division L. A. W. Meet and Tournament at Chicago.
- May 30.—Providence, R. I. B. C., Annual Race Meet.
- May 30.—Springfield, Mass. B. C. Race Meet.
- May 30.—Annual Meet of the L. E. C. W. at Beverly
- May 30.—Fifty mile road race of Cambridge B. C. Cambridge to Salem and return.
- May 30.—Tally-Ho run of Boston B. C. to Wellesley.
- May 30.—Road Race of Buffalo B. C.
- May 30-31, June 1.—Somerville C. C. tour to Portsmouth and return.
- May 30.—Manchester N. H. B. C., race meet.
- May 30.—Portland Wheel Club, run to Boston.
- June 5, 6.—Yale B. C. two days race meet, at New Haven.
- June 17.—Race Meet at Albany; N. Y.
- June 20.—Kings County Wheelmen Annual Race Meet Brooklyn N. Y.
- June 30, July 1st.—Two Days Race Meet of the Fort Schuyler, N. Y. Wheelmen at Utica.
- July 2, 3.—Sixth Annual Meet of the L. A. W. at Buffalo.
- July 3, 4.—Race meet of Bartholomew County Wheelmen of Columbus, Ind.
- July 4.—Race Meet at Union A. C. Grounds, Boston, Mass.
- July 6.—Big Four Tour starts from Buffalo.
- July 20, 21.—Ohio State Division L. A. W. Meet and Tournament at Springfield.
- Aug. 13.—Berkshire County Wheelmen, Pittsfield, Mass. Third Annual Race Meet.
- Aug. 27, 28.—Annual Race Meet Cleveland B. C. Club, at Athletic Park.
- Sept. 8, 9, 10.—Annual Tournament of Springfield, Mass. B. C. Club.

CLOSING OF ENTRIES.

- May 11.—Entries close for the one, two and five mile bicycle races to be run at the Philadelphia Amateur Athletic Club's games, cor. 26th and Jefferson Sts., on May 18th, at 3.30 P. M. Entrance fee, 50c., each event. Address, R. Faries, 227 South 20th St., Phila.
- June 2.—Entries close for Yale B. C. races, including Twenty-five miles, L. A. W. Championship, and Twenty miles, Pope Cup. Address, Wm. Maxwell, 209 Durfee, New Haven, Conn.

BERKSHIRE COUNTY WHEELMEN—The annual business meeting and supper of this club will be held May 5th.

OTTAWA, CAN., B. C.—At last annual meeting held on the 17th inst, the following officers were elected to serve for the ensuing year: President, S. A. Mothersill; captain, F. M. S. Jenkins; 1st lieutenant, Henry Roy; 2d lieutenant, L. M. Rogers; secretary-treasurer J. W. Hawley.

SIMCOE, CAN., B. C.—Officers elected as follows: Hon. President, G. A. Wells; president, W. S. Perry; secretary-treasurer, W. F. Tisdale; captain, W. Y. Wallace; lieutenant, A. W. Donley; bugler, A. Miller; standard-bearer, Geo. A. Cook. The club expects to boom this season.

BELLEVILLE, CAN., RAMBLERS WHEEL CLUB.—The following officers were elected to serve during 1885 at the last meeting held April 7th. President, H. Corby; 1st vice-president, Thomas Ritchie; 2d vice-president, S. T. Greene; captain, George L. Reid; 1st lieutenant, L. B. Cooper; 2d lieutenant, George Davis; secretary, R. E. Clarke; treasurer, W. P. Way; standard-bearers, F. Foster, H. Price; bugler, F. G. West; handicapper and timer, W. R. Carmichael, representative S. G. Retallack; auditors, R. H. Fenwick, S. Thompson. At this meeting the membership fee was reduced from \$3 to \$1.

MINNEAPOLIS, MINN., MERCURY WHEEL CLUB.—Reorganized with twenty members, and the following officers: Captain, John Nicholson; 1st lieutenant, G. E. Reed; 2d lieutenant, Grant Bell; secretary-treasurer, H. M. Bronnel.

FOR SALE AND EXCHANGE.

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

FOR SALE. Connectible Sociable, nearly new, with lamps and many extras. Made by the Coventay Machinist Co., Price \$200. Address A. E. Pielard, 680 Broadway, N. Y. 2t 1209

FOR SALE. 46 in. Expert 1/2 nicked and enameled, with Columbia swing spring and stand. Good as new. Price \$110, (cost \$140.) Address S. M. Hyde, 82 East 55th St. 1063

FOR SALE.—44 in. Special Facile, new last June. ridden about 100 miles, good as new. Want larger machine same make. Price \$120. Also 54 in. Expert Columbia, full nicked good condition. Price \$110. Wm. B. Krug, North River Savings Bank, S. E. Cor. 8th Ave. & 34th st. N. Y. 3t 1097

WANTED.—A 50 in. full nicked Expert Columbia. Address, stating particulars, Bicyclist. Box 2266, New York. 13.44

FOR SALE.—Victor Tricycle 1884 pattern. New last August. Has not been ridden 80 miles. In perfect condition. Price \$130, with lamps and Stanley wheel washer. Address Henry B. Culver, 219 Madison Ave., New York City.

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

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

FOR SALE.—My 54-inch D. H. F. Premier bicycle, first-rate order. Lillibridge detachable handle-bar, painted wheel, nicked fork and backbone. Fine mount. \$100. B. B. Ayers, 56 Kinzie street Chicago.

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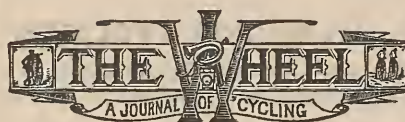
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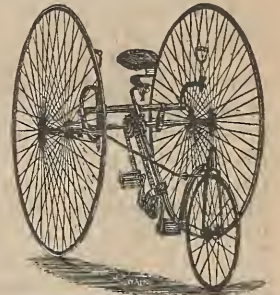
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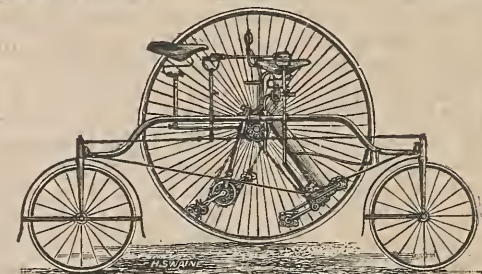
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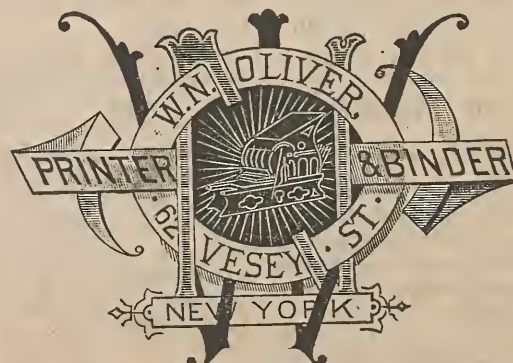
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CATALOGUES IN A FEW DAYS.

AN APOLOGY.

We beg to express our sincere regret that we have been compelled to disappoint many of our customers by non-delivery of their orders for

THE AMERICAN LONG DISTANCE SADDLE.

We are happy to announce that, having greatly increased our facilities we trust to be able to fill all orders without delay on and after May 15th

Thanking our friends for their forbearance, and also for their very liberal patronage in the past, and soliciting a continuance of the same, we remain,

Very respectfully,

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(Successors to BULL & HAINES.)

585 & 587 MAIN STREET, BUFFALO, N. Y.

LICENSED BY THE POPE MANUFACTURING CO.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power. The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle." The workmanship and entire practicability of each and every machine are fully guaranteed.

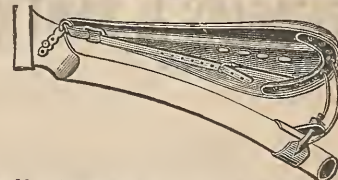
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New York, Jan. 7, '84.

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

FRED JENKINS,
Editor of The Wheel.

New York, Nov. 17, '83.

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

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

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

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

Yours very truly,
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It has one hundred pages—gilt edge.
Three hundred selections from the poets in regard to the wheel.
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Three hundred Engravings illustrating each quotation.

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For Bicycles and Tricycles. Weight about two ounces. The action is really positive, and the Cyclometer cannot fail to operate at any rate of speed on any road. It is attached to a spoke, and operated by a neat cam on the inside of the right fork, which works a lever on the back of the Cyclometer. On the end of the lever is a small rubber-covered roller, so that the action is noiseless, and the cam arrangement is such that the little roller does not project between the spokes far enough to hit the fork, and is entirely out of the way. The Cyclometer is easily put on by any one, and is out of the way of a hub lamp, is dust and water-proof, strong and durable. No springs that can get out of order. Made by a practical watchmaker, and every Cyclometer warranted. Registers up to ten thousand miles before commencing again at zero. The dial is easily read, and the Cyclometer is an ornament to any wheel. This Cyclometer will soon be on the market, and every effort will be made to make it perfect. Orders taken and filled in turn. In ordering, give size and make of wheel.

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Designer and Patentee of the

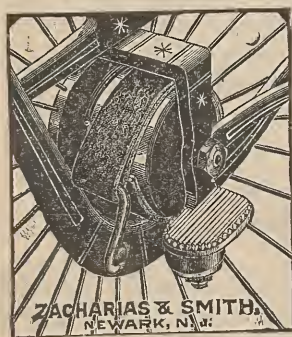
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STANCH AND RELIABLE ROADSTERS.

I take pleasure in adding my testimony to the claims which you set forth in the construction of the Columbia bicycle and tricycle.

I have ridden one Expert Columbia over 3,500 miles on country roads. and I have never had any repairs of any description whatever to make upon it.

With its standard of rake, and your vibrating suspension saddle, I consider it unequalled for safety and long distance riding. It is always in perfect order, if properly cared for, like any piece of machinery.

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. I am, very respectfully,

F. J. DRAKE, *Lieut. and U. S. Inspector of Material.*

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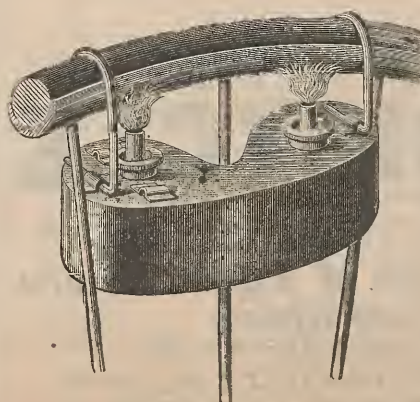
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