

THE SPRINGFIELD WHEELER'S GAZETTE.

A JOURNAL OF CYCLING.

PRESS OF SPRINGFIELD PRINTING COMPANY.

PUBLISHED MONTHLY.

Vol. II.—No. II.

SPRINGFIELD, MASS., MARCH, 1885.

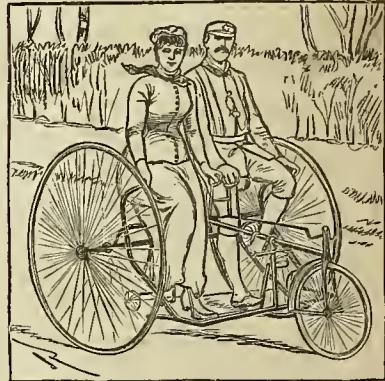
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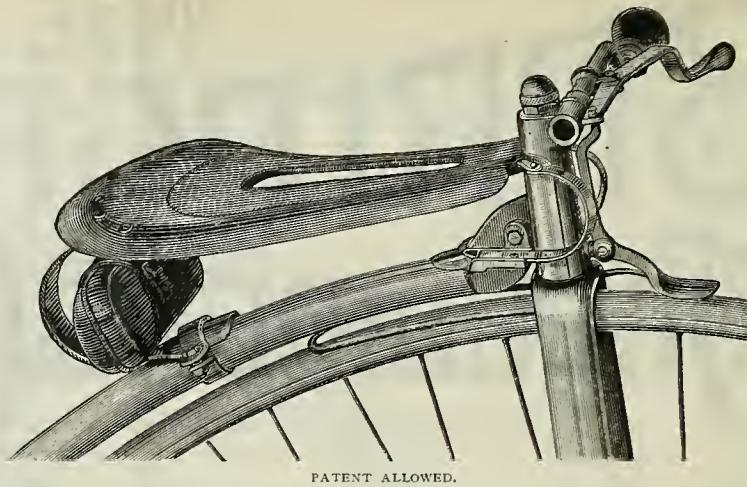
WANTED—To hear of a cyclist who never saw THE BICYCLING WORLD. Let his name be sent, and we will send him a sample copy. \$2 a year. Samples free. BICYCLING WORLD, BOSTON, MASS.

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10.—It is light in weight while practically indestructible. Complete with all clips, bolts, etc., its weight is but a trifle over two pounds. It is thus lighter than the ordinary flat spring and saddle.

11.—The material used is the finest ever put in a bicycle accessory. The leather is the finest procurable in the country. A first-class hide will furnish but four or five saddles of the requisite quality. We invite a comparison of our leather with that in other saddles. The Springs are from the finest crucible steel, tempered by one of the best smiths in the country. We guarantee them not to break. The bolts are of steel made from Norway iron stock, with solid heads and nuts. The nickelizing is the finest possible.

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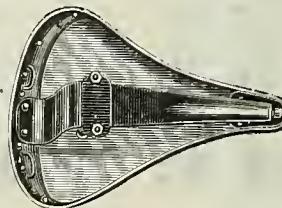
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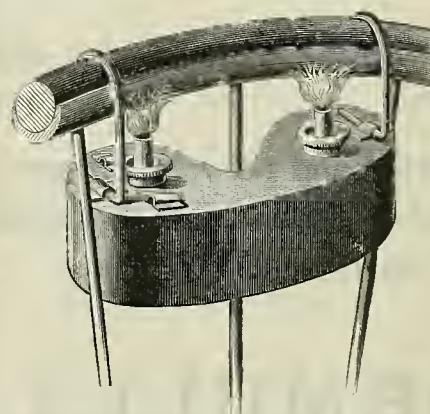
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VOL. II.—NO. II.

SPRINGFIELD, MASS., MARCH, 1885.

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Six Months " "	- - - -	25 "
Clubs, entire membership, per year,	- - -	30 cts. each.
Foreign Subscribers,	- - - -	4 shillings.

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

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OUR RECORD.

THE SPRINGFIELD WHEELMEN'S GAZETTE with this number furnishes to its readers the largest cycling paper ever published in the United States. We have also gone to the expense of publishing a specimen of an official organ for the consideration of the members of the League, and we think none can gainsay but that this is truly a record number.

We have the pleasure of giving to our readers one other record of which we may be pardoned for feeling a trifle proud; it is no more nor less than one more record to the many now held by the Rudge wheel. Messrs. Stoddard, Lovering & Co. present to the readers of the GAZETTE the most expensive and largest single advertisement ever given to any cycling paper in the world. It is an additional evidence of the prosperity of this old established house, and of the enterprise which has characterized the Rudge wheel since its introduction in this country, and shows the esteem with which the GAZETTE is held by our largest advertisers. This number is mailed to nearly 17,000 wheelmen, and the edition weighs nearly four tons, to say nothing of the excellent matter (reading and advertisements) contained within its pages. This is not a Christmas number, but a spring opening for the trade.

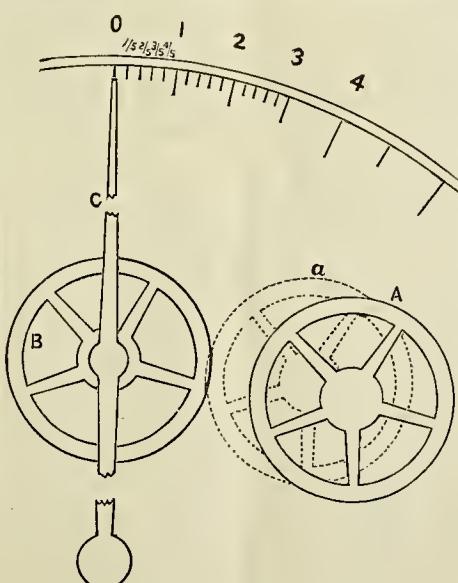
VARIATIONS IN TIMING.

In England timing of cycle races is done by an official time-keeper, appointed by the National Cyclist Union. On this side of the water we usually have two or more timers on the first man, which is the only correct method, and then when a variation is made, by taking the slowest we are more apt to be correct. During the one-mile race at Springfield, last fall, when John S. Prince made his famous 2.39, a majority of the watches gave him 2.38 4-5, and as the watches used on this occasion were of the best and regulated so fine that a variation of one second in twenty-four hours was unthought of, the fact that there was a variation has led us to investigate with the following results, which we think will prove new to almost all time-keepers, since in an elaborate article on timing in the *Cyclist*, which was republished in the *Bicycling World*, we find no reference was made

to it. It is possible for two watches, regulated alike, started at the same time, and stopped at the same time, to have a variation of one-fifth of a second, unless the beat of the watches are in perfect unison, which would be almost impossible.

The motions of the hands of a watch are intermittent, and the movements in those commonly used for timing occur at intervals of one-fifth of a second. This being the case it follows that while it is possible that the correct time may be registered, it is much more apt to vary from it by some fraction of one-fifth of a second. To gain a full understanding of this it is necessary to learn something of the mechanism used to impart motion to the hands of a chronograph, the following illustration of which will serve to show one of the many forms used.

The watch commonly used for this purpose is what is technically called the 18,000 train, i. e., the balance wheel gives 18,000 vibrations per hour, or at an interval of one-fifth of a second. At each vibration the wheels are liberated for an instant, perform a certain part of a revolution, and are brought to a stop, where they remain until the next succeeding vibration again liberates them. These motions are registered on the dial in equal distances by marks each of which indicates one-fifth of a second.



The above illustration represents a portion of a watch dial, with the wheels used to communicate the motion to the hands. *B* is the wheel to which the hand *C* is secured. *A* is a wheel constantly in gear with the train of the watch, and is thrown in and out of gear with the wheel *B*. The full lines *A* represent the wheel out of gear, and the dotted lines *a* in gear. Now let us suppose a race started after the balance has given a vibration and finished before it has had time to record a second one; it follows that no time whatever would be recorded. If on the other hand it was

started just before the vibration is given and stopped immediately after, one-fifth of a second would be recorded, while the time occupied might be less.

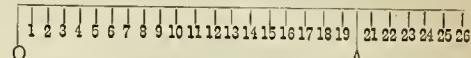


Fig. 2 will better illustrate and more minutely carry out the idea. *O* is the starting point of the vibration, *A* the finish, or 1-5 of a second; the figures denoting 1-100 of a second, from 1 to 26 is 26-100 of a second. We will suppose that a race start at 1; should it end at 19, no time whatever would be recorded, although 18-100 of a second had elapsed. If on the other hand the race had started at 18 and finished at 21 and only 3-100 of a second had elapsed, the watch would record 1-5 of a second, or 20-100, which accounts for the variation in timing which so usually occurs, together with the fact that it is almost impossible to start and stop watches exactly at the same instant.

L. A. W. GAZETTE.

Of what use? Its significance? Whether weekly or monthly? and Can the League afford to publish its own organ? are the problems members, officers, and others have been trying to settle in their own minds for the past ten months, each with his own peculiar idea. A paper published weekly the same as the present gazette meets with the approval of a large number of readers who want a paper for official business and that only, that class of readers preferring to buy such cycling publications as are best suited to their tastes. Others want a monthly paper, and think that is often enough for all practical needs. To our mind, there is too much time and newspaper talk wasted on what is, or should be, the least of our troubles; for, were we to devote as much time and energy to the real work and needs of the League as have been devoted to trying to convince our brethren of the wheel of the importance of publishing the official gazette, the League would amount to double what it is at present.

To outsiders it must seem as if the only object of the L. A. W. is to publish a paper, for scarcely a cycling paper for the past year has been issued that has not contained some allusion to the gazette. We have had it served up in all styles, some of which could not but satisfy the most fastidious. For our part we have kept out of the controversy, although we have allowed our correspondent to answer some of the numerous attacks on the present very acceptable official gazette. For, say what you will, the *Amateur Athlete* has filled the bill admirably and to the entire satisfaction of the League at large. The publishers have fulfilled their part of the contract faithfully and in a creditable manner. The price paid by the L. A. W. for the present form of their paper is very low, and it cannot be published for any less sum unless published in a monthly form.

Of what use to members of the League is the

gazette with only dry official news? Not much to many, as a paper coming weekly, and containing such news only, the majority do not care to wade through; but to those members who have the interest and welfare of the League of American Wheelmen at heart, the gazette is just what is needed, they could not ask for more, and they would not wish for more, for they want their news in a compact and readable form, separate from all other news, ready for reference and handy to get at.

Is the gazette in its present form the best it can be as an incentive to wheelmen to join the L. A. W.? In this respect we think not. Why? Because it goes to the members only. What is wanted to increase the membership is that the League should publish its news in a live and influential paper, one that has a large circulation outside of League members. The continual reading of League news by non-League members would sooner or later create in them an interest for the L. A. W. that could not be accomplished in any other way, and the result would be a large increase in membership, which is what we are striving for. The country is so large that the present membership is unable to cope with the question of parks, roads, etc., etc., which should be the duty of the League.

We have been besieged now for nearly a year with all sorts of questions and suggestions as to the League organ, and we have also received numerous regrets that THE SPRINGFIELD WHEELMEN'S GAZETTE was not made the official gazette, all of which we have considered in a friendly manner. But the plain truth is, we are better off without it, and, as the organ committee can testify, it was only after repeated requests that we made any bid at all. Yet we did put in a bid and got left, and that is all there is to it, a fact which we do not regret.

At the request of Eugene M. Aaron, made sometime ago in the official gazette, that we offer some practical hints that would be of benefit to the L. A. W., we have in the present issue offered a brief sketch for the consideration of the League, which we hope will help to decide, in the minds of many, whether a monthly League organ would suit them better than a weekly as at present. If our mite will aid in settling this vexed question among the League members, we shall have the pleasure of accomplishing at least some good, and it is with that end in view, that we present to the wheelmen of the United States, and the League members in particular, a form of a monthly official organ for the League of American Wheelmen. The present number complete is but the filling out of the sketch that we submitted to the L. A. W. officers last May in Washington. We have made no improvements over what we offered then, but have kept to our original idea. The officers at that time in their fullness of wisdom chose the *Amateur Athlete* as the official organ, and we think none can gainsay but that the choice was a wise and judicious one on their part.

In order to make our conception of an official gazette as a monthly publication intelligible, we have taken a little liberty with official news. Some of it will be found to be old,—in fact, the greater part of it,—but we hope that it may prove acceptable to our readers, and assist them in determining what they really do want in a League organ.

At the officers' meeting in New York, Feb. 23, a committee was appointed to consider the organ question and to report at the annual meeting.

FROM OUR BRITISH CORRESPONDENT.

During the five weeks that have elapsed since I last wrote you, we have had a surfeit of rain and wind; our roads are in a shocking state, and the hardiest of riders have reduced their performances to a minimum. The *C. T. C. Gazette* this month contains the first announcement of a "prospective tour," which, it is said, was duly carried out, two members of the North London Tricycling Club riding a tandem tricycle towards Birmingham, to attend the Speedwell show. They claim a record of 44 miles in 12h. 20m., which will give some idea of the sort of surfaces they had to plough through.

The exhibitions of the Stanley and Speedwell Clubs have now become matters of history. Both were successful, but the former's glory was a trifle shorn by the boycotting efforts of certain cycle makers; whilst the Speedwell Club, although not threatened by any such defection, had to deplore the absence of several of the best firms, including the Coventry Machinists Co., Limited, Starley Brothers, Hillman, Herbert & Cooper, and the Sparkbrook Company.

The Stanley show was held in a large marquee erected for the occasion on a plot of building-land on the Thames Embankment. It remained open from January 28, to February 3, the charge for admission being a shilling. Chief among the bicycling exhibits were some "New Rapid" roadsters, by the St. George's Engineering Company, built expressly for Clark & Co., Baltimore, with a view to the wants of the American market; this firm also showed a racer with a beautifully rigid laced-spoke wheel. The handle-bar of the roadster is removable by means of two cotters; a similar removable handle-bar was exhibited on the Sanspareil bicycle; and Rucker had a handle-bar allowing one-half to be detached from the central lug. Carver came out with one of his hollow spoke bicycles which were so popular several years ago, and the burnish upon which is so bright as to be mistaken for plating. Travers's racing bicycles are becoming popular; one scaling nineteen pounds was exhibited with a nickel-plated saddle, uncovered.

It was in dwarf bicycles—misdubbed "safety"—that the most novelty was apparent, nearly every firm turning out a machine of this class. The Rudge and its imitators were most numerous as a class; these machines drive the front wheel by two chains gearing a 36-inch wheel up to 60-inch, more or less, as required by the purchaser; their safety depends upon the amount of rake, which is at its minimum in the Rudge and its maximum in the Challenge, but the greater the rake becomes the more tricky and unsteady is the steering; thus, on the Rudge itself the rake is so slight that a good bicyclist can ride without using his handles, but on the Challenge the steering is very unsteady until the rider becomes accustomed to it. The second class of dwarf bicycle is reversed; the rear wheel is driven by a chain, and the small front wheel steers, sometimes by a sloping steering-post, at others by an upright steering-post with bridle-rods to connect it to the steering-fork head. This pattern needs considerable practice to ride well, but the machines with vertical steering-posts are generally found steadier than those with sloping posts; the ordinary bicyclist on mounting one finds himself all at sea, the feet being powerless to assist in steadyng the bicycle, and the small wheel being so easily turned from side to side that a tight hand has to be kept on the steering bar, and a continual movement

from side to side maintained to preserve the balance.

The Rover is a sort of cross between the two. Its small rear wheel drives, but instead of a smaller front wheel it has a larger front wheel which steers, the action being steadier than with a diminutive steering wheel.

The Devon is a notable exception. Built on the second-class pattern above described, with sloping steering-post, it very much resembles the American Star in appearance, but it has the peculiar quality of an adjustable rake, the saddle and treadles swinging on their center and being locked in any required position, after the fashion of the Devon swing-frame tricycle.

The Sterling is another departure. Resembling the Rudge in outline, it is worked by means of two inter-gearred toothed wheels, instead of two wheels and a chain; the action of the pedals is consequently backward, the feet rotating in a direction opposite to that of the wheel. This motion is not so difficult to become accustomed to as might be expected; I rode the machine at the first trial.

The Rucker dwarf "safety" was the most novel thing in the whole exhibition. It is convertible for one rider or two riders. As a single, it resembles the Rudge, but when required for two riders an extra saddle is placed in front of the head, and another pair of pedals, handles, and chains being fitted, two men ride it, only the rear one having control over the steering. It ought to be very fast, but of course such a small machine looks the height of absurdity with two tall men huddled together on it.

In tricycles the most noteworthy exhibits were as follows: "Cripper" style tricycles in several modified forms; these are front steering, double driving, central-gearred tricycles; with a handle-bar on a sloping or vertical steering-post, instead of side handles and rack-and-pinion steering. Humber, Cunard, Carver, Rucker, Invincible, Quadrant, and others were shown in this style. The last named, the Quadrant, is a noteworthy departure from beaten tracks, steering forks being done away with, and the very large steering wheel used taking its bearing upon quadrant-shaped runners, so that there is a rigidity about the steering and a diminution of vibration that is very noticeable.

The "Hansom" was the totally new tricycle, but it has yet to bear the test of actual riding; everything in it, from foot motion to saddle and handles, displays originality.

A wonderful ten-speed tricycle is, like the mammoth locomotive engine, a magnificent failure.

Tandem tricycles in many forms were exhibited, but many so-called were in reality tandem quadricycles, more or less on the Club tandem principle. The Centaur Company's machines were all well-balanced tricycles proper, one new mount being adapted for two ladies to ride, instead of necessarily a pair of riders of opposite sexes.

Hudson's Connection is of various shapes, consisting of a tube with suitable terminals to connect the two driving wheels and frames of any two tricycles, the steering wheels being removed, to convert them into a tandem quadricycle.

Carrier tricycles in various forms were in profusion, front and rear steering tricycles, in various styles, being provided with large baskets for the carriage of parcels.

Amongst the "white elephants," two were noticeable. The Remicycle is a tricycle with rowing

motion, working with oar-like levers connected to the wheel hubs by steel wire cords passing around clutch discs. The Monocycle Tetrakis is a huge quadricycle made of four bicycle front wheels, forks and handles, connected in a square by a dreadful looking series of stays and rods.

What occasioned more attention than anything else at The Wheeleries—as the Stanley Club's tent was called—was the new water cycle patented by John Keen, the veteran professional. This consists of two canoes, joined by tubing, with a raised saddle, handle-bar, and pedals, for a rider. Thus far it resembles the American Marine bicycle; but in place of screw-propellers, the water cycle is propelled by two floats attached to connecting rods in such a manner that the floats sweep through the water as the pedal crank descends, and at the moment when the cranks are at their dead-centers the floats are both clear of the water. Keen is making some very fast time on this machine, on the river Thames, beating the fastest of double-sculling men in racing boats; and he intends to mount a second set of pedals and floats, to connect it into a tandem, before crossing the channel to France on it.

Amongst sundry exhibits, a tricycle lamp, fitted with electric light, attracted some attention, but its weight and expense will be too great for general adoption. The celebrated "cradle" springs were shown in two improved forms, and a radical improvement consists in their prices being reduced all-round to half a guinea. The "Crypto Dynamic" two-speed gear for hill-climbing has now stood the test of considerable use, and was exhibited in tricycles of various patterns; a special form of "Crypto" is now made for export, all being ready for affixing to any tricycle.

At one end of the marquee, a group of "record machines" was displayed, consisting of Humber tricycles, Invincible tandem tricycle, Kangaroo and Facile safety bicycles, and Humber racing bicycle, which now hold most of the records for fastest times on the road and the path.

The Speedwell Bicycle Club's exhibition opened at Bingley Hall, Birmingham, only two days after the Stanley show had closed in London. Many of the machines were the same at both places, but at the Midland metropolis there was no limit placed on the multiplication of *replicas*. The Stanley Club have a wise rule against any more than one machine of identical pattern being exhibited; but at Bingley Hall an aggravating display of repetitions was made by some firms, Rudge & Co., notably, occupying a stand running down the entire length of the hall. The attendance of visitors at this exhibition was much smaller, during the daytime, than in London, but after working hours the "Brums" turned out in force, and crowded Bingley Hall, from 8 to 10 p.m., or "from 20 to 22 o'clock," as the new time has it. A wide gallery runs around Bingley Hall, which was available for the practical trial of tricycles and dwarf bicycles, the wobbling about of novices upon the latter unaccustomed mounts producing considerable amusement among the spectators.

There were very few novel points among the Speedwell exhibits which I have not already spoken of when referring to the Stanley show. Several firms produced astonishingly cheap bicycles, sound-looking roadsters ranging in price from £4 up! Lloyd and Dewey, both of Wolverhampton, are the best known firms in these very cheap lines.

The Quadrant tandem is a new departure, the rear rider being provided with a treading motion,

bell-crank levers, taking their fulcrum on the frame, connected with the front pedals, abolishing the need for an extra chain.

Several new stop-bells and gongs were exhibited; but their only points appeared to be excessive complication.

New saddles are plentiful, from the Duryea, introduced from America, down to the laced saddle brought out by a German firm. Lamplugh & Brown increase the flexibility of the Eclipse saddle by suspending the leather across india-rubber buffers, and Levi goes to the opposite extreme by stamping steel plates from a wooden pattern, and asking us to believe that an unyielding surface will be best, on a good spring.

Singer's carrier tricycles attracted much notice; some were fitted as ordinary parcels carriers, with a large basket; others had a milliner's box; one was provided with a parcels "van," as now used for our Parcels Post; and another was fitted up for a dairyman, with large milk-can, bread-basket, and small hand-can.

Prominent in the center of the hall, were a number of large show-cases containing 395 prizes won by nineteen members of the Speedwell Club, the value exceeding £4,000.

It is said that business was brisk at both the exhibitions, the makers at the Stanley in particular, taking more orders than they expected; so that "the season" for the factories has now fairly commenced.

The *Gazette* of the Cyclists' Touring Club appears this month without the usual list of renewed subscriptions. Some 12,000 members, out of last year's 16,625, have renewed their subscriptions, and the Council has determined not to go to the expense of including the list in the *Gazette*, but is having it printed for sale at cost price.

The long-pending lawsuit between Bown and Humber has been terminated by Humber consenting to a decision in Bown's favor, paying costs and agreeing to pay £200 for past royalties, and a future payment of £100 annually for a license to use Bown's patent bearings.

Several rumors of other threatened lawsuits have as yet resulted in nothing. Two or three cycling journalists have been threatened with actions for libel, but their responses to sundry wild demands for apologies and damages have usually been to the effect that the grass will grow green above their graves before they concede either; and the threateners have summarily collapsed.

Another camping project has been mooted. Harrogate is admittedly too far north for Londoners or South of England riders to attend, and last year's Whitsuntide camp at Alexandra Park demonstrated the futility of attempting to run a camp near London. Brighton is now hit upon as a likely scene for a camp, at the period of the August Bank holiday, and there seems every prospect of some Southern clubs taking the matter up and carrying it to as successful an issue as the North of England clubs do the camp at Harrogate.

A paragraph has been going the rounds, originating in an American athletic paper, alleging that G. L. Hillier and his sister will visit America, and ride a sociable, this coming season. In his paper, *The Tricyclist*, G. L. Hillier says that he has only three slight corrections to make; first, he is not going to America; second, he wouldn't ride a sociable if he did go; and third, he has not got a sister! With these trifling revisions, the item may be taken as approximately correct.

Concerning another cycling visitor to your shores, rumor speaks more truly. H. W. Gaskell is about to leave England for Boston, where he will open a depot for the sale of the Coventry Machinists Company's cycles.

The youngest of our weeklies has recently added a striking novelty to its regular features, consisting of a weekly cartoon, after the comic paper style, hitting off the current event of the week.

The Rucker tandem bicycle is now referred to as the long-looked-for "Coming Bi. and Bi."

The tricycle is introduced into the pantomimes on several of our stages this season. At Birmingham, the Trades Procession affords an opportunity for the town of Coventry to be represented by a tricycle as its staple ware; and at Leicester a sociable is impressed into the service for rescuing one of the characters from durance vile, the clown and pantaloon subsequently going through some comic business with the machine.

The Liverpool Local Center of the National Cyclists Union is in the throes of a mighty upheaval. Club jealousy rankles high in Liverpool, and at the annual general meeting of the Center the chairman deprived one of the largest and most active clubs of its right to vote, on some technicality; subsequently the Executive in London ruled that the chairman was wrong, and that the meeting must consequently be held over again. Forthwith the Liverpudlians took umbrage, and determined to dissolve the Center. As yet the dissolution lacks confirmation, it being decided on at an informal meeting; but it is expected in well-informed circles that the Center will at the word be reformed and started anew under fresh management.

The Halesowen and Solihull road-surveyors have again been haled before the magistrates, and it being reported that the roads remain unrepaired, an independent survey has been ordered by the magistrates, and the Union will prosecute the matter in a month's time.

Some of our tricycling clubs have been discovering the fallacy of supposing that women can advantageously be admitted to active membership in clubs on an equality with men. The South London Tricycle Club was the first to adopt female suffrage, closely followed by the North London Tricycle Club. The former club has almost been killed by internal dissensions, in which the women took no small part; but luckily the death of the Tricycle Union removed the chief bone of contention. The North London Tricycle Club has gradually discovered the error of club life for women, and at last has boldly reconstructed its constitution, admitting women to honorary membership only, and inviting them to attend the club runs on certain specified days each month, only.

The January meeting of the National Cyclists' Union council was very largely attended, nearly a hundred delegates being present. The unusual length of the *agenda* resulted in an adjournment, after the Executive and handicappers had been elected. The adjourned meeting took place last night, the principal business being the adoption of a new code of rules and regulations for race-meetings, which had been prepared by the Executive. The draft code contained a fearful quantity of bad grammar and punctuation, the latter being credited to the printers; and after deliberations lasting upwards of four and a half hours the code was revised and adopted, the amateur definition being referred back to the Executive for revision in a more artistic form.

WAVERLEY.

LONDON, ENGLAND, February 13, 1885.

JOHN S. PRINCE.

Editor Springfield Wheelmen's Gazette:—

On receiving your command regarding my procuring a biographical sketch of Mr. John S. Prince, for the February number of your GAZETTE, I made it my business to have a personal interview with Mr. Prince, and to get the only full and complete sketch of the champion ever given to any journal.

On presenting my credentials as your traveling correspondent, the ice was at once broken, and after your request was made known, Mr. Prince stated that he would willingly furnish any information desired by the "prince" of bicycle journals.

JOHN SHILLINGTON PRINCE was born at Langley Green, Birmingham, England, November 27, 1858. From childhood he displayed a taste for athletic games of every description.

Mr. Prince first turned his attention to cricketing, and became a member of an amateur club which was located at Langley Green. The now champion professional bicyclist soon showed such proficiency and superiority at the bat and wickets, that he was singled out to join a professional team, and took an active part in all the club matches, which were many. After a tour of the country was indulged in, Mr. Prince resigned, previous to the club's departure to the antipodes.

Mr. Prince, in 1878, turned his attention to the bicycle, which at that time was commencing to attract general notice. His first lesson was taken on a somewhat improved wheel, made by Mr. Tom Dodd, of Steel-house Lane, Birmingham, which had the then new steel spokes and rubber tire, and was considered a luxury over the old "bone-shaker." Mr. Prince joined the Langley Green Bicycle Club, being soon promoted to its captaincy, and speedily becoming known as a fast amateur. It seems, there was not so strict a line drawn at that time as now between amateurism and professionalism, and the now fastest mile rider in the world rapidly rose to eminence and popularity.

Mr. Prince said, "When I won this silver medal," pointing to a charm on his watch-chain, "I thought I had won a city, but," added the champion, "I suppose all amateurs feel that way on winning their first race."

"Yes," replied Mr. Prince in answer to a question, "I rode many amateur races before turning my attention to the professional path. I suppose my amateur winnings would almost fill a wheelbarrow. My principal races took place around Birmingham, where I am well known. I turned professional late in 1879, only remaining an amateur a little over one year, having found there was little money for me in it, and having tired of my trade, which was that of a brass founder. I at

once challenged the leading professionals of that time, which were John Keen, Fred Cooper, David Stanton, and others."

Mr. Prince created great excitement by his fast riding, on his entering into professionalism, and met and defeated the following good ones: John Keen, Fred Cooper, Gillett, Bills, James, Owen, Palmer, Johnson, Terront, De Civry, and others. In the memorable dead heat run with Fred Cooper, the "run off," which Prince won, placed him very high in public opinion, for at that time Cooper was thought to be invincible. The distance was one mile, and the event took place at Leicester. Three Wolverhampton handicaps in succession were the never fading laurels added to the fame of the boy from Langley Green, and I believe Mr. Prince is the only man who enjoys the honor of three in succession.

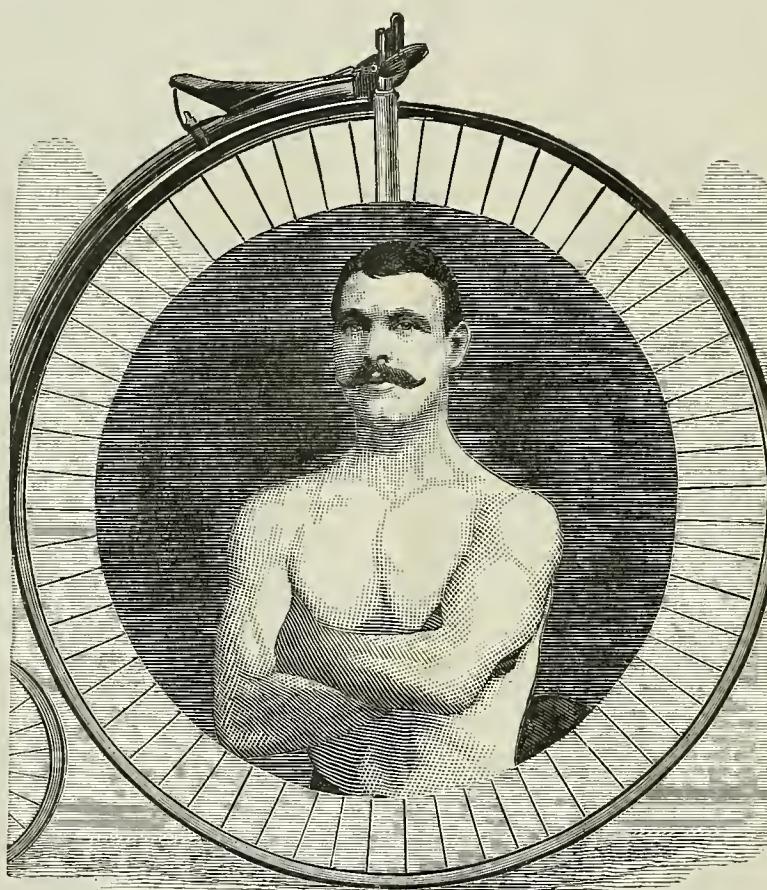
keeping behind them, riding easily. When one-half the distance had been covered the stranger, who was riding a Yale, keeled over endwise, and the others keeping on looked as if they would have a soft thing, when, lo! the unknown straightened out his handle-bar and pedal, which had been hurt in the fall, and springing into the pig-skin rapidly overhauled his now far-advanced competitors, and beat them on the post, to the utter astonishment of the competitors and spectators. Rollinson gasped "Wood!" Wilson, "Cooper!" and Harrison said "Howell!" but it soon leaked out that the stranger had forgotten to add the important last word, "Prince," to "John Shillington."

Afterwards, Mr. Prince challenged the Harrison brothers to ride conjointly against him, defeating them easily. Mr. Fred Rollinson was then anxious to "down" the newcomer, also meeting with defeat.

Mr. Prince's other races are many; the most important ones being against LeRoy and his horses, with Rollinson as partner; his races against L. T. Fry; against Woodside, Young, Neilson, and Wilson, beating the four in a 20-mile race, in which he allowed them to change every five miles. His many races against horses, and all comers who cared to tackle the "invincible," are too numerous to mention.

Mr. Prince has identified himself with and brought out nearly all the fast amateurs of America, including R. P. Ahl, of Boston,—the first man to make a mile inside of three minutes, in this country, and who, though he was somewhat of a weak lad, after a few weeks' careful practice with Prince astonished racing men by his bursts of speed,—J. S. Dean, Eliot Norton, A. D. Claflin, E. P. Burnham, Underwood, and, last of all, the phenomenon, Mr. George M. Hendee, of Springfield.

Says Prince, "In the latter part of 1882, Mr. Ducker, of Springfield, asked me to try 'George,' as he thought there was something in him. Well, I took him in hand, and trained



JOHN S. PRINCE.

In the summer of 1881, a professional race was advertised at Hingham, Mass., and consulting the programme the reader found that the entries consisted of Fred S. Rollinson, the then champion of America; John Wilson, "the Boston flier"; Thomas Harrison, and a new name, which read, "John Shillington."

The bicyclists and people familiar with the sport wondered who the stranger could be, having never heard of him before. When the bell rang for the start, all the riders came to the post, and Mr. "John Shillington" was sized up as a bad man. His immense muscular proportions alarmed his competitors, and they "felt in their bones" that the stranger was no ordinary rider. The word "go" was given; the distance was two miles, the others making the pace, the unknown

him thoroughly for several weeks. Oh, what walks I gave him! You would have laughed to hear George ask, "Prince, when will dinner be ready? I'm hungry enough to eat a brass monkey." Yes, that was a good sign. In an interview with Mr. Rankin, the representative of the *English Sportsman*, when I said that I thought Hendee would soon beat the then amateur record of the world for one mile (2.45), the English papers gave us the laugh. Well, hasn't he done it? Yes, and he can beat the present one-mile record under favorable circumstances."

Asa Dolph, the star of the West, is another of Mr. Prince's pupils. 2.40½ is Mr. Dolph's mark.

With this showing I think the amateurs of America will give the champion credit, and entertain a strong affection for the man who has done so

THE SPRINGFIELD WHEELER'S GAZETTE.

HENRY E. DUCKER, President.

SANFORD LAWTON, Secretary.

W. H. JORDAN, Vice - President.

CHARLES A. FISK, Treasurer.

THE
GRAND

THE
GRAND



→ INTERNATIONAL * MEETING ←

— AND —

BICYCLE * TOURNAMENT

OF THE

→ SPRINGFIELD * BICYCLE * CLUB ←

WILL BE HELD AT

SPRINGFIELD, MASS., U.S.A., SEPTEMBER 8, 9, & 10, 1885.



———— : REMEMBER THAT : —————

This will be the Third Annual Revision of Records !

New Records are made annually at Springfield !

Springfield has the Best Half-Mile Track !

All Riders wishing Records will be on hand !

Those wishing to see Records made will have to come to Springfield !

This will be the One and Only Great International Meeting for the Year 1885 !

All will be on hand ; if not, why not ?

There is only one SPRINGFIELD BICYCLE CLUB.

It is located at SPRINGFIELD, MASS., U. S. A.

2.39 MUST GO !

SLOW, BUT SURE !

Only 1293 Wheelmen and 121 new Cities and Towns have been added to our List since November 20, or in the three winter months. This is altogether too slow to suit us.

WHEELMEN, ATTENTION !

We must have at least 500 names per month, for we have started out to have 20,000 Wheelmen as constant readers of THE SPRINGFIELD WHEELMEN'S GAZETTE.

REMEMBER, we are not yet two years old; but our past record is a guarantee of the future, so send in your subscriptions at once.

FOR * COMPARISON *

The following Table shows the increase on the List of THE GAZETTE for three months ending February 20, 1885.

STATES.	Nov. 20, 1884.		Feb. 20, 1885.		STATES.	Nov. 20, 1884.		Feb. 20, 1885.	
	NUMBER POST-OFFICES.	NUMBER WHEELMEN.	NUMBER POST-OFFICES.	NUMBER WHEELMEN.		NUMBER POST-OFFICES.	NUMBER WHEELMEN.	NUMBER POST-OFFICES.	NUMBER WHEELMEN.
MAINE, . . .	24	173	26	193	ARKANSAS,	1	1	1	1
NEW HAMPSHIRE, .	47	294	51	298	KANSAS,	19	65	19	74
VERMONT, . . .	23	126	24	137	TEXAS,	6	34	7	36
MASSACHUSETTS, .	205	2354	209	2584	ARIZONA,	3	33	3	33
RHODE ISLAND, .	8	136	9	154	COLORADO,	3	50	3	54
CONNECTICUT, .	67	883	69	936	UTAH,	3	27	3	28
NEW YORK, . . .	246	2291	267	2507	MONTANA,	4	7	7	13
NEW JERSEY, . . .	87	684	88	741	OREGON,	6	24	8	58
DELAWARE, . . .	2	4	2	4	WYOMING,	5	51	5	51
PENNSYLVANIA, .	173	1356	189	1550	DAKOTA,	10	20	10	20
MARYLAND, . . .	11	240	12	275	NEBRASKA,	7	23	7	26
DISTRICT OF COLUMBIA, .	4	159	4	169	CALIFORNIA,	15	171	16	176
VIRGINIA, . . .	5	16	15	64	NEW MEXICO,	2	2	2	2
WEST VIRGINIA, .	2	17	3	17	WASHINGTON TERRITORY,			1	1
NORTH CAROLINA, .	10	38	10	39	CANADA,	54	824	62	916
SOUTH CAROLINA, .	5	43	5	44	ENGLAND,	28	197	40	200
GEORGIA, . . .	11	50	11	50	NEW ZEALAND,	7	34	7	34
ALABAMA, . . .	5	29	5	31	GERMANY,	4	7	4	7
TENNESSEE, . . .	10	109	10	112	SCOTLAND,	1	1	1	1
KENTUCKY, . . .	20	152	21	155	WEST INDIES,	1	1	1	1
OHIO, . . .	165	1104	171	1143	CUBA,	1	1	1	1
ILLINOIS, . . .	56	461	58	482	AUSTRALIA,	1	1	1	1
INDIANA, . . .	50	233	57	260	JAPAN,	1	2	1	2
MINNESOTA, . . .	17	118	17	133	FRANCE,			3	4
MICHIGAN, . . .	47	302	48	303	MEXICO,			1	1
WISCONSIN, . . .	20	145	24	157	BERMUDA,			3	5
IOWA, . . .	39	224	39	225	NEWSDEALERS AND AGENTS,		445		510
MISSOURI, . . .	14	120	15	147	Total Number,	1,557	13,912	1,678	15,205
LOUISIANA, . . .	2	30	2	39					

To those Wheelmen who this month receive a Sample Copy, we would say that our Subscription Price is

ONLY 50 CENTS PER YEAR.

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

much for the sport. Before Mr. Prince's arrival in Boston, racing was on a very small scale, and when I say that he has done more for it than any other single individual, I do not overshoot the mark. His memorable performance in the mile at Springfield is fresh in the memory of all, and the champion assures me that he will chip the record again before 1885 is through.

Mr. Prince has important plans on hand, which will be given to the GAZETTE in due time.

Mrs. Prince, the pretty little English wife of the champion, is a pleasant and entertaining conversationalist, and takes great interest in her husband's success, being always present at all of his "big races"; she helped Mr. Prince this morning to furnish me with this sketch. There is not a happier couple in America than these people; all is sunshine in their life. The interview being brought to a pleasant close, in a social chat, Mr. and Mrs. Prince send THE WHEELMEN'S GAZETTE their best wishes.

Yours,

"SPOKES."

AN AVERAGE SOUTHERN ROAD TRIP.

"Where are you boys going this morning?" was asked by a prominent man of the city, of Messrs. Horton, Polhill, Flynn, Guernsey, Gamble, and Winberg, of the Macon Bicycle Club, who were discussing some road question on a street corner before leaving on a trip.

"We're going to Fort Valley to have dinner," was the reply of Captain Polhill.

"Well, you boys can take it your own way, but I'll take the train to-morrow morning and beat you there."

Fort Valley, the object of our destination, is a small town situated about thirty miles from Macon, Ga., and although we had traversed the many roads leading out of the city we had never gone over six miles upon the Fort Valley road, consequently we decided to try that once, come what would. So, after a good deal of trouble in getting off, we found ourselves under good headway about 10.30 A. M., not one of us taking anything along to eat, but all expecting to reach the small town of Byron, seventeen miles distant, by twelve o'clock, and get dinner there. But, alas! our expectations were never realized. We had along in the party two men who were rather new to long road riding, and naturally they were expected to furnish fun for the party. We pulled along well together and were going at a fair rate of speed, when we were informed by one of our new men that he had come out for a club run and not for a club race. At this we began to moderate our speed and come down to steady riding. The sun was out in full force, and before going any distance water was in great demand. We were by this time over the best part of the road, as far as we knew, and a glance at the mile-posts that we occasionally caught a glimpse of showed us that we had ridden our first seven miles by the watch in forty minutes; our new men continued to hold their own, and we had about given up the idea of seeing them indulge in a few harmless headers.

After a halt of fifteen minutes, in which time we oiled our machines and wet our throats, we proceeded on our way. A ride of four hundred yards soon convinced us that to proceed faster we must ride slower; we had struck sand, and it was the "sandiest" sand that ever sand was; so with one accord we dismounted and began to trundle our machines wheelbarrow fashion before us. Six in a line, one after another, we presented a sight

never to be forgotten by the darkies that began to congregate along the roadside. A note from our bugler would bring out the whole population *en masse*. The old darkies would hold the little ones on their shoulders and we would hear them say, "Look er yander, sonny."

The sandy road continued and we were all getting tired of the wheelbarrow business, when one of the new men suggested that we halt and oil our machines. No attention was paid to his remark and we continued to plod our weary way through the sand. It was now near twelve o'clock and the prospect of our getting dinner was growing slimmer. The new men were kicking on account of the bad road, and even the old "regulars" were looking somewhat blue. We were only nine miles from our starting place, with sand to the right of us, sand to the left of us, sand in the front and the rear of us. Some wanted to return, some argued that not knowing the road ahead of us who could say that it was not better. We decided to go ahead, as it would never do to go back to town and be the laughing-stock for all. The next mile we were able to ride a little occasionally, but not to amount to much. Still we kept on, hunger and heat pushing us and we pushing our machines, for another half hour, when we were again upon ground that would bear riding.

What a relief! We all got jolly and our bugler tooted his bugle to the merriment of our crowd and the consternation of the small darky. In our exhilaration on account of the fine roads we out-distanced one of our new men, and when he was thought of we straightway halted at the summit of a steep hill that we had just ridden up, to await his coming. Cigarettes were out and we were enjoying a sociable smoke, when we caught a glimpse of our tardy companion about half a mile behind. Something was wrong with his uniform or else he had replaced his blue stockings for white ones. Down the hill he came.

"Bet he don't pull to the top!" said one. "The boy has worked his stockings off."

"He'll make the hill just the same," rang in the other new man, who didn't like the idea of his partner being ridiculed.

Up he came, puffing and blowing, with stockings hanging down below the pedals and at every revolution almost touching the ground. He said that he didn't have time to fix them, as it was up one hill and down another. But he made the hill, and upon dismounting claimed that we tried to lose him, but it would be a cold day when he got left.

"It will!" said the captain. "Then mount, boys, and be off."

"Oh, boys," remonstrated the weary cyclist, "pray don't leave me here! You all have rested and now when I get here you are ready to go. How do you expect me to keep up with you?"

So, after giving him a rest, we put off again, but the roads were becoming sandy and we made no progress whatever. Nevertheless, with determination in our hearts, we pressed on and at last came up with the railroad that passed the town at which we intended to take dinner. We stood at the crossing. What should we do? As far as we could see up the road there was sand; if we looked back it was sand.

"Suppose we try the railroad, boys," suggested one, "it cannot possibly be worse than the other."

"Anything so we get there," said we, and one after another we commenced walking along in the center of the railroad . . . every hundred yards

or so there were some kind of pits or obstruction that necessitated our lifting the machines over. Many a time one might have heard the remark, "If I'm ever forgiven for this I'll never be caught in this country again." We tried to ride up the road-bed but soon found that we got along faster walking. If it is hot anywhere in the world you will find it hotter on a railroad. The day of our trip was an exceptionally hot one for the time of year, and, taking into consideration our walking and pushing our machines, we had no envious piece of work.

Gradually four of our men worked ahead and the others scattered along the line of road. As we were passing the fourteenth mile-post our bugler informed us that it was three miles before we reached our dinner station. Many were the sighs that escaped at this, but with manful hearts we trundled onward. I verily believe that if a buyer for each machine had at that moment presented himself, six machines would have instantaneously changed hands. The fifteenth mile-post was passed, no town in sight yet. Hunger and thirst were getting the mastery of us. We struck a spring at last and if ever men drank water we did. After the drink we felt better and struck out anew with a vim. We began to notice that the center of the road was getting better, and we were able to ride over it but with a continual jolt. We had left our two new men at the spring, and, riding on, the town soon came in sight. Our hearts beat wildly at the thought of dinner; one mile more and all would be over. Ordinarily what would a bicyclist count a mile between himself and dinner? Nothing. But circumstances alter cases and our case at that time was pretty serious to contemplate. The nearer we got the stronger the passion for eating. A peep at our watches indicated 2.15 P. M. Guernsey, the youngest man in the party, pulled to the front, and Flynn, an old rider, dropped to the rear. Messrs. Guernsey, Horton, and Polhill arrived at the long-wished-for place first, with Flynn ten minutes behind. We were sitting at the railroad depot waiting as Flynn pulled up.

"Dinner, boys, or I'm a dead man," were his first words.

"No dinner here," was the discouraging response; "they can't afford a hotel."

"What, nothing to eat!" and he fell to the ground seemingly exhausted, mumbling words that are not often found in Sunday-school books.

After a rest of ten minutes he was all right and the next thing in order was to find something to eat. We tried several private houses, but they all seemed afraid of us. We would take anything, no matter what, so that it was fit to eat. They all refused us. Grim despair looked us in the face and we sat down to contemplate our situation. There were plenty of stores close by, but it was Sunday and they were too religious to sell us anything on the Sabbath. The great, good people! Oh, yes, they would work a poor negro all the week, and when Saturday night came give him a yellow dog and tell him to go sell it for his week's wages. That was business and it is Sunday now; we can't open our stores, it would be a desecration of the Sabbath. Such philosophy! such philosophers! Our new men had not arrived yet and we were glad of it, for if they had heard that we could not get any dinner it would have been the last of them.

At last a young man, who seemed as though he took compassion on us, offered to open his store

provided we would be quick in getting what we wanted. Good enough! Away we went to the store; once inside we were all right; I remember something about "cider" and I also recollect the storekeeper telling us the keg was dry. Horton did the purchasing for the crowd, two pounds of cheese, a fourteen pound bag of soda crackers, three boxes of sardines, two pounds fat meat, fifteen eggs (all he had), one dozen oranges, two quarts meal, some pepper, lard, and salt. Flynn was the hungriest man in the crowd, and before the door was closed on us he had eaten four oranges, half a pound of cheese, a handful of crackers, and drank three glasses of cider, besides the raisins and candy he had taken without paying for.

At length we found an old negro who was not so religious as the others and he consented to cook for us if we would give him one dollar in advance. It didn't take long to cook our provisions. The dinner being ready, and as after an hour the new men had not arrived, we had commenced to devour it, when the crowd outside was heard yelling, and going to the door we perceived one of our late arrivals coming for life and death with a whole gang of youngsters, white and black, at his wheels.

"Where's Tex?" we asked.

"I don't know; I left him up at the spring drinking water and fussing because it did not run fast enough for him."

So we all five pitched in and never in our lives did fat meat and corn bread taste so good as it did then. I forgot to mention that in frying the eggs there was a chicken in one, but there were also three more eggs in the pan and we could ill afford to lose the quartette at that particular time. A spoon was brought to the rescue and Mr. Chicken helped out of the pan. We saved some dinner for Tex and had just laid it away for him when he put in an appearance. We told him of the chicken transaction, but there was no stop there. Eggs, corn bread, fat meat, sardines, cheese, soda crackers, and oranges helped to fill an abyss that was growing larger at every moment's delay, until he too was compelled to admit that he had had enough once more in his life.

After dinner we summarized our trip, — Left Macon at 10.30, arrived at Byron 3.30, — five hours going seventeen miles! Figuring on the same road how long before we should reach Fort Valley, thirteen miles distant? Sometime about midnight would strike it right. We concluded not to attempt it but remain where we were until a train came that would take us home in thirty minutes. We loitered around the place by ourselves, hardly daring to converse with any of the "natives" for fear of insulting their religious tendencies, and our only audience for the little riding that we indulged in was the small boy and the negro population, who eyed us severely and thought they saw no good in us except it might be as the heralders of some circus.

Our train came in at 6.20 p. m., and after putting our machines aboard we bade adieu to that religion-loving section and were soon at home telling all about our fine trip to Fort Valley and back.

B. I. CYCLE.

H. D. Corey, of Boston, has been presented with a beautiful miniature silver bicycle, 6 1-2 inches high and 6 inches long, perfect in the details of its construction.

THE BICYCLE BEATEN.

A WILLIAMSPORT MAN CLAIMS TO HAVE A WAGON THAT WILL DO AWAY WITH HORSE FLESH, AND KINDRED LOCOMOTION, ETC.

Williamsport may feel well satisfied with many useful and important inventions that are perfected from time to time by citizens of the place. In fact, some of the most remarkable discoveries of the century were given to the public through the ingenuity and patience of intelligent Williamsporters. While some of the inventions may not be so much of a blessing to mankind in general and a profit to the inventor, there are some that are both useful to the public and prove profitable to the one who originated them.

Among the latest inventions from a Williamsporter's fruitful mind is the one just completed by Septimus W. Jones, a well-known carriage manufacturer in this city, and who resides at 32 Pine street. Mr. Jones's invention is a

BUGGY PROPELLED BY LEVER POWER.

The inventor has spent two years' time, considerable money, and no doubt much patience in perfecting his patent, which may in time do away with horses now used in propelling buggies and wagons hither and thither on our public thoroughfares. It will, moreover, in time take the place of the bicycle, as it is operated with greater facility, less danger, and just about one-third as much power. The speed is equal to and perhaps more rapid than the two-wheeled vehicle so propelled in the athletic arena of to-day.

This wonderful vehicle is nothing more nor less than what is known as the gearing of an ordinary buggy, with the exception of the rear axle, from whence the propelling motion is obtained. This part of the buggy serves both as an axle and a crank, to which the lever rods are attached. The levers are firmly connected with the above-mentioned rods in the central portion of the framework surmounting the wheels. There is no dead center in the rear axle, which is on the same principle as locomotives. The seat for the rider and operator is directly over the rear axle, and the handles of the lever are about on a level with the chest of the party operating them, and work on a parallel surface, always standing erect. While the right hand lever moves away from the person, the left hand comes back. Two strokes of the lever—out and back—give one revolution to the hind or driving wheels, which are thus carried over the surface of twelve feet. In other words, since the levers move sixteen inches each way, the hand travels thirty-two inches for every one hundred and forty-four inches the buggy travels in the same time. It must, however, be remembered that but very little real labor is required to keep the levers in motion on an ordinary fair road, as there is even a surplus strength in a man's little finger to move along rapidly under such circumstances. On muddy, sandy, or rough roads, or up an elevation, it of course requires a little more exertion, just as a horse would have to step more firmly in such cases. Mr. Jones assured the reporter that a boy fifteen years old can very easily work the levers of a buggy weighing 200 pounds, and travel with ease a distance of from six to seven miles an hour on an ordinary road.

There is also a lever attached to the front axle, with which the buggy can be guided either by the foot or the hand. The guiding is very easy and perfect, and a turn can be made in a comparatively small space. The buggy the inventor has on hand

at the present time is built to carry one man, although it can be so fixed as to accommodate two, three, or four. Additional lever handles may be supplied to furnish each passenger with facilities to exercise his propelling powers, the same as duplicate oars on a row boat. More human or other freight loaded on the buggy, of course, makes progress more irksome and slow, providing one man has to furnish all the power for three or four.

It is a perfectly safe vehicle in which to travel, and on good roads a man can, without the slightest difficulty, make ten miles an hour. The cost of constructing a buggy of this kind depends on the kind of material used, and the weight required. The one Mr. Jones will have on exhibition in a few days weighs about 200 pounds, and will cost about \$125. The same patent can be utilized in a heavy lumber wagon or a miniature buggy for a child's use. As it requires no special training to operate it, the lever buggy will be found far more desirable for ordinary light and speedy travel than the bicycle or tricycle. It will in time be just the conveyance for those who may have to travel from one to five miles an hour to their business or work. It will save much time and the expense of keeping a horse. To sum it all up the inventor can congratulate himself on having furnished mankind with an article that will in time prove of great benefit to himself as well as the people in general who live in an ordinarily level country.—*Sun and Banner.*

SOME HOOSIER LEGISLATION.

Verily it is high time for the fool-killer to again go abroad in the land, and Indianapolis should be taken in on his route. There are three bills pending before the present State Legislature that are certainly marvels of idiocy. One is a measure to allow cattle to run at large on the highways; another is a bill requiring railroads to erect platforms at intervals of not more than two miles along their lines, and stop their trains at these embryo stations. The last is a bill to prohibit the riding of bicycles on the public highways. The first two bills are ridiculous, but not more so than the last. Are our battles for our rights and liberty never to have an end? Are they to be still questioned after the bicycle has been accepted as a carriage entitled to the same uses as other carriages on the highways by every civilized country on the face of the globe? Are our rights to be still doubted after the Supreme Court of the United States and the Court of Queen's Bench in England have plainly stated what they are? We trow not. We have had occasion to trow on this subject several times before; have generally found our trow about correct, and will continue to trow until every pin is down, and then will set 'em up in the other alley. There is not the slightest occasion for alarm on account of this preposterous bill. If it were passed, every bicyclist in the land would roll his wheel over it in contempt. In the first place, we believe there are enough men who have brains in the Legislature to defeat it. In the second place, we feel confident that Governor Gray would not sign such a bill. In the third place, the Supreme Court would set it aside, if he did. In Ohio, some two years ago, some mossback introduced a similar bill into the Legislature, and saw it defeated. Last year some ignoramus in Kentucky got a similar bill through the Legislature, but the governor refused to sign it, and there is no law now in force in the world that can bar the rider of the wheel from the public highways.—*World, Fort Wayne.*

COMPARATIVE CYCLING RECORDS.

AMATEUR BICYCLE.

AMERICAN.

HOLDER.	DATE.	TIME.	MILES.	ENGLISH		
				TIME.	DATE.	HOLDER.
George M. Hendee	Oct. 16, 1884	.38 1-5	1-4	.39	Aug. 23, 1884	H. A. Speechley
Sanders Sellers	Sept. 9, 1884	1.18 1-5	1-2	1.19 3-5	July 3, 1884	A. Thompson
George M. Hendee	Oct. 16, 1884	1.59	3-4	2.01 3-5	June 7, 1882	H. L. Cortis
Sanders Sellers	Sept. 9, 1884	2.39	1	2.41 1-5	June 7, 1882	H. L. Cortis
H. W. Gaskell	Sept. 17, 1884	5.42 3-5	2	5.33 2-5	Sept. 11, 1884	R. H. English
George Webber	Sept. 17, 1884	8.50 2-5	3	8.32	Sept. 25, 1884	G. L. Hillier
Lewis B. Hamilton	Sept. 17, 1884	11.55 2-5	4	11.24	Sept. 25, 1884	G. L. Hillier
H. W. Gaskell	Sept. 17, 1884	14.51	5	14.18	Sept. 25, 1884	G. L. Hillier
Lewis B. Hamilton	Sept. 18, 1884	18.50	6	17.33 3-5	Sept. 11, 1884	R. H. English
Lewis B. Hamilton	Sept. 18, 1884	21.57	7	20.30	Sept. 11, 1884	R. H. English
John Brooks	Sept. 16, 1884	24.45	8	23.28 4-5	Sept. 11, 1884	R. H. English
John Brooks	Sept. 16, 1884	28.06 2-5	9	26.22 2-5	Sept. 11, 1884	R. H. English
Sanders Sellers	Sept. 16, 1884	31.04 2-5	10	29.19 2-5	Sept. 11, 1884	R. H. English
T. W. Midgley	Sept. 20, 1883	35.44	11	32.19 2-5	Sept. 11, 1884	R. H. English
T. W. Midgley	Sept. 20, 1883	38.55	12	35.15	Sept. 11, 1884	R. H. English
E. Pettus	Sept. 20, 1883	42.09	13	38.16	Sept. 11, 1884	R. H. English
E. Pettus	Sept. 20, 1883	45.34 3-5	14	41.26	Sept. 11, 1884	R. H. English
E. Pettus	Sept. 20, 1883	48.55	15	44.29 3-5	Sept. 11, 1884	R. H. English
C. D. Vesey	Sept. 20, 1883	52.11 3-5	16	47.26	Sept. 11, 1884	R. H. English
C. D. Vesey	Sept. 20, 1883	55.27 3-5	17	50.22	Sept. 11, 1884	R. H. English
E. Pettus	Sept. 20, 1883	58.54 3-5	18	53.20	Sept. 11, 1884	R. H. English
E. Pettus	Sept. 20, 1883	1.02 25 3-5	19	56.15	Sept. 11, 1884	R. H. English
C. Frazier	Sept. 20, 1884	1.05 46 1-5	20	59.06 3-5	Sept. 11, 1884	R. H. English
C. D. Vesey	Sept. 20, 1884	1.09 15 2-5	21	1.03 45 2-5	Sept. 22, 1880	H. L. Cortis
E. Pettus	Sept. 20, 1884	12.51	22	1.06 51 3-5	Sept. 22, 1880	H. L. Cortis
E. Pettus	Sept. 20, 1884	1.16 25 3-5	23	1.10 09 3-5	Sept. 22, 1880	H. L. Cortis
H. J. Hall, Jr.	Sept. 20, 1884	1.20 05 1-5	24	1.13 26 3-5	Sept. 22, 1880	H. L. Cortis
C. Frazier	Sept. 20, 1884	1.23 10	25	1.16 41 3-5	Sept. 22, 1880	H. L. Cortis
W. S. Clark	Feb. 21, 1880	1.37 16 1-2	26	1.22 06	Aug. 25, 1883	H. F. Wilson
W. S. Clark	Feb. 21, 1880	1.41 27	27	1.25 48	Aug. 25, 1883	H. F. Wilson
W. S. Clark	Feb. 21, 1880	1.44 50	28	1.29 18	Aug. 25, 1883	H. F. Wilson
W. S. Clark	Feb. 21, 1880	1.48 26	29	1.32 40	Aug. 25, 1883	H. F. Wilson
W. S. Clark	Feb. 21, 1880	1.52 29	30	1.35 55 1-2	Aug. 25, 1883	H. F. Wilson
W. S. Clark	Feb. 21, 1880	1.56 38 1-2	31	1.39 08	Aug. 25, 1883	H. F. Wilson
W. S. Clark	Feb. 21, 1880	2.00 39 1-2	32	1.42 43	Aug. 25, 1883	H. F. Wilson
W. S. Clark	Feb. 21, 1880	2.04 44	33	1.46 03	Aug. 25, 1883	H. F. Wilson
W. S. Clark	Feb. 21, 1880	2.08 47	34	1.49 31	Aug. 25, 1883	H. F. Wilson
W. S. Clark	Feb. 21, 1880	2.12 34	35	1.52 58	Aug. 25, 1883	H. F. Wilson
L. H. Johnson	Feb. 21, 1880	2.17 08	36	1.56 27	Aug. 25, 1883	H. F. Wilson
L. H. Johnson	Feb. 21, 1880	2.20 58	37	2.00 00	Aug. 25, 1883	H. F. Wilson
L. H. Johnson	Feb. 21, 1880	2.24 06	38	2.03 27 1-2	Aug. 25, 1883	H. F. Wilson
L. H. Johnson	Feb. 21, 1880	2.28 40	39	2.06 49 1-5	July 29, 1882	M. H. Jephson
L. H. Johnson	Feb. 21, 1880	2.32 45	40	2.10 05 4-5	July 29, 1882	M. H. Jephson
L. H. Johnson	Feb. 21, 1880	2.36 41	41	2.13 31 3-5	July 29, 1882	M. H. Jephson
L. H. Johnson	Feb. 21, 1880	2.40 31	42	2.16 51 2-5	July 29, 1882	M. H. Jephson
L. H. Johnson	Feb. 21, 1880	2.43 47	43	2.20 18 4-5	July 29, 1882	W. K. Adam
L. H. Johnson	Feb. 21, 1880	2.47 25	44	2.23 42 1-5	July 29, 1882	C. D. Vesey
L. H. Johnson	Feb. 21, 1880	2.51 07	45	2.27 05 4-5	July 29, 1882	M. H. Jephson
L. H. Johnson	Feb. 21, 1880	2.54 50	46	2.30 32 2-5	July 29, 1882	Hon. I. K. Falconer
L. H. Johnson	Feb. 21, 1880	2.58 34	47	2.34 04 3-5	July 29, 1882	M. H. Jephson
L. H. Johnson	Feb. 21, 1880	3.02 23 1-2	48	2.37 43 1-5	July 29, 1882	M. H. Jephson
L. H. Johnson	Feb. 21, 1880	3.06 09	49	2.41 08 2-5	July 29, 1882	M. H. Jephson
L. H. Johnson	Feb. 21, 1880	3.09 45 1-4	50	2.43 58 3-5	July 29, 1882	Hon. I. K. Falconer

PROFESSIONAL BICYCLE.

AMERICAN.

HOLDER.	DATE.	TIME.	MILES.	ENGLISH.		
				TIME.	DATE.	HOLDER.
R. A. Neilson	Sept. 17, 1884	.40 2-5	1-4	.41	July 31, 1880	W. Phillips
R. Howell	Sept. 17, 1884	1.21	1-2	1.20	Aug. 18, 1883	R. Howell
R. Howell	Sept. 17, 1884	1.59 2-5	3-4	1.59 4-5	Aug. 18, 1883	R. Howell
J. S. Prince	Sept. 17, 1884	2.39	1	2.40 3-5	Aug. 18, 1883	R. Howell
W. M. Woodside	Sept. 17, 1884	5.45 3-5	2	5.36 4-5	May 21, 1879	J. Keene
R. Howell	Sept. 16, 1884	8.36 2-5	3	8.39	Aug. 11, 1884	F. Lees
R. Howell	Sept. 19, 1884	12.11 3-5	4	11.39	Aug. 11, 1884	F. Lees
R. Howell	Sept. 19, 1884	15.02 2-5	5	14.28	Oct. 8, 1883	R. Howell
W. M. Woodside	Sept. 17, 1884	18.24 4-5	6	17.34	Aug. 11, 1884	F. Lees
W. M. Woodside	Sept. 17, 1884	21.17 2-5	7	20.30	Aug. 11, 1884	F. Lees
W. M. Woodside	Sept. 17, 1884	24.21 3-5	8	23.32	Aug. 18, 1883	F. Lees
W. M. Woodside	Sept. 17, 1884	27.21 3-5	9	26.34	Aug. 18, 1883	F. Lees
R. Howell	Sept. 17, 1884	30.07 1-5	10	29.22	Aug. 18, 1883	F. Lees
R. James	Sept. 20, 1883	35.25 1-5	11	32.19	Aug. 18, 1883	F. Lees
W. M. Woodside	Dec. 8, 1884	38.40 1-2	12	35.17	Aug. 18, 1883	F. Lees
W. M. Woodside	Dec. 8, 1884	41.51	13	38.14	Aug. 18, 1883	F. Lees
W. M. Woodside	Dec. 8, 1884	45.18	14	41.16	Aug. 18, 1883	F. Lees
W. M. Woodside	Dec. 8, 1884	48.41	15	44.12	Aug. 18, 1883	F. Lees
W. M. Woodside	Dec. 8, 1884	51.39 1-4	16	47.10	Aug. 18, 1883	F. Lees
W. M. Woodside	Dec. 8, 1884	55.21 1-2	17	50.06	Aug. 18, 1883	F. Lees
W. M. Woodside	Dec. 8, 1884	58.48	18	52.56	Aug. 18, 1883	F. Lees
W. M. Woodside	Dec. 8, 1884	1.02 09	19	55.47	Aug. 18, 1883	F. Lees
W. M. Woodside	Dec. 8, 1884	1.05 38 1-4	20	58.34	Aug. 18, 1883	F. Lees
W. M. Woodside	Dec. 8, 1884	1.09 11 1-4	21	1.04 45 4-5	Aug. 2, 1883	T. Battensby
W. M. Woodside	Dec. 8, 1884	1.12 36 1-4	22	1.07 58 2-5	Aug. 2, 1883	T. Battensby
W. M. Woodside	Dec. 8, 1884	1.16 14	23	1.11 12	Aug. 2, 1883	T. Battensby
W. M. Woodside	Dec. 8, 1884	1.19 36 1-2	24	1.14 31 2-5	Aug. 2, 1883	T. Battensby
W. M. Woodside	Dec. 8, 1884	1.23 05 3-4	25	1.17 20 4-5	Aug. 2, 1883	T. Battensby
W. M. Woodside	Dec. 8, 1884	1.41 08 3-4	30	1.33 20	July 5, 1884	F. Lees
W. M. Woodside	Dec. 8, 1884	1.59 40 3-4	35	1.50 24	July 5, 1884	F. Lees
W. M. Woodside	Dec. 8, 1884	2.17 18 1-4	40	2.10 14	July 5, 1884	T. Battensby
W. M. Woodside	Dec. 8, 1884	2.35 33 1-2	45	2.28 58	July 5, 1884	F. Wood
W. M. Woodside	Dec. 8, 1884	2.54 01 1-2	50	2.47 20	July 5, 1884	F. Wood

AMATEUR TRICYCLE.

AMERICAN.

HOLDER.	DATE.	TIME.	MILES.	ENGLISH.		
				TIME.	DATE.	HOLDER.
R. Chambers	Sept. 18, 1884	.48 2-5	1-4	.47	July 12, 1884	H. J. Webb
R. Chambers	Sept. 18, 1884	1.35	1-2	1.32 1-5	June 21, 1883	M. J. Lowndes
R. Chambers	Sept. 18, 1884	2.24 1-5	3-4	2.18	June 21, 1883	M. J. Lowndes
R. Chambers	Sept. 18, 1884	3.13 1-5	1	3.03 2-5	June 21, 1883	H. N. Corsellis
E. P. Burnham	Sept. 16, 1884	6.27	2	6.26 3-5	Sept. 25, 1884	J. H. Webb
R. Chambers	Sept. 19, 1884	10.07	3	9.45	June 21, 1883	M. J. Lowndes
R. Chambers	Sept. 17, 1884	14.08	4	13.03	June 21, 1883	M. J. Lowndes
R. Chambers	Sept. 17, 1884	17.14 2-5	5	16.19	June 21, 1883	M. J. Lowndes
A. G. Powell	June 18, 1884	27.55	6	19.35	June 21, 1883	M. J. Lowndes
A. G. Powell	June 18, 1884	32.04	7	22.54	June 21, 1883	M. J. Lowndes
A. G. Powell	June 18, 1884	36.12 1-2	8	26.09	June 21, 1883	M. J. Lowndes
A. G. Powell	June 18, 1884	39.59	9	29.23	June 21, 1883	M. J. Lowndes
A. G. Powell	June 18, 1884	40.00 1-4	10	32.33 3-5	June 21, 1883	M. J. Lowndes

AMATEUR BICYCLE—English.

HOLDER.	DATE.	TIME.	MLS
G. L. Hillier	Sept. 29, 1884	2.55 24	51
G. L. Hillier	Sept. 29, 1884	2.59 23	52
G. L. Hillier	Sept. 29, 1884	3.02 50	53
G. L. Hillier	Sept. 29, 1884	3.06 15	54
F. R. Fry	July 27, 1883	3.10 58	55
F. R. Fry	July 27, 1883	3.14 30	56
F. R. Fry	July 27, 1883	3.18 03	57
F. R. Fry	July 27, 1883	3.42 48	64
F. R. Fry	July 27, 1883	3.45 55	65
F. R. Fry	July 27, 1883	3.49 20	66
F. R. Fry	July 27, 1883	3.52 45	67
F. R. Fry	July 27, 1883	3.56 12	68
F. R. Fry	July 27, 1883	3.59 50	69
F. R. Fry	July 27, 1883	4.03 17	70
F. R. Fry	July 27, 1883	4.06 51	71
F. R. Fry	July 27, 1883	4.36 32	72
F. R. Fry	July 27, 1883	4.38 32	73
F. R. Fry	July 27, 1883	4.42 04	81
F. R. Fry	July 27, 1883	4.45 34	82
F. R. Fry	July 27, 1883	4.50 23	83
F. R. Fry	July 27, 1883	4.56 31	84
F. R. Fry	July 27, 1883	4.56 31	85
F. R. Fry	July 27, 1883	5.04 49	86
F. R. Fry	July 27, 1883	5.08 10	88
F. R. Fry	July 27, 1883	5.11 34	89
F. R. Fry	July 27, 1883	5.18 37	1-2
F. R. Fry	July 27, 1883	5.22 03	92
F. R. Fry	July		

AMATEUR TRICYCLE—English.
10 to 100 Miles.

HOLDER.	DATE.	TIME.	MILES
M. J. Lowndes	June 21, 1883	32.33 3-5	10
C. E. Liles	June 21, 1884	52.53	15
C. E. Liles	June 21, 1884	1.10.50	20
C. E. Liles	June 21, 1884	1.28.58	25
H. J. Webb	Aug. 7, 1884	1.50.43 1-2	30
H. J. Webb	Aug. 7, 1884	2.13.07 1-4	35
H. J. Webb	Aug. 7, 1884	2.31.57 1-2	40
H. J. Webb	Aug. 7, 1884	2.52.35 1-4	45
H. J. Webb	Aug. 7, 1884	3.11.15	50
H. J. Webb	Aug. 7, 1884	3.35.25 1-2	55
H. J. Webb	Aug. 7, 1884	3.56.38	60
H. J. Webb	Aug. 7, 1884	4.20.14	65
H. J. Webb	Aug. 7, 1884	4.43.16 1-4	70
H. J. Webb	Aug. 7, 1884	5.06.17	75
H. J. Webb	Aug. 7, 1884	5.26.21 3-4	80
H. J. Webb	Aug. 7, 1884	5.47.14	85
H. J. Webb	Aug. 7, 1884	6.06.07	90
H. J. Webb	Aug. 7, 1884	6.25.17 1-2	95
H. J. Webb	Aug. 7, 1884	6.43.32 1-2	100

AMATEUR TANDEM BICYCLE—American.

HOLDERS.	DATE.	TIME.	MILES
R. F. and W. C. Stahl	Sept. 18, 1884	.46	1-4
R. F. and W. C. Stahl	Sept. 18, 1884	1.32 3-5	1-2
R. F. and W. C. Stahl	Sept. 18, 1884	3.13 3-5	1
C. H. Miller and F. Brown	Sept. 17, 1884	6.55 2-5	2
C. H. Miller and F. Brown	Sept. 16, 1884	10.14 1-5	3

AMATEUR TANDEM TRICYCLE—English.

HOLDERS.	DATE.	TIME.	MILES
W. Brown and J. S. Smith	Oct. 18, 1884	.44	1-4
H. F. Wilson and R. Cripps	Oct. 23, 1884	1.26	1-2
H. F. Wilson and R. Cripps	Oct. 23, 1884	2.10	3-4
H. F. Wilson and R. Cripps	Oct. 23, 1884	2.54	1
H. F. Wilson and R. Cripps	Oct. 23, 1884	5.54	2
W. Brown and J. S. Smith	Oct. 18, 1884	9.17	3
W. Brown and J. S. Smith	Oct. 18, 1884	12.27	4
W. Brown and J. S. Smith	Oct. 18, 1884	15.33 3-5	5

AMATEUR BICYCLE WITHOUT HANDS—American.

HOLDER.	DATE.	TIME.	MILES
C. H. Chickering	Sept. 17, 1884	46 2-5	1-4
C. H. Chickering	Sept. 17, 1884	1.28 3-5	1-2
C. H. Chickering	Sept. 17, 1884	2.14	3-4
H. S. Wallison	Sept. 17, 1884	3.00 2-5	1

AMATEUR BICYCLE—Australian.

HOLDER.	DATE.	TIME.	MILES
W. S. Hazelton	Nov. 9, 1882	.46	1-4
W. S. Hazelton	Nov. 9, 1882	1.31	1-2
W. S. Hazelton	Mar. 17, 1883	2.43 4-5	1
W. S. Hazelton	Mar. 25, 1881	6.14	2
W. S. Hazelton	Mar. 25, 1881	9.25	3
W. S. Hazelton	Mar. 25, 1881	12.38	4
W. Tyler		15.47	5
W. S. Hazelton	Mar. 25, 1881	19.10	6
W. S. Hazelton	Mar. 25, 1881	22.30	7
W. S. Hazelton	Mar. 25, 1881	25.48	8
W. S. Hazelton	Mar. 25, 1881	29.14	9
W. S. Hazelton	Mar. 25, 1881	32.32	10
F. Lester	May 24, 1881	1.24.41 1-5	25
H. Stokes	Oct. 27, 1883	3.12.00	50
E. White	Nov. 9, 1883	6.17.43	75
F. W. Briggs	Jan. 31, 1884	9.11.00	100

100 Miles on the Road—Bicycle.

G. Smith, Sept. 27, 1884,	7h. 11m. 10s.	English
S. C. Whittaker, Oct. 22, 1884,	8h. 6m.	American
F. W. Briggs, Jan. 31, 1883,	9h. 11m.	Australian

100 Miles on the Road—Tricycle.

H. J. Webb, Sept. 27, 1884,	7h. 35m.	English
W. R. Pitman, Oct. 4, 1884,	11h. 30m.	American

24 Hours on the Road—Bicycle.

J. H. Adams, Oct. 4, 1884,	266 1-4 miles,	English
T. S. Webb, Oct. 16, 1884,	200 1-16 miles,	American
John Tracy, Oct. 16, 1884,	200 1-16 miles,	American

24 Hours on the Road—Tricycle.

W. F. Sutton, Sept. 12, 1884,	230 miles,	English
Mrs. Allen, Birmingham, 1883,	152 miles,	English

Miss J. Chaice of South London rode a tricycle 113 miles in 15h. 30m. riding time, July 15, 1883.

Greatest Distance Without Dismounting.
H. W. Higham, March 18, 1880, rode 230 miles, 469 yards in 16 hours, 59 minutes, 30 seconds.

Greatest Distance in the Hour.
R. H. English, Sept. 11, 1884, 20 m. 560 yds. Eng. Amateur
F. J. Lees, Aug. 18, 1883, 20 m. 905 yds. Eng. Profess'l

Unicycle Record.
John Wilson, Jan. 18, 1885, 6 1-8 miles, 38 min. 4 sec.

COMPARATIVE RECORDS.

Bicycle vs. Horse.

NAME.	TIME.	MILES	TIME.	NAME.
Sellers	2.39	1	2.09 1-4	Maud S.
English	5.32	2	4.46	Monroe Chief
Hillier	8.32	3	7.24 1-4	Huntress
Hillier	11.24	4	11.06	Trustee
Hillier	14.18	5	13.00	Lady Mack
English	29.19 2-5	10	27.23 1-4	Controller
English	35.15	12	38.00	Topgallant
English	44.27 3-5	15	47.20	Girder
English	59.06 3-5	20	58.25	Capt. McGowan
Falconer	44.38 5-5	50	35.55 20 1-2	Ariel
Waller	5.51.07	100	8.55.53	Conqueror

Miscellaneous.

	TIME, 1 M.	TIME, 5 M.	TIME, 10 M.
Locomotive50 1-4	4.50	8.00
Running Horse	1.39 3-4		26.18
Trotting Horse	2.09 3-4	13.00	27.23 1-4
Bicycle	2.39	14.18	29.19 2-5
Tandem Tricycle	2.54	15.33 3-5	
Skating	3.00	17.56 2-5	36.37 1-5
Tricycle	3.03 2-5	16.19	32.33 2-5
Running Man	4.16 1-5	24.40	51.20
Rowing	5.02 3-4	33.56 1-4	1.23.00
Snow-shoes	5.39 3-4	35.10	1.14.45
Walking	6.23		2.43.00
Swimming	12.42 1-4	1.04.23	

Advertisement.

Largest single advertisement in a cycling paper, Stoddard, Lovering & Co., 18 pages, in THE SPRINGFIELD WHEELMEN'S GAZETTE, March, 1885.

Circulation—Cycling Paper.

THE SPRINGFIELD WHEELMEN'S GAZETTE for March, 1885, 15,203.

Largest amount of paper used in one issue of cycling paper, THE SPRINGFIELD WHEELMEN'S GAZETTE for March, 1885, 7,650 lbs.

"MOCK MODESTY"; OR, LADIES AND TRI-CYCLING.

We have been very much agitated over several questions relative to ladies and the wheel, and every phase of them has been duly and figuratively kicked, cursed, or kissed, according to the mental acumen of the debatees. We have outlined many objections, and there are few, very few, who do not admit that tricycling for ladies is a health-giving and pleasurable pastime, admitting of change of air and scene at so small an outlay and little risk. This alone warrants it being one of the best appreciated recreations possible for them, and this, now we are more enlightened, without running the risk of some dire calamity befalling them. Their hair will not lose its curling qualities nor their faces freckle. They have now the courage of their convictions, and beneath their notice are the pruderies of Mrs. Grundy—

Old and formal, fitted for her pretty part,
With a little hoard of maxims preaching down a daughter's heart.

In fact, rather the reverse, for the hair looks curlier than ever in the golden sunshine, and the face has the healthier hue of one who thinks that life is worth living, after all. We ladies in England find that many a pleasurable experience, recorded on the tablets of our memories as things never to be forgotten, occurred on a tricycle. Last summer, when a young lady and I were propelling our social along some of the leafy lanes of "this other Eden—demi-paradise," one of the prettiest sights we saw on the road was a social tricycle, on which were husband and wife working shoulder to shoulder at the front, while two little olive branches were perched on seats behind, looking the very picture of happiness. Could there be a pleasanter mode of taking the wife and family out for a blow of country air? How is it when a young woman wishes to elevate herself above the hum-drum existence of every-day life that she meets with nothing but opposition? If she neglects the lap-dog for the Latin *Principia* she is a "blue," and therefore to be avoided; if, instead of reveling in the

vanities of afternoon tea scandal, she has opinions of her own, and cannot be convinced against her will, it provokes the cynic's retaliations, which is an illustration of the truth—"Mockery is the fume of little hearts." Lord Lytton says truly—"You women are at once debarred from public life, and yet influence it. You are the prisoners and yet the despots of society. Have you talents? It is criminal to indulge them in public, and thus, as talent cannot be stifled, it is misdirected in private." "Tis true 'tis pity, and pity 'tis true." Some few years ago, when one or two young women first paddled a tricycle into the sunny lanes of old England, getting a well earned glimpse of lovely landscapes, and communing with the "noble senators of mighty woods, tall oaks," and thereby obtained a brighter eye and a rosier cheek—how the impropriety of the thing was discussed; but how it flourished, in spite of the "worm i' the bud," far abler pens than mine may tell. Innovations are objectionable, and when one leads many follow, without even stopping to think. But in England we have outlived all the objections, and now a club run is deemed incomplete without its usual complement of lady members, who have always found the society of the knights of the wheel, in Shakespearian language, "a think to tri for." Even the gay young sparks prove themselves, to say the least, sparks of honor; while the courtesy and gallantry to be met with on all hands add yet to the enjoyment of tricycling.—EMILY SMITH, in *Cycling Times*.

WHEELING AS AN INCENTIVE TO STUDY.—I have found a tricycle the most helpful and enjoyable thing in exploring the byways and highways of my neighborhood. It has helped me to see things that I might not have discovered had I been on foot, and it has awakened sensations never before experienced by me. The mere joy in self-propulsion seems to sharpen one's vision and strengthen one's receptive faculties. I like to stop and sit in the saddle and peep between the rails of a fence, letting my eyes follow the fresh green rows of young Indian corn that reach far across the level field of dark loam. From the same position I can make such notes and sketches as will be of use to me in the future. Charming physical exercise and pleasing study combined make up about the most desirable of all compounds. When I am tired of pedaling I can stop in the shade of a wayside tree and draw forth a book to read, or I can watch the effect of cloud shadows and wind flaws on the rank green wheat. Meadow larks and bluebirds preen themselves on the fence stakes, field sparrows sing in the young oats, yonder orchard rings with the medley of the cat-bird.—*Outing*.

Belva Lockwood recently called on President Arthur at the White House, using her tricycle as a means of conveyance. During her visit some one removed the tricycle to a vacant lot back of the Washington monument, where it remained until discovered and returned some days later to its owner by a small boy. Belva was greatly incensed over the affair, and believes President Arthur had the machine carried off to prevent her coming there again.—*Sporting Life*. It is reported that a new cycling paper is to be started in Chicago. No other sport is half as well supplied with literature in its interests as is cycling. There should be no wonder at this, however, for there is no other sport at whose shrine more intellectual people worship.—*Pittsburgh Sportsman*.

NO OTHER WHEEL IN THE WORLD

HOLDS TWO AS FAST RECORDS (ONE MILE by J. S. PRINCE, 2.39
ONE MILE by R. JAMES, 2.39 2-5) AS THE

ROYAL MAIL!

*Also the 100-MILE AMERICAN ROAD RECORD won by S. G. WHITTAKER
in 9 hours on a ROYAL MAIL!*

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. Brown'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 nickelated.

PRICE, 50-inch, \$130.00.

Do Not Fail to Examine a ROYAL MAIL Before Purchasing!

*The ROYAL MAIL TRICYCLE also won the Records for 1884.
A new Two-Track Tandem just out. THE BEST YET!*

MESSRS. WILLIAM READ & SONS:—

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 stiffest 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.

PERFECT SAFETY BICYCLE

THE KANGAROO,

WHICH MACHINE MR. GEORGE SMITH RODE

100 MILES On the Road, Sept. 27, 1884, in the marvelous
and altogether unprecedented 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.

WM. READ & SONS, 107 Washington Street, BOSTON,

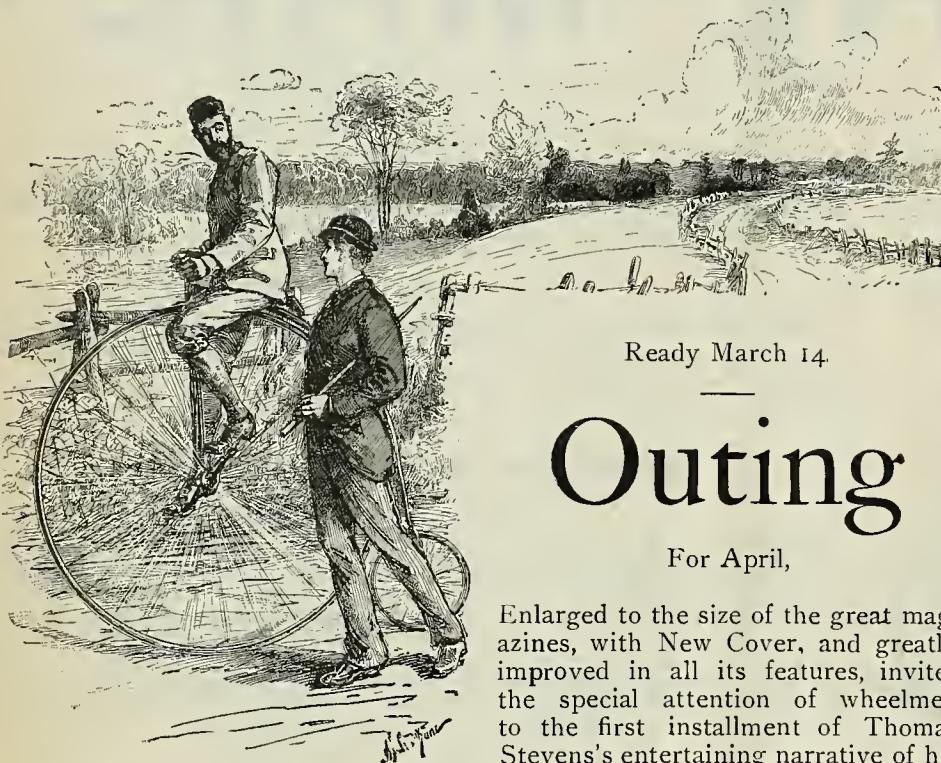
MANUFACTURERS' AGENTS for ROYAL MAIL and KANGAROO.



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Ready March 14.

Outing

For April,

Enlarged to the size of the great magazines, with New Cover, and greatly improved in all its features, invites the special attention of wheelmen to the first installment of Thomas Stevens's entertaining narrative of his

adventurous bicycle ride "across America," with handsome illustrations by W. A. Rogers; one of President Bates's best bicycle sketches, entitled "How Mr. Podwinkle was Encouraged"; a review of wheeling interests in Australia, by Thos. G. Edwards; "An Exploit of the Boys' Bi. Club," by Miss Mathewson; and a variety of shorter bicycle articles, together with a full monthly record. Wheelmen and their friends will also be greatly interested in the opening chapters of the new novel by Julian Hawthorne, entitled "Love—or a Name"; the strong group of letters relative to the preservation of the Adirondack forests, from Charles Dudley Warner, John Burroughs, and a dozen other eminent writers; the yachting and canoeing papers; the whist and dramatic contributions; and many other striking features. Several of the papers are handsomely illustrated. OUTING is a magazine that no wheelman can afford to be without. Price, \$3 a year; 25 cents a copy. Sample number for six brown stamps.

THE WHEELMAN Co., Boston, Mass.

YOU CAN BUY A NEW BICYCLE!

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

For Less than the Price of a Good Second-Hand,
Low-Class Wheel!

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

BARGAINS EXTRAORDINARY!

Send for Descriptive Price List, and mention this paper.

S. T. CLARK & CO., BALTIMORE, MD.

HARRISON'S NICKEL (DRY) POLISH

The best in the world for polishing and preserving nickel-plated. A most brilliant polish can be given to a full-nickelated Bicycle in a few minutes, which will keep its color much longer than by any other polish. Price, 10 cents per box; post-free to any address, 15 cents. Sole Manufacturers,

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First-class terms to agents.

"HOME EXERCISER."

The most complete and most fascinating HOME GYMNASIUM ever devised. Durable, noiseless, scientific, and cheap. Takes up but 6 inches square floor room. Fitted for use by gentlemen, ladies, or youths of either sex, the athlete or invalid. Send for illustrated circular.

HOME SCHOOL FOR PHYSICAL CULTURE,
19 East 14th Street, NEW YORK CITY.
Mention this paper.

PROF. D. L. DOWD.



*

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THE SUBSCRIBERS TO "X. M. MILES."

Though the number of one-dollar subscriptions pledged for "Ten Thousand Miles on a Bicycle" is now, at the close of January, 2,384, the number of individual subscribers is about 150 less than that, on account of the extra copies engaged by some forty of them. Six have ordered ten copies each; and there are two even higher orders, for twelve and for fifteen copies. The parenthesis is used in the following list to enclose these extra subscriptions; a numeral not in parenthesis shows the number of individual subscribers at the town to which it is attached; an asterisk (*) indicates a subscribing hotel, and a dagger (†) a subscribing library.

These, then, are the towns which have patronized the road-book:—

Maine—Augusta *, Bangor 6, Belfast 3, Brunswick †, Calais *, Lewiston, Lubec *, Paris Hill, Portland * 12 (1), Solon *, Waterville.

New Hampshire—East Rochester 3, Hanover 2, Lancaster, Manchester 2, Nashua (5), Portsmouth * 6, Rochester * 10, South Newmarket.

Vermont—Bellows Falls, Brattleboro * 19, Burlington 2, Middlebury, Rutland * 16, Springfield, Waterbury, West Randolph 2.

Massachusetts—Abington, Allston, Amesbury, Amherst 4, Andover, Beverly, Boston ** 56 (8), Brightwood, Cambridge † 4, Cambridgeport 3, Charlestown, Chelsea, Chicopee 2, Chicopee Falls, Concord, Deerfield, Dorchester 2, Fitchburg, Gardner, Gloucester 2, Greenfield 4, Haverhill, Haydenville 3, Holliston, Holyoke 6, Hyde Park, Jamaica Plain, Lawrence 3, Lee *, Lowell 4, Lynn 3, Malden 3, Marblehead 3, Medford 3, Merrick, Merrimac 2, Milford, Millbury 3, Needham, Northampton * 3, Palmer, Pittsfield 2, Princeton *, Roxbury 3, Salem 5, Somerville, South Abington Station 3, South Boston 4, Southbridge, South Framingham, South Gardner 2, South Hadley Falls, Springfield 62 (5), Stoneham, Wakefield 3, Waltham, Wayland, Wellesley Hills, Westboro 3, West Springfield † 9, Weymouth 2, Whitinsville, Williamstown *, Woburn, Worcester † 10.

Rhode Island—Pawtucket 2, Providence 12, Warren, Westerly.

Connecticut—Ansonia 3, Birmingham * 7, Branford, Bridgeport 5, Cheshire *, Danbury 2, Derby 2, East Berlin, Greenwich *, Hartford * 32 (11), Meriden * 12, Middletown 2, New Britain * 8, New Haven †† 32, New Milford 2, New Preston, Norwich, Plantsville, Riverton 2, Rockville 8, Stamford ** 21 (2), Suffield, Vernon Depot, Waterbury 2, West Ansonia, Willimantic 2, Yantic.

New York—Albany 5, Athens 2, Batavia, Binghamton, Brighton, Brooklyn 72, Buffalo 33 (9), Burke, Canandaigua 6, Caldwell *, Cassadaga, Cazenovia * 15, Cincinnati, Clinton, Cohoes, Cold Spring Harbor, Corning 5, Cornwall 2, Cortland, Dayton, Dunkirk 2, Ellington, Elmira 3, Flushing, Fordham, Fredonia, Friendship, Garrisons *, Geneva, Gerry, Glen's Falls * 2, Greenwich, Highland Mills *, Hudson 2, Ithaca 3, Jamaica 2, Kinderhook, Lockport 2, Lyons 2, Madison, Mariner's Harbor, Middletown 4, Mount Vernon 2, Newburgh * 10, New Rochelle, New York 197 (23), Niagara Falls, Otego, Oswego 3, Peconic, Peekskill 6, Plattsburg, Port Henry, Port Jervis * 3, Portland, Poughkeepsie 6, Randolph 3, Richmond Hill, Riverhead, Rochester 12, Rome, Saratoga, Schenectady 3, Schuylerville * 2, Seneca Falls, Sherman, Silver Creek * 3, Stillwater *, Stockport 3, Suffern *, Syracuse 4, Tuckahoe,

Tarrytown *, Troy 8, Warsaw, Watertown 6 (4), Weedsport 3, West Brighton, Yonkers *.

New Jersey—Beverly, Bordentown 6, Bound Brook, Brick Church, Camden 3, Chatham 2, Cinnaminson, East Long Branch, East Orange 3, Elizabeth 23, Greenville, Hackensack, Hackettstown, Hoboken 2, Jersey City 10 (1), Lincoln Park 2, Madison, Millville 7, Montclair 3, Moorestown 3, Morristown ** 13, Mt. Holly, Mt. Vernon, Newark * 45 (1), New Brunswick 4, Newfoundland *, Newton 2, Orange 7, Orange Valley, Passaic, Paterson 5, Pemberton, Plainfield 9, Rahway, Red Bank 4, Ridgefield, Roselle, Rutherford 5, Shrewsbury 2, Smithville 14, Somerville * 2, Summit, Trenton * 7, Upper Montclair, Washington *, Westfield 7, West Orange *, Woodstown.

Pennsylvania—Academy, Allegheny City, Altentown * 2, Altoona, Ardmore ** 6, Bedford * 2, Beech Cliff, Berwick, Bethlehem 4, Bristol † 7, Brownsville *, Canton 2, Carpenters, Chambersburg 2, Clearfield ** 10, Clarion 2, Columbia * 9, Corry * 4, Curwenville ** 2, Danville 3, Devon *, Easton * 2, Eddystone, Florin, Germantown 4, Gettysburg * 2, Greensburg 2, Greensville 8, Harrisburg 10, Haverford College 6, Hawley *, Hazleton 2, Homestead, Huntingdon 3, Indiana *, Irwin 7, Jenkintown, Jersey Shore, Johnstown 2, Kennett Square, Lancaster 7, Landisville, Lebanon 2, Mansfield 5, Marietta 2, Mauch Chunk, McAdoo, Mechanicsburg, Mercer, Millersville, Montrose, Mt. Pleasant, Myerstown *, New Castle, Penfield *, Philadelphia ** 90 (19), Pittsburgh 4, Pottsville, Punxsutawney *, Reading 9, Scott Haven, Scranton 19, Sheakleyville, South Bethlehem 3, Susquehanna, Titusville * 9, Towanda * 3 (8), Uniontown *, Washington, Waynesboro * 2, Waynesburg * 3, Wellsboro, West Chester, West Newton, West Philadelphia, Wilkes-Barre, Williamsport 2, York 3.

Maryland—Baltimore 46 (10), Cumberland 2, Hagerstown * 3, North East, Oxford 4, Westminster.

Delaware—Wilmington 2.

District of Columbia—Washington 29 (5).

West Virginia—Shepherdstown * 2, Summit Point, Wheeling * 2.

Virginia—Berryville, Harrisonburg 4, Natural Bridge * 2, Staunton *, Strasburg *, Warrenton *, Winchester.

North Carolina—Charlotte 5.

South Carolina—Columbia 4, Greenville 1.

Georgia—Columbus, Macon, West Point * 4.

Alabama—Montgomery * 9, New Castle, Tuskegee.

Mississippi—Columbus, Holly Springs.

Louisiana—New Orleans 2.

Texas—Austin, Corpus Christi 3, Fort Worth, Galveston 2, Wichita Falls.

Arkansas—Little Rock, Pine Bluff.

Tennessee—Chattanooga 2, Memphis 6, Nashville 10.

Kentucky—Augusta * 7, Bardstown *, Cave City *, Covington 5, Dayton, Frankfort, Henderson * 10, Lebanon *, Lexington, Louisville 9.

Ohio—Akron 3, Ashland, Belleville, Berea, Bucyrus, Canton * 5, Cincinnati 17, Cleveland 26 (1), Columbus 4, College Hill, Dayton 3, Defiance * 2, Delaware, Elyria * 2, Findlay, Fostoria 4, Gambier † 2, Groveport, Hamilton, Jamestown, Lebanon, Level, Lockland, Mansfield 2, Massillon, Medina, Middletown 2, Mt. Vernon 10, Newark 2, Niles, Portsmouth, Preston, Ravenna, Ruggles, Shreve, Sidney 2, Springfield 5, Toledo 2, Warren 2, Xenia, Youngstown.

Michigan—Adrian 6, Ann Arbor * † 21 (10), Armada, Bay City, Coldwater 3, Detroit 17, Grand Rapids, Ovid 2, St. Johns, St. Louis.

Indiana—Bloomington, Columbus 5, Flat Rock, Fort Wayne 10, Indianapolis ** 13, Madison, Noblesville 2, Plymouth, Rushville, Terre Haute.

Illinois—Aurora 10, Ashmore (1), Belvidere, Bloomington, Carmi, Chicago 19, Elgin 14, Genoa 4, Highland Park, Kankakee 2, Monmouth 2, Mt. Carmel, Peoria 5 (1), Rockford 11, Sheldon, Wright's Grove, Wyoming.

Missouri—Boonville, Mine La Motte, St. Louis 13.

Iowa—Adel, Burlington, Chariton, Des Moines, Marshalltown, Oskaloosa 2, Ottumwa 2, Sioux City, Winterset.

Wisconsin—Reloit, Jefferson, La Crosse, Milwaukee 3, Sparta.

Minnesota—Arlington, Duluth, Henderson, Howard Lake *, Minneapolis 3, Preston, St. Paul, Wadena, Winona.

Nebraska—Omaha, Santee Agency.

Kansas—Emporia, Fort Leavenworth † 6, Howard, Kingman, Lawrence, St. Mary's, Topeka.

New Mexico—Pinos Altos.

Colorado—Denver 6, Lake City, Leadville.

Wyoming—Cheyenne * 3, Laramie City 3.

Montana—Bozeman 2, Butte.

Washington—Goldendale, New Tacoma, Seattle.

Oregon—Amity, Astoria, Eugene City, Monmouth, Portland * 12.

Arizona—Tucson.

Utah—Ogden, Salt Lake City.

Dakota—Wahpeton.

California—Los Angeles 2, New Almaden, Petaluma, Riverside, San Francisco 2, Woodland.

Canada—Belleville 7, Brighton, Fairfield, Fort William, Hamilton 3, Kincardine 2, Kingston * 2, London 13, Montreal 4, Newmarket, Ottawa 3, Port Arthur, St. Mary's, St. Thomas 4, Simcoe 6, Thorold, Toronto 14, Whitby, Winnipeg, Woodstock 7.

New Brunswick—St. John 4.

Nova Scotia—Amherst 3, Annapolis * 3, Antigonish, Halifax * 17, Truro 8, Westville, Weymouth * 2, Windsor * 3, Yarmouth.

Bermuda—Hamilton, St. George's *, Smith's.

Mexico—City of Mexico.

England—Ashford, Coventry 2, Hatfield, London 25 (1), Mortlake, North Shields, Redditch, Romford, Sittingbourne, Welwyn, York (1).

Scotland—Aberdeen, Dundee, Glasgow.

Ireland—Dublin.

Sweden—Uddevalla.

Holland—Utrecht.

Germany—Berlin, Göttingen.

France—Paris.

New Zealand—Auckland 3, Christchurch 8, Dunedin, Oamaru 7, Wellington.

New South Wales—Sydney 5.

Victoria—Hamilton 2, Melbourne 9.

This shows 584 towns represented upon the subscription list, as compared with the 309 which supplied the first 1,065 subscriptions, as detailed upon the 13th page of the *GAZETTE*'s present volume (May, 1884). The six New England States are represented by 123 towns and 509 subscribers (including 23 hotels); the similar figures for New York, New Jersey, Pennsylvania and Maryland combined are 216 and 1,046 (53 hotels); for the South, 44 and 141 (12 hotels); for Ohio, Michigan, Illinois and Indiana combined, 78 and 291 (7 hotels); for the West, 61 and 107 (3 hotels); while, outside the United States, 62 towns are

represented by 201 subscribers (including 5 hotels). For the six leading States upon the list the numerals representing towns and subscribers are as follows: New York, 84 and 492 (including 270 in New York and Brooklyn); Pennsylvania, 78 and 283 (including 71 in Philadelphia); Massachusetts, 65 and 260 (62 in Springfield and 56 in Boston); New Jersey, 48 and 214 (45 in Newark and 23 in Elizabeth); Connecticut, 27 and 153; Ohio, 41 and 118; Illinois, 17 and 87. The clubs of largest representation on the list rank as follows: (1) Springfield B. C., 50; (2) Citizens B. C., of N. Y., 42; (3) Kings County Wheelmen, of Brooklyn, 37; (4) Elizabeth Wheelmen, of N. J., 22; (5) New Jersey Wheelmen, of Newark, 21; (6) Massachusetts B. C., of Boston, 20; (7) Buffalo B. C., 17; (8) Cleveland B. C., 16; (9) Pennsylvania B. C., 16; (10) Elgin, Ill., B. C., 14; (11) Rutland, Vt., B. C., 14; (12) Druid Hill Cyclists, of Baltimore, 13; (13) Stamford W. C., 13; (14) New York B. C., 12; (15) Ixion B. C., of N. Y., 12. Florida, Nevada, and Indian Territory are the only sections of the Union not yet represented by subscribers.

KARL KRON.

UNIVERSITY BUILDING, NEW YORK, Jan. 31.

THE WHEEL IN ENGLAND AS SEEN BY AN AMERICAN.

The following sketch of a short visit to England has been kindly furnished by an American bicyclist. He has written about things as they then appeared to him, and if he has made any mistakes, he asks the indulgence of the reader.

For rest, recreation, and business interests combined, I left Boston on the steamer "Scythia" for Liverpool, October 5, 1884, and inside of an hour after leaving the dock, we were out at sea. I had been looking forward for some time for an opportunity to make this jaunt, and it was quite a relief when I found myself in my steamer chair on deck, for it was the only complete rest I had enjoyed for a long while. Representing the sole agents in the United States for machines made by Messrs. D. Rudge & Co., of Coventry, England, I went abroad for the purpose of going through their works, to study the details of the manufacture of bicycles and tricycles, and to suggest changes I might think advantageous to conform to the requirements of our roads. The meets of Hartford, Springfield, and New Haven were fresh in my mind, and as I had been interested in these in regard to the Rudge machine, it was a great satisfaction to me to know that it had fully come up to my opinion of its superiority.

The excitement of the racing season had been heightened by the appearance of Howell, Sellers, James, Gaskell, and Illston, who had come over to make our acquaintance, and show us what English riders could do. There was no denying that they could ride a bicycle well, and they gave our American riders many points in the art of racing which they were not slow to adopt. The records made the previous year were all broken, and new men appeared who were never heard of before. The time of 2.39 for one mile stood as a shining light, being the best on record for the world. I had often watched Howell, Sellers, Dolph, and Hamilton practice on the Hartford track, and had personally timed them more than once, and have seen all of them make 2.40 tremble.

The voyage was a very quick one, taking only eight days to Liverpool, which stands as the best on record between Boston and Liverpool. On the 12th of October, after a searching examination, on landing, by the custom house officers, I left at

once for Bradford, in Yorkshire. The custom house officers at Liverpool were very strict, and the principal questions they asked were, "Have you any cigars, tobacco, music folios, or dynamite?" to which I replied, "Not a crumb." In examining my luggage they came across a spindle, for a spinning frame, I was taking out to serve as a pattern or model, which looked to them like a giant cartridge. It was at once pounced upon, and after a lengthy discussion among themselves, they took it to headquarters for examination. I could not help laughing at the little excitement it caused, and I afterwards discovered that several suspicious characters had been arrested with dynamite found on their persons, and the officers had received strict orders to examine all luggage carefully in search of such articles. However, after considerable talking and looking me over, they decided that I was not a dangerous character, and passed my luggage without further delay.

I noticed in going from Liverpool to Bradford the difference between the railway carriages used here and those in the United States. The compartment in which I was placed would just hold six, three sitting forward and three backward. The door was locked by the guard and had to be unlocked every time a station was reached. There were no toilet arrangements, heating apparatus, and scarcely any light, except that which came through a dingy oil lamp, which cast a yellow reflection all over the small space in which we were confined. The road was bordered by hedges neatly trimmed, and the absence of crossings at grade was noticeable everywhere, as all of the roads were either bridged or tunneled. The weather happened to be very wet, but I managed to take a general view of the country as I rode along. After leaving towns we did not see many houses, as they are back from the railroad, until we reached the next town, which gave me the impression that most of the country was owned by but few persons.

Arriving at Bradford I went to the Victoria Hotel. On entering the door a porter immediately took my bag, and a very showy woman invited me to register my name on a book, and I was afterwards taken upstairs to my room. At first I felt rather strange and lonely, but thought, however, I could stand it. English inns and hotels are carried on under somewhat different conditions than the hotels in America. One thinks at first sight that living must be a great deal cheaper, as you are charged only a small price for your room, but when the items of attendance, gas, etc. are added, one finds that there is not much saved after all.

After eating a typical English supper of English chops, tea, toast, and marmalade, I started out to see the city. Two or three theaters were visited; in one of them the Royal English Opera Company was playing "Maritana," which was really very good indeed. The tenor had a particularly fine voice, and one of his solos was received with tremendous applause. I discovered one thing that surprised me very much. The inside of the theater is similar to ours with the exception that what we call the orchestra is called the pit, and is the cheapest part of the house. In some of the theaters half a dozen of the front rows are reserved, which are the highest priced seats, and in other of the larger theaters in London many more rows are taken up for reserved seats. The balconies are quite high priced, a good seat costing from three to five shillings.

After finishing my business in Bradford I left

for Leeds to see Messrs. J. A. Ardill & Co., noted for being the manufacturers and sole proprietors of Ardill's liquid enamel. This enamel is meeting a want long felt in England by the riders of enameled machines, and the Messrs. Ardill have an article which I think is universally considered the best. After securing the sole agency for the United States of this celebrated article, and giving them an important order, I proceeded to Birmingham, where I stopped for about an hour to take the express to Coventry. The railway station at Birmingham is immense, and if I am not mistaken it is the largest in the world.

At 4 P. M. I left Birmingham for Coventry, arriving half an hour later. Through Yorkshire the country was very hilly, but I noticed many of the roads were quite good. They differed from our American roads in being very narrow but at the same time quite hard. All along the way I had seen bicyclists and tricyclists riding by, but was unable to catch more than a passing glance of their dress or their machines. As I got further down into the midlands towards Birmingham and Coventry the country grew very much prettier and less hilly. From the railway station in Coventry I drove directly to the King's Head Hotel, and, after depositing my luggage, I inquired for Messrs. D. Rudge & Co.'s works, a convincing proof that I was from a foreign country, for Rudge's name is as well known in Coventry as the Queen's Hotel. Following the directions given me I was at their office a few moments afterwards. So soon as I announced myself and named the firm I represented, a tall, powerfully built young gentleman rose and exclaimed, "I am very glad indeed to see you; I have been expecting you for some time. I am Walter Phillips, the general manager of Rudge & Co.'s works." I was none the less pleased to see him, for I had read several years ago of the prominence that Walter Phillips attained at Leicester, particularly for his performance in making the 1-4 mile record of the world, which I believe stands to-day.

After mutual friendly greetings I inquired if he was making a safety machine similar to the Kangaroo pattern. He smiled and led me into another room where he showed me a machine which is called the Rudge Safety. Without saying another word I took the machine out into the garden back of the office and mounted it. It required a trial of but a very few turns for me to decide that it was just what I had so long desired and been looking for. I had ridden the Kangaroo in this country before leaving, and, although I thought there was a great field for a safety machine, I was not thoroughly satisfied with that particular machine, as it was very awkward looking and very heavy. The Rudge Safety has the advantage of being from ten to twelve pounds lighter than the Kangaroo, and is of an improved pattern, at the same time not losing a particle as regards safety. In discussing about the machine with Mr. Phillips, I discovered that the original Kangaroo was claimed to have been made by John Keen a number of years ago, and that this machine was made after Keen's patent. I might say here that almost every manufacturer I visited invariably had the original patent of something or another that somebody else was making, and in talking afterwards with Keen I thought he had the best right to be called the inventor of this wonderful little machine.

After looking through the offices, show-rooms, etc., of their immense works, I returned to my

hotel, where I was informed that Mr. Woodcock, of Messrs. D. Rudge & Co., was awaiting my arrival. After dinner I was shown to his private apartment, where I found a fine, intelligent looking gentleman who welcomed me very cordially to Coventry. The evening I spent with him was one of the pleasantest that I passed in England, and I gained much new and valuable information about bicycles and tricycles. Mr. Woodcock comprises the firm of Messrs. D. Rudge & Co., and, besides his bicycle business, is largely interested in many other branches not only in Coventry but in different parts of the country. Being very wealthy and having the interests of his native city at heart, he has become identified with that city in a great many ways. His recent gift of £10,000 to St. Michael's church is only a small part of his benevolent deeds. No man stands higher in, nor is more eminently entitled to, the estimation of the people of that city than Mr. George Woodcock.

The day following, after breakfast, I proceeded to Messrs. Rudge & Co.'s works for a thorough study of them. They are by a long way the largest works in Coventry, and employ in the busy season about 700 men. It took some two hours to go over these works, and on returning to the office I was invited into Mr. Woodcock's private office, who placed at my disposal everything necessary to assist me in my work.

On going down to the office next day Mr. Woodcock took me into the show-room and presented me with a beautiful 53-inch Rudge Light Roadster weighing 31 pounds. Everything was very plain about it and it looked like an ordinary Rudge, but was built exactly as I wanted it in every detail. I had sold my other 53-inch on leaving Boston, and as Messrs. Rudge & Co. had the specifications at their works they made this one exactly like it with a few improvements. They also loaned me two other machines for my use while in England. One was a central-gearred double driver tricycle weighing 80 pounds, and the other was a 36-inch Rudge Safety geared up to 60. The tricycle had a 46-inch wheel, and was geared up to 54; it was something new that they had just brought out, and I saw at once that this was what was wanted for the American market. It was light and strong, and at the same time could be sold for a reasonable price. Every opportunity was given me by Mr. Woodcock and Mr. Phillips to examine even into the minor details of manufacturing, and full permission was given me to freely visit the works at all hours. As already stated, they employ in the busy season about 700 men, their product being about 350 machines per week. In 1884 I had some difficulty in keeping up a supply of these machines. The fault was mine in not ordering more of them, for the demand far exceeded my expectations. To my question, how many machines they could turn out, Mr. Phillips replied, "Give me three weeks' notice and I can double your supply." After I had gone through their various departments I was fully convinced that they could make all the machines I could sell. Beginning at the forge and blacksmith shop, I gradually proceeded through the works, until in about three weeks I reached the finishing shop. I thought when I left America I knew something about a bicycle in a general way, but I came to the conclusion, the more I studied it in the workshops, I did not know as much as I thought I did.

I found a great difference in their method of doing things from ours. Labor is very much

cheaper in England than in America, and they have a great advantage over some of our American manufacturers in having been long in the business. It is nearly fifteen years since the first bicycle was made in England, and as it now forms a very important industry, the workmen become more and more skillful every year. The English manufacturers have got over the idea that a machine must be heavy to stand the strain. Nothing could be farther from the truth. By their skill in manufacturing and their attention to the minutest details in construction they are enabled to build very light machines, and at the same time just as strong and rigid as if heavier. I think tangential spokes and hollow rims the most important parts used in the construction of a bicycle; balls over all, and curved handle-bars are indispensable. The direct spokes and solid rim on the higher grades of machines are things of the past and nearly all of the principal manufacturers make the tangent wheel. A great many of the cheaper makes have the direct spokes, but I think it is because it costs less, and does not require nearly as much care and skill to make them.

One day, as I was busily writing, some one came into the office and exclaimed, "I am very glad to see you, sir," and turning around I saw the tall form of Richard Howell. His American trip had evidently agreed with him; he was dressed in the height of English fashion, but I made up my mind the hat he had on came from New York, and it afterwards proved to be the case. He had come down from Leicester to see me, and to get me to go up there to look at the Belgrave track and see what sort of a place it was. I acquiesced to his friendly suggestion, and made arrangements to go the following Saturday. Arriving in Leicester in company with Howell and Mr. Phillips we visited this famous track. It has four laps to the mile measuring twelve inches from the pole. This is the track on which the wonderful performance of 2.31 was made by both Howell and Wood at the end of a 20-mile race. It is not exactly round, being shaped somewhat like a lemon, flattened at the end. I had arrived in England too late for bicycle races, as the season was over, so had to content myself with looking at the places where the wonderful times and distances were accomplished.

In the evening we called on Fred Wood, who showed me his 20-mile champion belt. I found him a very pleasant young gentleman, standing about six feet tall, and of somewhat slighter build than Howell. He did not look to me like a man who had any great speed in him, and on asking Howell how he could go so fast, he replied, "He rides like the devil when he is chasing you, and you can imagine him giving you 40 seconds to do a lap when he can do it in 39." Wood expressed his determination to come to America and be present at the next Springfield meet. After passing a very pleasant hour with him, we left him to call on Fred Lees.

Lees is another of the noted English riders, and is considered to be one of the best men against a watch that has ever crossed a bicycle. He rides a 54 or 55 inch, and the speed he can get out of it is simply wonderful. Unfortunately for him he does not seem to have good enough speed to be first at the finish, but is rarely beaten by more than a yard or two. I found him very pleasant, and he also expressed his determination to come to America and compete with some of our professionals. I thought what a grand team it would

make to have Wood, Howell, and Lees at Springfield. I have no doubt but what we shall see them there this year.

I returned to Coventry the following day, and in about a week I had entirely finished my business in Rudge's works.

Next in importance in Coventry are the works of Messrs. Singer & Co., Coventry Machinist Co., and Messrs. Hillman, Herbert & Cooper. They employ from 350 to 400 men each, and stand about on an equal footing as far as reputation is concerned. All of these manufacturers are well known in this country as well as in England. I found that they were all making safety machines on the geared up, small wheel type, and all seem to be of the opinion that there will be a large demand for this style of bicycle.

The next day I went to Nottingham and visited Messrs. Humber, Marriott & Cooper. Although they are somewhat smaller manufacturers than the others, the reputation of their work is among the best, and the Humber is well and favorably known all over England. They are high priced, but they turn out a very fine machine, both in bicycles and tricycles. I met here Mr. Robert Cripps, who is probably one of the fastest tricyclists in England. He is in the office of Messrs. Humber, Marriott & Cooper, and occasionally takes a spin on the track with their new racing tricycle called the Cripper. It is like an ordinary T frame central-gearred tricycle, with the front fork of the small wheel extended in a curved shape towards the axle, and crossed by a handle-bar. It really looks like an ordinary type of Humber reversed, and instead of steering very quickly it is just the opposite. Several of the larger dealers were making this type of machine for racing purposes.

Before leaving Boston I had obtained from my friend Marvin, of Ovid, Mich., a copy of "My Cycling Friends," and before I left England I had the signatures of most of the prominent men, both literary and racing. I obtained the signatures of both Cripps and Marriott, of Humber & Co. Mr. Marriott is especially noted for his long-distance tricycling. I should advise every one who is at all likely to travel on a bicycle to get one of these little books, for I am sure they will find it a great pleasure to obtain the signatures of the noted wheelmen in different parts of the world. I would not take ten times the price I paid for mine, and it contains many names which I often look over with interest, and brings back many scenes and events that have occurred in former days.

As my time was limited in England I could not go into every manufacturing establishment, but visited all the principal ones, as I found the smaller builders were simply making imitations of the larger ones as far as they could. As Birmingham was only a few hours' ride from Coventry, I used frequently to run over there and see Messrs. Lamplugh & Brown, and Messrs. J. B. Brooks & Co., also Messrs. J. Lucas & Sons, the manufacturers of lamps. Messrs. Brooks and Lamplugh & Brown are the largest manufacturers of saddles, bags, etc., in England, and turn out quite a variety of goods. They both treated me very kindly, and showed me all over their establishments. They manufacture nearly the same line of goods, and one would be perfectly sure to get what he wants at either place. Their reputation is of the best, and they are well known all over the world. Messrs. J. Lucas & Sons are well known as the makers of the King of the Road Lamp, and I saw some very fine specimens of a new pattern they were turning

out for 1885. In both places I placed orders for a large line of their goods, for our department of sundries, and had the advantage of personally selecting the various articles while there. On leaving Bradford, Mr. Brooks gave me a very fine case for traveling, made of solid English leather for holding a change of clothing, etc., which I found very convenient.

While in Coventry, occasionally, with either Howell or Phillips, we would leave early in the afternoon and take a ride over the country, generally ending with a road race for the last three or four miles. The theaters in Coventry were very small and the acting not very good, so very often Mr. Phillips and myself would run over to Birmingham to see some celebrated actor. The principal church in Coventry, the one to which Mr. Woodcock gave £10,000, is St Michael's. It is very old and very large, being highly decorated, and some of the architecture dates back to the 13th century. They have a very nice choir of small boys, who sing very beautifully with their young soprano voices.

One day in the latter part of October, I found that Mr. F. De Civry, the champion of France, and M. Roussett, agent in France for Messrs. Rudge & Co., had arrived in Coventry. Sellers, who is well known in America as having made the world's record of 2.39 for one mile, at Hartford, came down from Preston the day before, and Mr. Woodcock proposed that we should make a party and take a ride out to Kenilworth Castle. We were mounted on all sorts of machines, from a small racing safety geared up to 60, to a new pattern tricycle that resembled the Crippler which I rode. Coming back from Kenilworth we started in for a race, and I was surprised to find what speed I could get out of the tricycle that I was on. It only weighed 45 pounds and was geared up to 65. It took some time to get it in motion, but when it did go it was with vengeance, although I must say it took considerable muscle to drive it. De Civry played with us on his Rudge Safety, and Sellers gave it up after we had raced a mile or two, he being at the time out of condition. On a level stretch of road about 3-4 of a mile long, I challenged De Civry for a race. He promptly accepted and we went. He got away from me at once, but after I had put my machine in motion the distance between us began to lessen, and before we had gone half a mile I was even with him. The next quarter was nip and tuck, but after that we came to a hill, and my machine being geared up too high for hill climbing, he raced away from me in grand style. Notwithstanding this I was surprised to see what could be done on a tricycle, as I never thought much speed could be obtained from one.

Returning to the hotel we found quite a surprise awaiting us, as Mr. Woodcock had, in the meantime, made arrangements for a private dinner party given to De Civry, Sellers, and myself. The party comprised about a dozen, and we sat down about eight o'clock. During the dinner Mr. Woodcock arose and addressed the guests. Most of us being young men he gave us many experiences during his life, speaking very feelingly and giving us a great deal of good advice. It was impossible to listen otherwise than with respect and attention to his words, coming as they did from one who had been the benefactor of many a young man, and who had assisted them more than once both with his purse and counsel.

The next day John Keen, well known as "Happy

Jack," came up from Surbiton. During the few days he was in Coventry he gave me many points and much interesting information in regard to racing and road riding. Keen is very popular among the riders, and as he had an inexhaustible fund of stories connected with races and racing men, it afforded me much pleasure to listen to him.

My work at Messrs. Rudge & Co.'s was now over, all our machines had received my most careful attention, and every detail had been attended to. I knew to a great extent what American riders wanted, and, just before I left, I saw samples of the Rudge Light Roadster, American Rudge, Rudge Racer, and Rudge Safety, together with a Rudge double driver tricycle, and I must say they more than satisfied me. There were no radical changes from the machines of last year, simply some new details, and the Rudge Light Roadster of 1885 is not different from that of 1884, with the exception of one or two points. I had some difficulty in America in convincing the riders that fixed cranks were an advantage, and while in England a great many of the machines that I saw were finished with this style of crank. I was a thorough believer in it myself and saw no reason to change, but at the same time I arranged to have some of our machines come with detachable cranks if our riders wished them.

In the afternoon I left for London with my machine and gripsack to accept Keen's invitation to go down to Surbiton. Keen met me at Euston station as agreed, and after putting my bag and machine in a cab with rubber tires, we drove to the Waterloo station to take the train for Surbiton. Arriving at Surbiton I left my machine and bag at the hotel and went down to Keen's shop. He does not make many machines, but those that he does make have a very good reputation indeed.

The next day I went to ride early with Keen to Surbiton. The weather was very fine for the time of the year, and the roads were quite good. I rode my Light Rudge and he rode his Rudge Safety. After breakfast we left for the Anchor Hotel at Ripley. This is one of the most celebrated places in England, and is a great meeting place for cyclists in general. It is twelve miles from Surbiton, and the road was lined with cyclists both on bicycles and tricycles. We passed Claremont, the seat of the late Duke of Albany, also Sandown, a great racing place. We stopped several times with different wheelmen, and arrived at Ripley at 12.30. The Anchor is an old-fashioned inn, very plain, but very comfortable, and the host gave us a very good dinner at a reasonable price. I met there some of the most noted cyclists of the day, including Cooper, Gossett, Webb, Larrett, and some others. Keen introduced me to all of them, and they made me at home at once. About sixty of us sat down to dinner and we had a very jolly time, indeed. Cooper is a great joker, and one of the best-natured fellows I ever met. At the same time he is very sharp, and it takes a long-headed fellow to teach him some new tricks on bicycle riding.

I found that it was the custom of the riders to rush things going home, and I was rather curious to see how I could stand with the English riders. A crowd of us started with Cooper and Webb, the crack tricyclists, on the Humber tandem, and before we had gone three miles from Ripley there were very few of us left. I did not feel like inviting Keen to race me, for I knew very well that I should stand a good chance of being beaten, for I do not believe there is a man in England that can get ahead of Keen on the road, so I turned my

attention to the others, and let Keen take care of himself. I found that I had no difficulty in getting away from the others on the hills, and at one time I was a quarter of a mile ahead of the lot, Keen in the meantime riding behind and enjoying the fun. After waiting for some of the others to come up, we were riding slowly down a hill about three miles from Surbiton, when Cooper and Webb rushed by on their tandem. In an instant we had set our wheels in motion and were after them as fast as possible. The road was a bit bad and we had only two miles to go, consequently they put on all the steam they had. After going about half a mile I managed to get up even with them, and the rest were close to my heels. As we sighted Surbiton they made their final rush, but it was no good. I had gained about fifty yards on them, and, cheered by the sight of the Angel Inn, I put on all the spurt that I had and won, much to their disgust. Keen did not enter into the last part of the race as I wanted to have it out alone with them. He was evidently delighted, for I believe it was the first time that Cooper and Webb had been beaten on their tandem, and I must say they got more speed out of that machine than I ever dreamed could be got out of any tricycle.

The next day I sent my machine back to Coventry, and went down to London. While there I had the pleasure of meeting George Lacy Hillier, of the *Tricyclist*, Sidney Lee, another well known flier, and Mr. James Woodcock, nephew of Mr. George Woodcock, of Coventry, and among others, Messrs. Bale and Gaskell, of the Coventry Machinist Company, my two friends whom I had met in America. All of these gentlemen, besides many others, extended to me many courtesies which I hope to repay should they ever come to this country.

The prizes which Gaskell won at Springfield, New Haven, and Boston were exhibited in the windows of the Coventry Machinist Company's office, and were a great attraction. They looked very pretty indeed, but I wondered what those people would think, after looking at these prizes, could they see some of those of George M. Hendee. Although Gaskell's looked very nice, they could not compare with those Hendee has won.

When De Civry was in Coventry he invited me to go over to Paris, and I gladly accepted, intending, after seeing the sights there, to take a tour down to the south of France, but, having received a telegram which changed all my plans, I bade my kind friends in London a hearty good by and went back to Coventry, and sent my luggage and machine down to Liverpool, and after shaking hands with Mr. Woodcock and Mr. Phillips, and sincerely thanking the manageress of the King's Head Hotel, who had been very kind to me when somewhat under the weather, I left on the midnight train for Liverpool, and after some rather quick work I found myself next day steaming out of the harbor on the Cunard steamship "Servia," for New York.

I cannot close this sketch of my trip without sincerely thanking my friends in England for their many acts of kindness and the courtesies which they extended to me while there. I felt when leaving England that I knew much more about the bicycle business than before. I had had a first-rate time, although the greater part of it was spent at the workshops, where I gained much information that has since proved very valuable to me.

Should it be my good fortune that any of my friends in England come to this country, they may be quite sure of receiving a very warm welcome from me, in Boston, Mass.

THE

KANGAROO BICYCLE.

Having been appointed Agents for this celebrated Bicycle, we take pleasure in informing the public that we now have a limited stock on hand and will be fully supplied by February 15, and can fill all orders promptly as soon as received. For those not conversant with the construction of this machine, and the great points of merit which in a few months have put it at the very front of the foremost rank of road machines, we give below an illustration and brief description.

The primary object of construction is to secure absolute safety for the rider, without sacrificing the speed, comfort, or graceful carriage of the regular Bicycle, and the result of six months' hardest testing has proven, beyond a doubt, that all that was claimed for it by the makers falls far short of expressing the many points of excellence possessed by this truly wonderful little machine.

The front wheel is 36 inches in diameter, constructed with butt-ended direct spokes, gunmetal hub flanges, hollow felloes, and best weldless para rubber tire, $\frac{7}{8}$ inch diameter.

The rear wheel is 20 inches in diameter, of the same construction as the front wheel.

The front forks, backbone and 26-inch dropped handle-bar, are all of weldless cold drawn steel tubing.

The front and rear wheels and crank axle all run on dust-proof adjustable ball bearings, the pedals on parallel bearings.

The spring is of a new variety (not shown in cut), bolted at front and rocking on a hinged adjustable support at rear. The spring can be set at any desired angle or elevation, thus making the same machine adjustable for different persons.

The elements of safety consist in constructing the front fork to run three inches back of the center of the front wheel, which is attached to the fork by a steel forging in the form of a bracket, and continuing the fork some eight inches below the center of the wheel, and at its lower end affixing a short axle running in a peculiarly constructed ball bearing, to the outer end of which is attached the Crank and Pedal, and on the inner end a sprocket wheel. The outer flange of front wheel hub is also made in the form of a sprocket wheel, and is connected to the crank axle by an endless chain of the celebrated "Abingdon Works" Company's make.

This construction, by placing the portion of weight carried on the Saddle, well back of the center of the forward wheel, and the portion carried on the Pedals, below the center, makes a "header," or forward fall,

an impossibility, as in case of the rear wheel being raised, the weight at the lower end of the forks would act as a lever to throw it down into position.

The speed is secured by "gearing up" the front wheel, *i.e.*, the sprocket wheel on the front hub has a less number of teeth than the one on the crank axle, thus the wheel may be made to run as either a 48, 54, or 60-inch, 54-inch being the most advantageous gearing for general work.

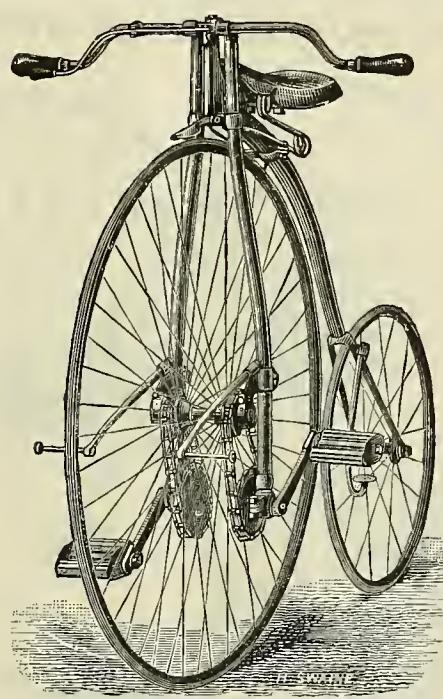
The workmanship and materials are of the highest quality procurable, and no pains nor expense is spared to make the machine the finest on the market.

The finish is in all cases black Harrington's enamel highly polished, all nuts and small parts being nickel plated.

To sum up with, the Kangaroo has proven itself to be the only real safety Bicycle ever made, and to possess far superior running qualities to any. It is safer than any Tricycle, and much more speedy. Is smaller, lighter, and handier than the ordinary Bicycle. Is easier to mount and dismount; and, last of all, it has proven even more speedy than the ordinary Bicycle on the road, having won the hundred-mile road race in England, beating all previous records in accomplishing the whole distance in 7 hours, 11 minutes, 10 seconds, or an average of 14 $\frac{1}{4}$ miles per hour.

In a review of the important events of the year, the London correspondent of THE SPRINGFIELD WHEELMEN'S GAZETTE says of this race: "After all is said and done, perhaps the one 'record' which has occasioned the most widespread astonishment has been the time made in the 100-mile road race on Kangaroo safety

bicycles. Even allowing for the favorable state of the weather and wind, it was certainly a staggerer to read that a man had ridden a 36-inch wheeled bicycle 100 miles on the road in faster time than any other velocipede, not excepting the 60-inch racing bicycle, had ever covered the distance."



THE KANGAROO.

Notwithstanding the extra expense of manufacture entailed by an extra set of ball bearings and extra length forks, and the high finish of the machine, we have decided to place it on the market at a price even lower than any regular Bicycle of equal quality, and for the present we will supply the standard pattern KANGAROO BICYCLE at \$130.00. Ball Pedals, \$7.00 extra.

Address all inquiries and orders to

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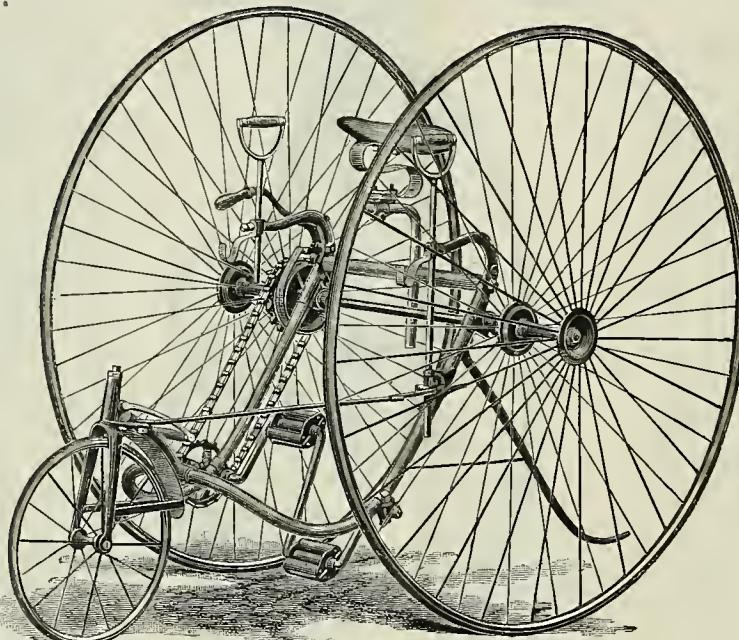
THE OTTO TRICYCLE.

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.

No. 10 has steel wire wheels, with rubber tires, 42-inch hind and 16-inch front.
Price, \$65.00

No. 11 has steel wire wheels, with rubber tires, 48-inch hind and 16-inch front.
Price, \$85.00

BRIEF.—Two 48-inch driving and one 16-inch front steering wheel, $\frac{7}{8} \times \frac{3}{4}$ inch moulded red rubber tire, $4\frac{1}{2} \times 6\frac{1}{2}$ inch driving hubs, cylindrical cone steering head, rack and pinion steering rod, adjustable spade handles, adjustable seat rod, double-cranked pedal shaft, 5½-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; spring, suspension saddle; tool bag, wrench, and oil-can. Total width, 40 inches; weight, 96 pounds; finish, enameled, with nickelated trimmings.



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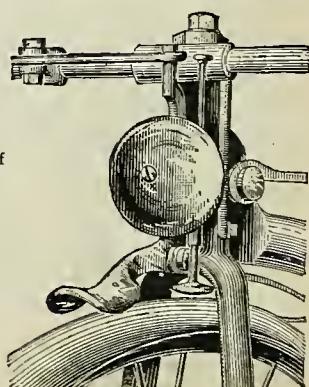
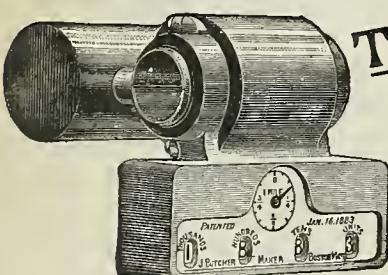
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Can be read from the Saddle and used with a Hub Lamp.

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



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Is the Cheapest and Best Automatic Alarm in the Market.

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BUTCHER CYCLOMETER CO.

NO. 338 WASHINGTON STREET,

BOSTON, MASS.

Correspondence.

Editor Springfield Wheelmen's Gazette:—

In the January issue of the GAZETTE, I noticed that it was stated that I was a member of the Golden Gate Bicycle Club, of San Francisco, Cal. I wish to correct the mistake. The Golden Gate Bicycle Club was organized before I left San Francisco and is a professional club, and as I am an amateur rider, I am no member of said club. I am an honorary member of the San Francisco Bicycle Club, which was organized, December 13, 1878, and as a club belongs to the L. A. W.

Very respectfully,

F. W. GIBSON.

HENDERSON, Ky., Feb. 4, 1885.

Editor Springfield Wheelmen's Gazette:—

Henderson, Ky., is a city of 10,000 population, situated upon the Ohio river, twelve miles from Evansville, Ind. It has the best roads, and is the healthiest and second highest point on this stream, and has never been inundated by unprecedented high water. It has as many fine horses as any place in America of its size, and as much good liquor, and more pretty women, than any city in the known world to its number of inhabitants. Henderson also has a very remarkable bicycle club, which bids fair in a short time to be the *ne plus ultra* organization of the known world. Henderson Club boasts of having new members who can out-run a locomotive with their brakes on. The club fabricator—usually, and politely referred to as the one who is to dispense truth with penurious frugality—actually, as he rashly asserts, frequently rides the telephone wires, turning complete somersaults at each pole in his pleasure jaunts, and all this without a dismount. His next ride will be upon the wings of the morning.

Respectfully,

ONE OF THE GANG.

WEEDSPORT, N. Y., Feb. 24, 1885.

Editor Springfield Wheelmen's Gazette:—

I was surprised to see in the February issue of the GAZETTE a communication, signed "Weedsport Bicycle Club," written by Charles Townsend, late secretary of said club, announcing a grand tournament to be held by the club on the 17th and 18th of June next. Surprised, I say, for the reason that this club has never decided to hold a tournament next June or at any other time, although various members of the club have talked over the feasibility of holding an afternoon race-meeting sometime during the coming season.

Said communication was written by said Townsend without the knowledge or sanction of the club, as no club of only ten members, especially in a town of the size of Weedsport, would be so foolish as to go into any tournament scheme on so elaborate a scale as laid out therein by our late secretary.

Will you please publish this in your March issue in justice to the Weedsport Bicycle Club, as we wish the wheelmen of the country to understand that the club had nothing whatever to do with the publication of said article. Please announce, also, that Charles Townsend, late Secretary of the Weedsport Bicycle Club, has been expelled from membership in said club, for conduct unbecoming a gentleman and a wheelman.

Yours etc.,

H. D. BROWN, Pres't. Weedsport Bicycle Club.

SAN FRANCISCO, Feb. 13, 1885.

Editor Springfield Wheelmen's Gazette:—

We wheelmen of the West do really take compassion on our Eastern brothers, for while they are securely tucked in-doors, we are doubtless enacting the scenes their most vivid imaginations are depicting.

Last Saturday afternoon, at 1.30 P. M., the captain of the Bay City Wheelmen, accompanied by some five or six selected friends, took a reconnoitering expedition down the road to San Jose, distant about fifty miles. We had had no rain for a week previous and the roads were reported in splendid trim. They made the run in four hours and three quarters, having loitered about three-quarters of an hour on the road. Next morning they rode to Alum Rock, which is a summer resort, distant about five miles from San Jose. Those five miles are wearisome ones, however, for a wheelman, and sometimes he is half inclined to yield to the cry of the small boy, and "get off and push." It is an up-hill job from the word go, and by the time the end of the third mile is reached the demands of nature become too strong to be resisted, and the wheelman reluctantly (?) resigns his pedals for some soda.

After passing over the remaining two miles we arrive at the springs, which are beautifully situated in a little clump of trees. Here the weary wheelman enjoys a sulphur bath (either hot or cold) which repays him for his hard work.

After a little lunch the homeward ride is commenced. It is a continuous coast the whole way to San Jose, and if it were long enough we might make a road record to beat the world. We wheelmen of the West are content to enjoy ourselves at present without trying to break our necks making records, as will be seen by referring to the Pacific Coast records, viz., 1-4-mile by F. R. Cook, 37s.; 1-2-mile, F. R. Cook, 1.29 1-4; 1-mile, F. R. Cook, 3.04 4-5; 2-mile, F. E. Johnson, 6.53 2-5; 5-mile, H. C. Finkler, 14 m.; 10-mile, F. E. Johnson, 35.06 (this, however, cannot be called a record as Mr. Johnson had a handicap). But our main excuse for poor time must be the poor condition of our racing tracks. If any of our Eastern brethren think the fault lies with the man let them come out to the tournament of the Bay City Wheelmen, May 30, and put the case to a test.

I do hope we shall be able to send a representative from this side to the next meet of the Springfield Club, and if we do succeed and Mr. Cook is the selected party, we would be much pleased to have him go a mile with your Hendee, not that we presume for a moment that Cook would get away from him, but simply to see how the Pacific Coast metal compares with the Eastern "blooded stock," although at the same time we put a good deal of confidence in our Cook.

Yours "on wheels,"

BAY CITY.

WINNIPEG, MAN.

Editor Springfield Wheelmen's Gazette:—

Accept the congratulations of the Manitoba wheelmen on the splendid success achieved by the Springfield Club in its third annual race meeting. Springfield has become the Derby of bicycling; long may it continue so, and long may the races be so keenly contested and so squarely conducted, fair play being dealt to both visitor and resident. Although we are on English soil (nominally) the majority of our boys would like to see Hendee—an American product—treat Sel-

lers and all comers to a view of his little wheel. Better luck again, George!

Four of our boys made an extended tour through the province, last fall, over roads which were to bicycle riders maiden ones. There was considerable satisfaction, apart from the pleasures of the tour, in the thought, that never before since time was, had bicycles been ridden over these trails. Some such feeling as that which animated the ancient mariner, as he set out on his voyage of discovery, came over the boys as they flew along. The trails were peerless, the boys in high spirits, the settlers genial and courteous, and the tour pronounced the most enjoyable ever taken by the members of the party. Three hundred miles were covered, eighty miles being the largest day's record. The party consisted of Cliff B. Keenleyside, W. W. Matthews, A. J. Dorch, and L. R. Arnett. So delighted were they with the trip, that already tours have been planned for the coming season. Some of the more adventurous riders are advocating a trip by train to the "Backbone" of America and return on wheel, via the old Battleford trail, a distance of nine hundred miles.

We have, in turn, beaten the record in this city for almost everything, from "real estate booms" to "ozone," and do not intend to take a back seat in regard to bicycling. At our annual race meeting, this fall, K. J. Johnson won the provincial championship. Won the provincial championship! Yes! and won every race in the country for the entire season. In fact the only way to keep him from winning would be to adopt the old lady's advice for keeping boys' pants from bagging at the knee—"Go without or kill the boy." The winner of the consolation race "keenly sighed" as he was seized with a cramp in the second mile of the five-mile championship race and was knocked out for the others, but said he as he "came run"-ing down the stretch, "We will 'see later'; they are not going to leave me in the consolation race." No coroner was required.

The annual meeting of the club was held last week, when the following officers were elected for the ensuing year: Honorary president, David Young; president, R. J. Whilla; vice-president, A. C. Matthews; secretary and treasurer, C. B. Keenleyside; captain, W. E. Slater; first lieutenant, K. J. Johnson; second lieutenant, L. R. Arnett; bugler, W. J. Osborn; whip, George Broughall. The choice of captain was a good one. More anon.

Yours fraternally,

"MACHINE."

Editor Springfield Wheelmen's Gazette:—

I notice in your issue of December the wail the *Bicycle World* sends up at the small attendance to witness the contests of Neilson and Young, and the small interest Bostonians take in bicycle sports in general. To those who have witnessed the large gatherings in England it does appear somewhat singular, but the principal causes of failure are not far to seek. As one who has had some experience in these matters, I hope you will not think it out of place if I endeavor to point out the means they adopt in England to insure success, and if these were followed out here I feel confident we should hear, in a very few years, no more wails of that kind. People here on all sides complain there are no amusements at holiday times. Then why not meet them by providing these sports when the people have the leisure to attend, as they do now in England?

i. The committee fix a time for their sports

when it is a national holiday, such as Easter Monday, Whit Monday, and the first Monday in August; and even the Surrey Bicycle Club, which has the advantage of such a central place for sports as the Kennington Oval, selects the Saturday afternoon which is a general holiday in London. The people cannot and will not spare time during working hours to attend athletic sports but are only too glad to have somewhere to go to spend their leisure time.

2. Most of the bicycle clubs out of London hold their sports in conjunction with the athletic clubs for a time until they get strong, and these sports then consist of running, walking, throwing the cricket ball, tug-of-war, three or four bicycle and tricycle races, interspersed with choice selections of classical music—not common stuff that one so frequently hears droned forth on the streets of most of our large cities. Thus a greater number of tastes are gratified.

3. The storekeepers are invited to contribute to the prize fund and this they gladly do, for they get their money back with interest in a variety of ways.

4. Advertising largely in the local and provincial papers, with plenty of placards all over the city and neighborhood, with hand-bills, men with boards, etc., etc.

The people want holidays and must have them, and will in some form or other; this is conceded by all rulers, and if the people are educated to find enjoyment in witnessing and taking part in athletic sports, which is quite an easy thing to do, as most people take kindly to it, we should then hear no more dismal wailing from the cycling world, and the people would be healthier and happier than if passing their holidays in saloons, etc. The advent of public athletic sports in England is only of recent date, and no sports have grown so rapidly in public favor as they have done. Any one can go, no matter what creed or nation, male or female, refined or otherwise; any man may take his wife and daughters—the sons are sure to be there if they can get a chance—and there is nothing to offend even the most fastidious. You get the glorious sunshine, sweet fresh air, and all are as happy as at a marriage feast.

AN EX-ENGLISHMAN.

WHEELING AROUND THE WORLD.

Editor Springfield Wheelmen's Gazette:—

In reply to inquiries regarding whether I intend to finish the tour around the world, which I started from San Francisco to accomplish last spring, I beg leave to state that before I started from San Francisco, a well-known New York patron of athletic sports promised—or, leastwise, as good as promised—me the backing necessary to finish the feat of circumnavigating the globe with my wheel, in case I proved my capability for the task, and the genuineness of my intentions, by first wheeling across this continent. After performing my part of this stipulation so conscientiously that I wouldn't even ride across the Missouri river bridge at Omaha, but made the Union Pacific Railroad Company give me a special permit to wheel over, I arrived in New York to find that the gentleman had changed his mind; he probably never expected I would come through.

My intention was to reach Constantinople last fall, and, wintering there, finish the journey across Central Asia to the Pacific coast in China this coming season. To some, this project may seem rather chimerical, but it isn't; it is perfectly feasible, and—barring unforeseen accidents—the pro-

gramme would have been carried out to the letter, had the expected assistance been forthcoming; but as it was not I have been compelled, so far, to remain on this side of the Atlantic.

On my tour across this continent I gathered material for a most interesting book of bicycle touring experiences, which is written, and will be published at the proper time; likewise a series of papers containing a shorter narrative of the tour, which is to appear in *Outing*, commencing with the April number. The bicycle tour across the Indian and Rocky Mountain country of the West could scarce have failed to be productive of novel and interesting experiences; but the route I proposed to follow across Europe and Asia, leading, as it does, through several different nations, and semi-civilized peoples who never even heard of the steel-horse, would be productive of experiences infinitely more novel and interesting than any part of this continent; and my disappointment at being compelled to halt, last fall, was anything but small. The journey could not be finished now in one season; but Teheran, Persia, or Bokhara, Turkestan, could be reached this coming summer, and the remainder overcome the following year. I have talked with intelligent Chinamen, and understand that the difficulties in the way of a white man—barring, of course, Frenchmen—passing through the Chinese Empire are not insurmountable nowadays; and I venture that a person traveling by means of so—to them—novel and curiosity-exciting a conveyance as the bicycle would encounter little or no hostility from the Chinese or any of the semi-civilized Asiatics through whose territory his route would lead. Physical difficulties greater than anything encountered in the West would doubtless be encountered in certain parts of western and central Asia, but they would simply necessitate the outlay of a corresponding amount of perseverance to be overcome. As there are in the West, so there doubtless would be in Asia, long stretches of roadless country where cycling would be anything but an agreeable pastime; but on the whole it would be an exceedingly interesting thing for wheelmen to see accomplished, this "Wheel around the World."

Before undertaking the start, last April, I carefully weighed all the difficulties of cycling through countries where no artificial roadways exist, where long stretches of uninhabited country would be encountered, and where the language would not be understood. Readers of *Outing* will learn that even a roadless country is not without a certain amount of excellent surface for wheeling; indeed, I found in many places in Nevada, Utah, and Wyoming, surface smooth enough for roller-skating; by temporarily turning the bicycle into a "pack mule" for carrying water and provisions, it is possible to cross a waterless desert two hundred and fifty miles wide, but no such severe stretch would be encountered on the whole journey; from experience among Indians I know that the difference in language is a minor consideration, easily overcome; in short there is nothing impossible about the feat; and with the hardships in crossing the Rockies fresh in my memory, nothing would suit me better than to accomplish it.

There is no question but that every wheelman—to say nothing of others—would much like to see the feat of circumnavigating the globe—barring oceans—with the wheel, accomplished; and I know hundreds of venturesome "bikers" are in terrible suspense about whether the great wall of China is ridable or not, and whether a header off

it would be likely to jam a fellow's head down into his stomach; and I make no secret of saying that in making public this announcement of my readiness to finish the feat, I am borrowing a lesson from Melville of Arctic-exploration fame, who offers some rich man or club with \$100,000 to spare, a half interest in the glory of another Arctic expedition; the mighty difference between this case and that one being that the cost would be nearly one hundred times less, whilst from the wheelman's standpoint I don't know but the glory would be more; and I think nobody need be anything out of pocket in the end. A letter to this paper, or the *Wheel*, New York, will reach me.

THOS. STEVENS.

[English and American cycling papers please copy.]

TEXAS SIFTINGS.

Editor Springfield Wheelmen's Gazette:—

From Memphis, Tenn., to Galveston, Texas, was the next long jump indulged in by the professionals, since my last letter, taking in New Orleans *en route*. We found the Exposition in rather an unsettled condition, owing to the heavy rains which had prevailed for weeks previous to our visit. Hunting up the Rudge agents, we found little or no interest in bicycling in the "Crescent City," and were told there would be little or no exhibit of bicycles at the Exposition. This is to be regretted, as I think a good exhibit would further the interest in the sport, and materially assist the agents and manufacturers. I heard that the Columbia people would have some kind of a show in the Connecticut exhibit. I met Mr. McD. Nathan, the editor of *Bicycle South*, and learned from that gentleman several things connected with Southern wheeling. Mr. Nathan said the New Orleans boys were not much on the "hustle," and did not grieve excessively over their failure to have the L. A. W. meet held in New Orleans. By the above, then, I should think the L. A. W. had better steer clear of New Orleans for the future, for if there is so little interest taken in it, a failure would probably result.

On asking Mr. Nathan how his paper fared, he replied by saying the youngster was getting along as well as could be expected, considering the small number of wheelmen in his section. The South has three papers devoted to cycling, the *Southern Cycler*, published by Mr. W. L. Surprise at Memphis, Tenn., taking the lead in the procession. I think the *Bicycle*, published at Montgomery, Ala., should, in conjunction with the New Orleans paper, join forces with their Memphis leader. Boil the three into one good live paper, and that will accomplish more good than the three, as they lack the force which is essential to success.

I found Galveston, Texas, a very delightful place indeed, and two weeks of work and pleasure were put in by John S. Prince, Mlle. Armaindo, T. W. Eck, and W. J. Morgan. Galveston is well adapted for bicycling; a splendid beach which is ridable for thirty miles extends on either side of the city. There are some fifteen riders in Galveston, and a club will be formed next season. Mr. Baldinger is the agent for wheels here, and is also a subscriber to the *GAZETTE*.

From Galveston, Messrs. Eck, Morgan, and Mlle. Armaindo went to San Antonio, Mr. Prince going to New Orleans to run three races against Woodside. We found San Antonio a very curious and historical old city, with narrow streets and sidewalks, no two houses being alike, and the

roads around not calculated to enthuse the wheelman.

The first night I was called to the telephone, and the following conversation occurred: "Hello!" "Hello!" "Say, will you please ask if the W. J. Morgan, who is staying at your house, is the same W. J. Morgan, formerly of the Monmouthshire (Eng.) Bicycle Club?" An affirmative answer being given, the questioner yells, "Well, I'll be goll darned! I raced against him in a handicap at Newport, England, in 1880. Tell him to come over and see me." The gentleman turned out to be Mr. Cox, formerly Secretary of the Sussex (Jersey) Club. Mr. Cox is at present connected with the Southern Hotel, San Antonio.

I endeavored to do some riding around San Antonio, and the people, especially the Mexicans, eyed me curiously, if not suspiciously, as they had never seen a bicycle before. On riding around I noticed a dude kind of a cowboy standing and looking as if he wished to shoot a spoke out. Naturally I avoided him.

On Sunday last a series of races took place at the San Antonio driving park, Mlle. Armaido and W. J. Morgan riding against horses, the former going 1-4 mile heats, while the latter went five miles against the fast San Antonio horse "Frank S." The cowboy that I had observed eying me was on hand with a hat big enough for four men. On the finish of the five-mile race, which the bicyclist won, the cowboy rushed up and congratulated the rider, with a Scotch accent. He said, "The last race I run was in a handicap in Scotland, H. L. Cortis, scratch." "Great Scott!" exclaimed Morgan. "What! you a bicycle rider?" "Yes, my friend," he returned. "You can hardly recognize the former mashing captain of the Edinburgh Bicycle Club in these togs; nevertheless, I used to captain the Edinburgh boys. My name is Galbraith. I used to race quite a little, but now I ride 'bronchos' for a change," and the cowboy smiled. Mr. Galbraith is a young man of twenty-four summers, and takes kindly to Texas.

This reminds me of a good joke on the "Prince" of bicyclists. Last winter when the party of professional bicyclists, including the "mile champion," was showing at Colorado Springs, one fine morning Harry Higham, Tom Eck, and John Prince went out for a ride on the road; after going some distance they were joined by a party of cowboys who commenced racing their ponies against the boys. After a good deal of fun, one of the cowboys, who was loaded down with six-shooters, offered to bet Prince five dollars that he could ride his (Prince's) bicycle. The wager was accepted;

the cowboy jumped off his horse, and the crowd gathered around in anticipation of some fun. The cowboy made a pedal mount and rode right away, much to the disgust of Prince and the laughter and surprise of the crowd. He turned on the road and, coming back, jumped nimbly off claiming the five dollars, which was given him. Mr. Prince then inquired of the cowboy where he had learned to ride, and he mentioned a well-known college just outside of Boston, and said, "I used to race a little once myself; that was when I attended college." The crowd adjourned to drink Prince's health at the nearest saloon.

From San Antonio to this city was the next ob-

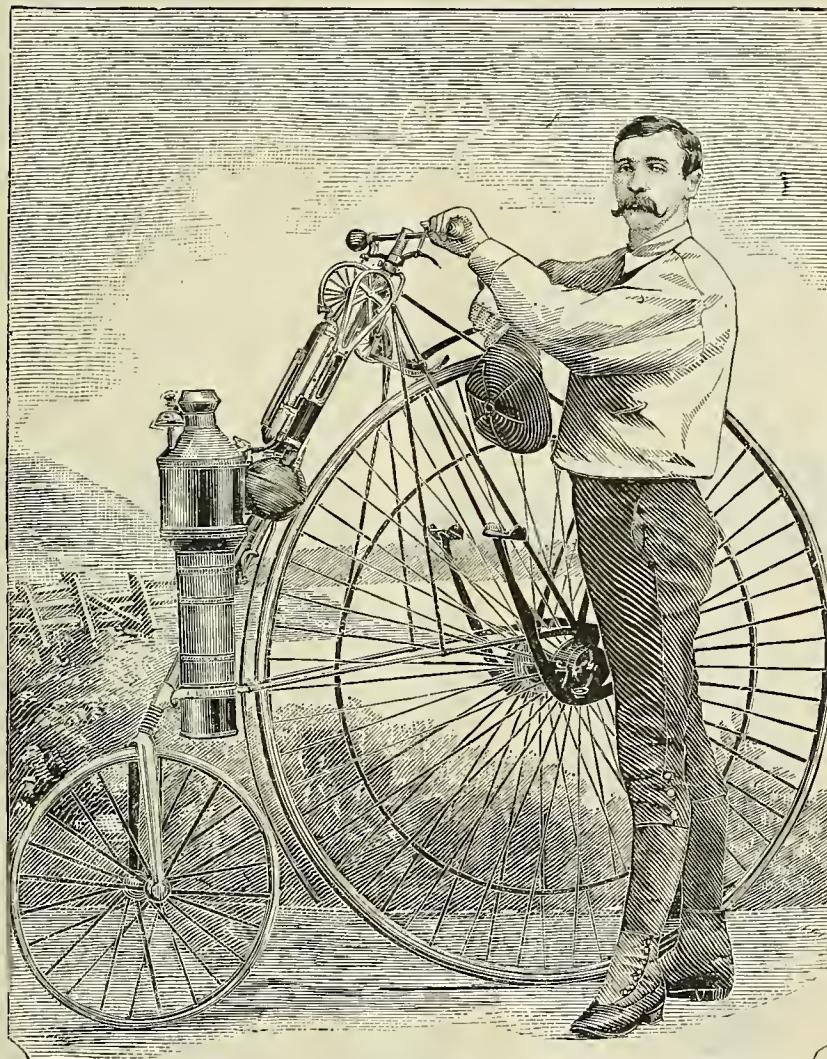
since the professionals have visited us. Mr. R. H. Innis, the popular freight agent of the Sunset Road, received a beauty by express this morning, and several others are intending to purchase. Let's organize a bicycle club and all start in together." This looks encouraging, and still some people cry out the professionals are bad men, and injure the sport.

"SPOKES."

A STEAM BICYCLE.

Through the courtesy of the New York *Clipper* we are able to present to our readers an illustration of Mr. L. D. Copeland and his steam bicycle.

This wonderful wheel has a reciprocating steam-engine attached to the bar which connects the handle with the small wheel in front. Benzine is used for heating purposes and steam can be got up in a few moments. At the present time the supply of the fuel and water has to be replenished every hour, but with anticipated improvements supplies enough for several hours will be provided for. Ninety pounds of steam can be carried, but the machine can be run with twenty pounds. The machine averages about five minutes a mile over an ordinary road. The pedals can be used in conjunction with the steam power whenever necessary, and the speed will be increased accordingly; when the steam power only is used the pedals are brought into requisition for foot rests. By the unscrewing of two bolts the entire machine can be taken off and there remains the ordinary "Star" bicycle in its entirety. Possibly the reader has pictured a machine which is both awkward and cumbersome, so he will be all the more surprised when he learns that everything connected with the steam part of the bicycle, the boiler, water tank, engine, benzine tank and all the appliances weigh only eighteen pounds. The engine is furnished with quarter horse power. The machine has reached the present



L. D. COPELAND'S STEAM BICYCLE.

jective point of our party, and to say that I like this city is drawing it mild. The country around here is rather hilly but very well adapted for bicycling. Some fine roads can be selected for a tour around this part. Mr. Strubner was appointed the Rudge agent here yesterday, and no doubt this next season will see many wheels in Austin. Mr. Strubner is the captain of the boating and athletic club, and is just the man to "boom" the sport of bicycling.

To show that an interest is being awakened by our visit here, I quote an editorial from the San Antonio *Times*, of Feb. 16, which reads as follows: "It looks as if bicycle riding will be the rage now,

state of perfection only after four years of continuous study and experimenting by the inventor, Mr. L. D. Copeland, of Phoenix, Arizona. At the request of several wheelmen Mr. Copeland gave an exhibition with the machine at the Mechanics' Pavilion, San Francisco. The few gentlemen who were fortunate enough to be present were unanimous in the praise of the invention. The ingenuity of the contrivance is a matter of astonishment to those of a mechanical turn of mind. Mr. Copeland has patented the invention, and is negotiating with the large bicycle firms in the East for the purpose of entering into some engagement for the manufacture of the steam bicycle.

BICYCLE CLUB DIRECTORY.

Arranged according to date of organization.

NAME OF CLUB.	CITY OR TOWN.	STATE.	ORGANIZED.	NO. OF MEMBERS.	SECRETARY.
Boston Bicycle Club, . . .	Boston, Mass.,	Feb. 11, 1878,	313	Edward W. Hodgkins, 87 Boylston Street.	
Chicago Bicycle Club, . . .	Chicago, Illinois,	Sept., 1878,	60	S. H. Vowell, 179 La Salle Street.	
Capital Bicycle Club, . . .	Washington, D. C.,	Jan. 31, 1879,	125	John M. Killits, 919 G Street N. W.	
Fitchburg Bicycle Club, . . .	Fitchburg, Mass.,	Feb. 21, 1879,	15	George A. Wilson, 247 Main Street.	
Buffalo Bicycle Club, . . .	Buffalo, N. Y.,	Feb., 1879,	76	C. S. Butler, 263 Main Street.	
Philadelphia Bicycle Club, . . .	Philadelphia, Pa.,	May 22, 1879,	49	H. A. Blakiston, 215 South 41st Street.	
Providence Bicycle Club, . . .	Providence, R. I.,	July 7, 1879,	36	Howard L. Perkins, Box 460.	
Germantown Cycling Club, . . .	Philadelphia, Pa.,	Sept., 1879,	55	George D. Gideon, 1539 Race Street.	
Connecticut Bicycle Club of Hartford, . . .	Hartford, Ct.,	Oct. 20, 1879,	40	Wm. F. Colton, Box 792.	
New York Bicycle Club, . . .	New York, N. Y.,	Dec. 18, 1879,	35	Edwin W. Adams, 114 Wall Street.	
Keystone Bicycle Club, . . .	Pittsburgh, Pa.,	Dec., 1879,	17	Charles M. Clarke, 110 Diamond Street.	
Citizens Wheel Club, . . .	Minneapolis, Minn.,	1879,	30	S. F. Heath, Box 53.	
New Haven Bicycle Club, . . .	New Haven, Ct.,	Jan. 24, 1880,	17	J. de Selding Brown, Box 904.	
Rochester Bicycle Club, . . .	Rochester, N. Y.,	Feb. 6, 1880,	45	Ruben Pennett.	
Buckeye Bicycle Club, . . .	Columbus, Ohio,	Feb., 1880,	34	Ward Perley.	
Wilkesbarre Bicycle Club, . . .	Wilkesbarre, Pa.,	May 30, 1880,	30	H. F. Brandon.	
Sea Side Bicycle Club, . . .	Norfolk, Va.,	May, 1880,	14	J. C. Carroll, 197 Main Street.	
Oakland Bicycling Club, . . .	Oakland, Cal.,	July, 1880,	35	W. C. Gibbs, 318 California Street.	
Albany Bicycle Club, . . .	Albany, N. Y.,	Aug. 25, 1880,	172	Fenimore B. Holdridge, Comptroller's Office.	
Nashville Bicycle Club, . . .	Nashville, Tenn.,	Sept. 14, 1880,	22	J. R. Dorch, Nashville Mutual Warehouse Co.	
Lafayette College Bicycle Club, . . .	Easton, Pa.,	October, 1880,	20	J. Madison Porter.	
Orange Wanderers, . . .	Orange, N. J.,	Nov. 11, 1880,	20	W. A. Belcher, Highland Avenue, Orange Valley.	
Plainfield Bicycle Club, . . .	Plainfield, N. J.,	1880,	27	Robinson Pound.	
Thorndike Bicycle Club, . . .	Beverly, Mass.,	April 19, 1881,	25	L. L. Dodge, Box 187.	
Springfield Bicycle Club, . . .	Springfield, Mass.,	May 6, 1881,	70	Sanford Lawton, Box 1019.	
Salt Lake City Bicycle Club, . . .	Salt Lake City, Utah Ter.,	May 13, 1881,	16	Walter Jennings, Box 262.	
Marblehead Bicycle Club, . . .	Marblehead, Mass.,	May 21, 1881,	36	P. H. Shirley, Box 546.	
Fremont Bicycle Club, . . .	Fremont, Ohio,	May 23, 1881,	5	John G. Nufer.	
City Bicycle Club, . . .	Brockton, Mass.,	May 24, 1881,	45	O. P. Lovejoy.	
Scranton Bicycle Club, . . .	Scranton, Pa.,	June 20, 1881,	28	John J. Van Noxt.	
Elmira Bicycle Club, . . .	Elmira, N. Y.,	July 1, 1881,	32	H. S. Kidder.	
Hermes Bicycle Club, . . .	Chicago, Illinois,	August, 1881,	35	F. J. Tourtellotte, 3401 Wabash Avenue.	
Frankford Bicycle Club, . . .	Frankford, Phila., Pa.,	Sept. 1, 1881,	9	Arthur Matthews, 4619 Worth Street.	
Holyoke Bicycle Club, . . .	Holyoke, Mass.,	Sept. 1, 1881,	20	Herbert Fenno, Box 235.	
Rutland Bicycle Club, . . .	Rutland, Vt.,	Nov. 12, 1881,	26	John R. Bates.	
Susquehanna Bicycle Club, . . .	Susquehanna, Pa.,	1881,	5	Wm. Garner.	
Chillicothe Bicycle Club, . . .	Chillicothe, Ohio,	1881,	15	H. Dump.	
Wheeling Wheelmen, . . .	Wheeling, W. Va.,	1881,	20	Charles B. Ott.	
Clinton Bicycle Club, . . .	Clinton, Mass.,	Feb. 7, 1882,	19	Joseph G. Jackson, Box 771.	
Northampton Bicycle Club, . . .	Northampton, Mass.,	March 1, 1882,	33	Louis L. Campbell.	
Charlotte Bicycle Club, . . .	Charlotte, N. C.,	Mar. 15, 1882,	8	Albert Durham.	
Ixion Bicycle Club, . . .	New York, N. Y.,	March, 1882,	33	Ed S. Robinson, 2 East 60th Street.	
Hudson Bicycle Club, . . .	Hudson, N. Y.,	May 13, 1882,	10	C. A. Van Deusen, Jr.	
Akron Wheelmen, . . .	Akron, Ohio,	May 15, 1882,	25	Charles Howland.	
Meriden Wheel Club, . . .	Meriden, Ct.,	May 17, 1882,	42	Horace G. Miller, Box 777.	
Citizens Bicycle Club, . . .	New York, N. Y.,	June, 1882,	84	John C. Gulick, 50 Eighth Street, West.	
Binghamton Bicycle Club, . . .	Binghamton, N. Y.,	June, 1882,	25	W. F. Sherwood, 49 Court Street.	
Owl Bicycle Club, . . .	Bordentown, N. J.,	July 10, 1882,	11	Wilson Cutter.	
Greenfield Wheel Club, . . .	Greenfield, Mass.,	July 12, 1882,	25	Frank P. Forbes.	
Pennsylvania Bicycle Club, . . .	Philadelphia, Pa.,	Aug. 3, 1882,	60	Isaac Elwell, 229 South Sixth Street.	
Sparta Bicycle Club, . . .	Sparta, Wis.,	Aug. 12, 1882,	6	E. W. Harvey.	
Middletown Wheel Club, . . .	Middletown, N. Y.,	Aug. 15, 1882,	16	Moses Vail.	
Laramie Bicycle Club, . . .	Laramie City, Wyom. Ter.,	Aug. 26, 1882,	6	C. S. Greenbaum.	
Clarion Bicycle Club, . . .	Clarion, Pa.,	Sept. 1, 1882,	10	A. B. Reid.	
Sacramento Bicycle Club, . . .	Sacramento, Cal.,	Sept. 12, 1882,	12	Robt. H. Hawley.	
Victor Bicycle Club, . . .	Greenville, Pa.,	Sept. 18, 1882,	18	C. B. Shrom.	
Eurota Bicycle Club, . . .	St. Louis, Mo.,	October, 1882,	6	E. M. Senseney, 3029 Glasgow Place.	
Cheyenne Bicycle Club, . . .	Cheyenne, Wyo. Ter.,	Nov. 2, 1882,	18	Frank H. Clark.	
Brighton Bicycle Club, . . .	Cincinnati, Ohio,	Nov. 15, 1882,	12	William Bahmann, Western Ave. and Exeter Street.	
Millville Bicycle Club, . . .	Millville, N. J.,	Nov. 20, 1882,	35	John S. Reeve.	
Newbury Cyclists' Club, . . .	Newbury, Mass.,	Nov. 23, 1882,	5	P. O. Box 770.	
Emporia Bicycle Club, . . .	Emporia, Kansas,	1882,	15	J. H. Nelson.	
Murfreesboro Bicycle Club, . . .	Murfreesboro, Tenn.,	1882,	6	E. P. Robinson.	
Valley City Wheel Club, . . .	Sidney, Ohio,	March 1, 1883,	11	C. F. Smith, Anthracite Building.	
Alpha Wheel Club, . . .	Bethlehem, Pa.,	Mar. 16, 1883,	20	John H. Hawley, 1023 12th Street N. W.	
Washington Cycle Club, . . .	Washington, D. C.,	Mar. 31, 1883,	50	W. L. Taylor.	
Woodstown Bicycle Club, . . .	Woodstown, N. J.,	March, 1883,	7	W. F. Beggs, care Passaic Rolling Mill Co.	
Æolus Bicycle Club, . . .	Paterson, N. J.,	March, 1883,	9	E. L. Manville, 316 Elm Street.	
Ramblers, . . .	New Haven, Ct.,	April 9, 1883,	25	Joe E. Clifford.	
Dakota Bicycle Club, . . .	Grand Forks, Dakot Ter.,	May 13, 1883,	7	J. C. Winberg.	
Macon Bicycle Club, . . .	Macon, Ga.,	May 13, 1883,	18	Edd C. Wickham, Box 864.	
Delaware Bicycle Club, . . .	Port Jervis, N. Y.,	May 20, 1883,	19	George E. Voorhees, Jr.	
Morris Wanderers, . . .	Morristown, N. J.,	May,	15	C. L. Culler, 73 West 3d Street.	
Williamsport Wheel Club, . . .	Williamsport, Pa.,	June 10, 1883,	28	S. C. Southwell.	
Batavia Bicycle Club, . . .	Batavia, N. Y.,	June 15, 1883,	21	H. M. Lane.	
Allegany County Wheelmen, . . .	Friendship, N. Y.,	June, 1883,	15	George E. Dorr.	
Greenwich Wheelmen, . . .	Greenwich, N. Y.,	Spring, 1883,	8	George H. Washburn, Box 824.	
Burlington Bicycle Club, . . .	Burlington, Iowa,	July 10, 1883,	9	Ralph J. Cudner, Box 1028.	
Coldwater Bicycle Club, . . .	Coldwater, Mich.,	July 11, 1883,	13	George O. Sheldon.	
Wakefield Bicycle Club, . . .	Wakefield, Mass.,	July,	15	G. D. McGuire, Box 1162.	
Rovers Cycling Club, . . .	Delaware, Ohio,	Aug. 20, 1883,	10	W. H. Chapin.	
Olean Bicycle Club, . . .	Olean, N. Y.,	August, 1883,	15	J. Vaughan Dennett, Box 99.	
York County Wheelmen, . . .	Saco & Biddeford, Maine,	Sept. 4, 1883,	19	C. B. Kimball, care U. P. Local Freight Office.	
Colorado Wheel Club, . . .	Denver, Colorado,	Sept. 26, 1883,	32	T. B. Siegle, Pennsylvania College.	
Pennsylvania College Bicycle Club, . . .	Gettysburg, Pa.,	Sept., 1883,	7	Frank M. Vincent.	
Elyria Bicycle Club, . . .	Elyria, Ohio,	Sept., 1883,	10		

THE EXPERT COLUMBIA BICYCLE.

THE EXPERT is a medium-weight Bicycle, in which strength has not been sacrificed for lightness, nor durability for cheapness. It was designed to stand hard and long usage on any road by any weight and strength of rider; and though we have lightened it somewhat for this season, we have done so in mostly unnoticeable but costly ways, and so as not to impair its stanchness.

The forgings and all other parts are shaped in dies, a method of construction which secures not only even and elegant finish and form, but homogeneity of metal, and greater strength and reliability.

An improvement especially invented for this machine is the hemispherical or ball-steering center. A cubical hardened-steel step below, and a hardened-steel adjusting bolt above, afford concave hemispherical bearings for the convex hemispherical-ended spindle (also case-hardened for bearings); and this arrangement is superior to conical centers in several respects.

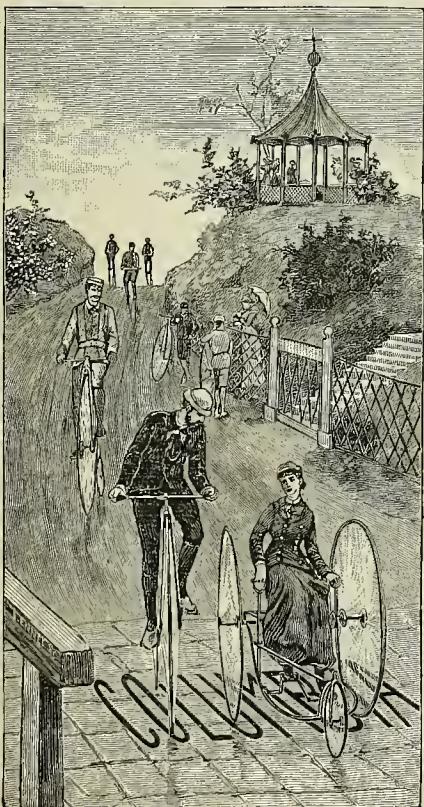
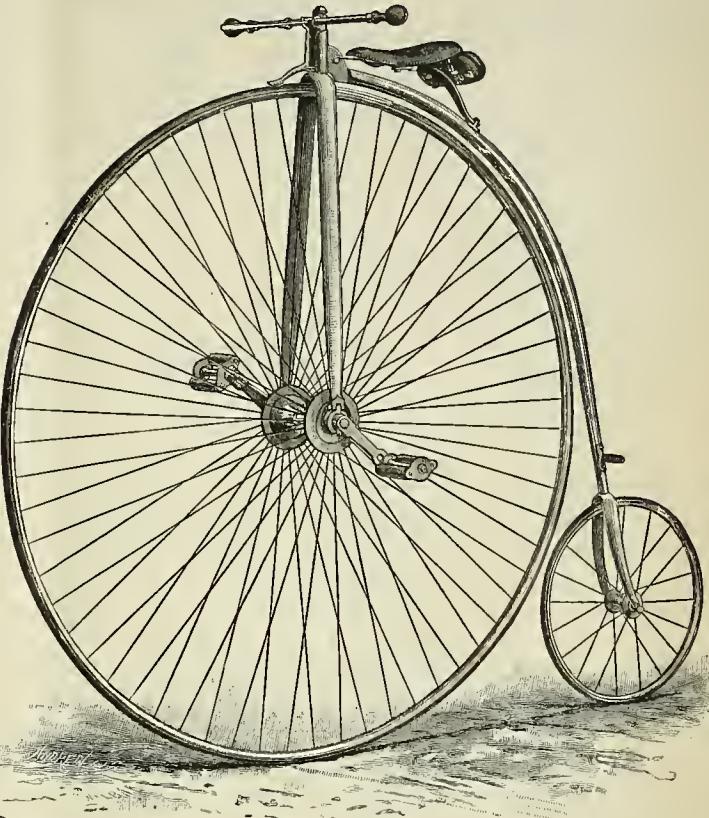
The handles are vulcanite, of large diameter, hard finish, very elastic, and with no nut at the end.

The perch (or backbone) is of best weldless steel $1\frac{1}{2}$ -inch tubing, and of circular section, to which we adhere because it is more correct for strains, takes less space for the strength between saddle and wheel, and appears more graceful.

The spring is a rolled-steel plate, formed by patented process, with a new and improved curvature. It is bolted to the neck at the fore end, and slides in a new and improved adjustable clip at the rear end.



Section of Expert Spindle and Steering-Head.

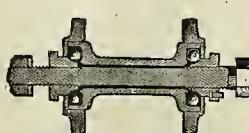


The above engraving shows only the outlines of a large and beautifully-finished chromo of TWELVE COLORS (size 28x13 inches), mounted on cloth, with decorated brass ferrules at top and bottom, and loop for hanging, and undoubtedly the most attractive cycling picture ever published. This chromo will be sent to any address, securely packed in a pasteboard roller, on receipt of five 2-cent stamps to pay for packing and mailing.

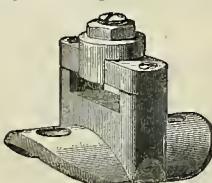
The rake of the EXPERT, that is, the inclination of the center line of the forks, backward from a perpendicular through the axle of the fore wheel, measuring at the bottom of the head, is 2 inches for a $5\frac{1}{4}$ -inch wheel, and the same angle on other sizes. This rake insures strength of the machine, steadiness in riding, easier trundling, and a proper degree of safety in passing over obstacles.

Another strong point with the EXPERT is found in the bearings. Every bearing part is accurately formed and fitted by machinery, hardened with particular care, and polished, so that a new machine may run as freely as if it had been used a week. Even plain and cone bearings, made with such carefulness and accuracy, are easier-running than so-called "anti-friction" ones without them.

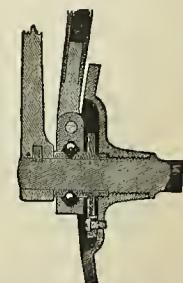
The Columbia Bicycle Ball-Pedal has the same neat and compact general construction as the Columbia parallel-pedal, now so well known. It has also some advantages over other ball-pedals, arising from its peculiarly modified construction as well as from the carefulness with which it is made. The end-plates, for instance, are of rolled steel, instead of castings, which sometimes break; and the boxes for the balls are of forged steel, case-hardened like the cones, so that the path of the balls is entirely on all sides of polished hardened steel surfaces, unbroken in the line of their movement; and, again, the pedal-pin is one-sixteenth inch larger in diameter, tapered toward the outer end for lightness, and stronger to resist bending or breaking.



Section of Rear-Wheel Shaft,
showing Columbia Ball-Bearings.



Adjustable Clip.



Section of Front-Wheel Shaft,
showing Columbia Ball-Bearings.

SEND FOR ILLUSTRATED (36-PAGE) CATALOGUE, FULLY DESCRIBING THE
COLUMBIA BICYCLES AND TRICYCLES.

THE POPE MFG. CO.

BRANCH HOUSES:
179 Michigan Avenue, CHICAGO.
12 Warren Street, NEW YORK.

597 Washington Street,

BOSTON, MASS.

A * FEW * OUT * OF * MANY.

I take pleasure in adding my testimony to the claim 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 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.
BOSTON, MASS., Nov. 17, 1884.

I made up my mind that when I had ridden 2,000 miles on my tricycle that I would give you a description of what I had done. I have ridden it in all kinds of weather,—when the thermometer has been down to zero, and up to ninety in the shade,—on every conceivable kind of road, over gutters, cobble-stones, in slush three inches deep, on the ice, and now I have at last ridden on the top of a gas-holder. I ride up over curbstones six inches high with ease, by lifting the steering wheel high enough to clear; in fact, I begin to think that I can ride it over anything. In a rough calculation I have estimated that I have carried about a ton weight in packages during the time that I have been riding. I have never had occasion to tighten the adjustment of the bearings but twice, and there is not a loose spoke in the whole machine. During all this distance there has never been a time when the tricycle has not been in condition to ride, with perhaps one exception,—I neglected to oil the differential gear for nearly two months, and it tightened so that I had to overhaul it; but fifteen minutes' work put the machine in shape, and to-day, after riding 2,000 miles, I consider the machine to be practically as good as ever. Taking into consideration the rough riding that I have done on it the tricycle has stood the test remarkably well. The power gear that you sent me I consider an indispensable addition, and would not be without it. I would advise every one who purchases a tricycle to have the power-gear attachment; it is of great assistance in pushing through stiff mud or snow, and up grades, or over rough places. In fact, I would not consider the tricycle complete without it. Hope I have not made this letter too long; but when I get started on the subject I hardly know when to stop. I really think I could write a whole book on the use of the tricycle.

Yours truly,

W. H. MILLER,

Vice-Pres. League of American Wheelmen;
Pres. Buckeye Bi. Club,
COLUMBUS, OHIO, Jan. 7, 1885.

We have ridden the "Expert" about 3,000 miles, over all kinds of road, and desire to give you a token of our appreciation of its most excellent qualities. Having made a careful investigation on the bicycle question for our own satisfaction as enthusiastic wheelmen, commencing six years ago with the old "bone shaker," we have no hesitation in saying that the "Expert" with swing spring, is positively the best wheel ever offered in the American market, and the stronger proof of our sincerity rests on the fact that we are daily using the same with ever increasing favor.

Truly yours,

T. O. ANGELL, JR., Archt.

T. J. ANGELL.

SALT LAKE CITY, Jan. 12, 1885.

It affords me great pleasure to have an opportunity to speak a word in favor of the "Expert Columbia" bicycle. I have ridden one since the 1st of April, 1883,—nearly two years,—and for all practical purposes it is as good as the first day I rode it. I have ridden it about 4,000 miles, and have never favored it in the least, but have ridden it over nearly every kind of road, and not once has it failed me. From my own experience and observation I am firmly convinced that the "Expert Columbia" is the best wheel made for every-day riding on American roads. Very truly yours,

F. D. HELMER,

Superintendent Vacuum Oil Works.

ROCHESTER, N. Y., Dec. 18, 1884.

After riding other wheels, and then giving your "Expert" the most severe test to which any machine could be subjected, I can say, without hesitation, that your "Expert Columbia" is the best bicycle for American roads that was ever built.

Yours truly, GEORGE W. BURLING.

ROCHESTER, N. Y., Dec. 15, 1884.

Appreciating the great benefits I have derived from the use of your bicycle during the season now drawing to a close, I desire to congratulate you upon the wonderful success achieved by your firm in the manufacture of these now indispensable requisites for every man of sedentary pursuits. My wheel is to me a standing marvel, so light and airy, yet so firm and enduring. I could scarcely be brought to credit it upon the testimony of another that such delicate pieces of steel might be so compactly and so skillfully joined as to endure such long and severe usage, but I have tested it myself. Early last year you made for me an "Expert." On that I lived with knapsack on back for several months (from spring until fall), in my wanderings in England, France, Switzerland, Italy, Germany, Belgium, in search of health, strength, and pleasure, all of which I found, thanks to the wheel. I wondered every day why it did not go to pieces under the strain put upon it. Paved roads were ridden for miles, many a day, and highways worse than these. On rocky and dangerous hills the steed was often suffered to go its own way while the rider sought safety in another direction, quite willing to part with his wheel for its price as old metal, but upon examination finding only a handle-bar bent. In the descent of the Simplon Pass over the Alps into Italy it was rudely thrown twice, the rider falling heavily upon the spokes, and "buckling" the wheel. Yet this same "Expert" has been ridden continuously since early spring; nay, more, has been used to give lessons to beginners, been thrown and "sat upon" by both light and heavy weights, in every conceivable posture, and has just come home from the hands of a skilled mechanic of your city, who has had it all apart, and for \$3.50 put it in perfect repair, and assures me it is as good as it was the day it was made, and states that he is surprised at the condition of the bearings and other parts, considering the use they have seen. I wish I could, in a few words, give you my opinion of the merits of your "Expert"; but I should require a volume, for new points of beauty and excellence appear each succeeding day as I watch with ever new delight its graceful movements as I speed along over the country highways. Its conception, its execution, its delicacy, its strength, its elasticity that takes up every jar, yet its firmness that gives such a feeling of security, the marvelous skill displayed in the adjustment of the parts,—all this makes my wheel every morning a new study, and a new delight every evening, and ever as great a marvel as the first day I mounted it.

Having examined somewhat carefully the wheels of England and France, I do not believe that a better roadster is made in the world than your "Expert Columbia." Very truly yours,

ALONZO WILLIAMS,

Professor of Mathematics, Brown University,
Providence, R. I.

I am a druggist, and, as druggists generally are, have been troubled to a great extent from dyspepsia and its kindred ailments, so that early last spring I was induced to buy a "Columbia" bicycle through your local agent, Mr. C. W. Edgerton.

Besides the exhilarating sport bicycling has afforded me I have certainly also been cured of my troubles, and never enjoyed better health than at the present time.

As for the machine, I am more than pleased with it, having found it a stanch, easy-running roadster, never out of repair, and, considering the fact of having learned to ride on it, and used it continually all summer, without costing me one cent for repairs,—not having required any,—it certainly has proven itself to be as good a machine as one should ask for.

My machine to-day is as good as the day I bought it, your enameling being exceptionally good; when I buy a new machine it will be a "Columbia." Very respectfully,

T. F. THIEME.

FORT WAYNE, IND., Nov. 29, 1884.

Having just finished my third season's riding on the "Expert" bicycle I thought it might be pleasing to you to have the result of my experience, which has been exceedingly gratifying to me. My first machine (a full-nickelated 54-inch) was received June 8, 1882, and during that year I rode upwards of 712 miles; during 1883 I covered 1,270 miles, and up to May 15, 1884, I covered 405 miles,—a total of 2,387 miles. At this time the machine (with the exception of the rubber tires, which were pretty well cut up) was in first-class order, and for use as good as when it left the shop. During this time it had only been to the repair shop once,—to have the wire guard, which had come loose, brazed in,—and my total bill for repairs while I was riding this machine was but fifty-five cents. This is certainly cheap enough. I sold this machine and got a new "Expert,"—this time an enameled machine,—and since May last have ridden 956½ miles. This machine is in perfect condition, and has not cost me a cent for repairs. I am a careful rider, and ride for pleasure and the benefit of my health. I have never tried to make a record; but I ride all kinds of roads, and we have some pretty tough ones around here, which will test a machine thoroughly. My rides average from five to twenty miles, my longest being just under sixty miles. After such experience you may readily believe I recommend my friends, when they want a good roadster, to buy an "Expert," for I don't think they can do better.

In the club to which I belong (the Pa.), and of which I have the honor of being president, there are thirty-five or thirty-seven "Experts," and I know of none of them that is not giving satisfaction; and when we are on the road I can assure you that "E." rarely brings up the rear.

I have written to you thus fully, feeling that it would be gratifying to you to know that your effort to make a machine as nearly perfect as possible is meeting not only with the success it deserves, but with the appreciation of all riders who have been fortunate enough to select the "Expert" for their mount.

Wishing you continued success and a prosperous New Year, I am,

Very truly yours,

FREDERICK MCOWEN,

Pres. P. Bi. Club;

Treas. Alexandria Coal Company

PHILADELPHIA, Jan. 5, 1885.

For a full description of the COLUMBIA BICYCLES and TRICYCLES, send for Illustrated Catalogue to the POPE MFG. CO., 597 Washington St., Boston, Mass. Branch Houses: 12 Warren St., New York; 179 Michigan Ave., Chicago.

NAME OF CLUB.	CITY OR TOWN.	STATE.	ORGANIZED.	NO. OF MEMBERS.	SECRETARY.
Pine Tree Wheel Club,	Bangor,	Maine,	Oct. 22, 1883,	20	James Crosby, Public Library.
Montrose Bicycle Club,	Montrose,	Pa.,	October, 1883,	6	W. C. Cruiser.
Æolus Bicycle Club,	Chicago,	Illinois,	October, 1883,	25	A. N. Camp, 198 State Street.
Schenectady Bicycle Club,	Schenectady,	N. Y.,	Nov. 13, 1883,	15	Ed L. Davis.
Mauch Chunk Bicycle Club,	Mauch Chunk,	Pa.,	Dec. 1, 1883,	14	Ira G. Ross.
Junior Wheelmen,	Washington,	D. C.,	Dec. 3, 1883,	12	William O. Beall, 1008 H Street N. W.
Ariel Wheel Club,	Poughkeepsie,	N. Y.,	Dec. 1883,	20	Chas. F. Cossom.
Norristown Bicycle Club,	Norristown,	Pa.,	Dec. 1883,	20	H. M. Ebert.
Millerton Bicycle Club,	Millerton,	N. Y.,	1883,	7	E. H. Thompson.
Bay City Bicycle Club,	Bay City,	Mich.,	1883,	10	A. R. Baker, Bay National Bank.
Penn City Wheelmen,	Philadelphia,	Pa.,	Jan. 1, 1884,	22	Thos. E. Cookman, 1613 Arch Street.
Salem Bicycle Club,	Salem,	N. J.,	Jan. 2, 1884,	14	Harry M. B. Dare, Box 108.
Wappinger's Wheel Club,	Wappinger's Falls	N. Y.,	Jan. 2, 1884,	12	H. H. Brown.
Stamford Wheel Club,	Stamford,	Ct.,	Jan. 10, 1884,	16	W. L. Baldwin.
Rome Bicycle Club,	Rome,	N. Y.,	Jan. 29, 1884,	35	Charles W. Lee, 77 and 79 James Street.
Corning Bicycle Club,	Corning,	N. Y.,	Feb. 11, 1884,	14	Charles A. Hungerford.
New Britain Wheel Club,	New Britain,	Ct.,	Feb. 15, 1884,	20	William B. Rossberg, Box 1268.
Mt. Vernon Wheelmen,	Mt. Vernon,	Ohio,	Feb. 19, 1884,	16	W. H. Crumley, care Knox Co. National Bank.
Bijou Bicycle Club,	So. Framingham,	Mass.,	Feb. 20, 1884,	20	Jos. L. Allen.
Pawtucket Bicycle Club,	Pawtucket,	R. I.,	March 4, 1884,	35	George C. Newell.
Maverick Wheel Club,	East Boston,	Mass.,	Mar. 13, 1884,	15	Chas. C. Currier, 113 Eutaw Street.
Dearborn Cycling Club,	Chicago,	Illinois,	April, 1884,	17	H. F. Fuller, 470 North State Street.
Danvers Bicycle Club,	Danvers,	Mass.,	April, 1884,	14	Frank E. Moynahan, Box 206.
Ellenville Bicycle Club,	Ellenville,	N. Y.,	April, 1884,	9	H. B. Dutcher, Box 134.
Metropolitan Bicycle Club of Iowa,	Des Moines,	Iowa,	May 1, 1884,	11	C. B. Colby, 500 West Locust and Fifth Streets.
Newark Bicycle Club,	Newark,	N. Y.,	May 5, 1884,	10	Calvin P. H. Vary.
Brattleboro Cycle Club,	Brattleboro,	Vt.,	May 6, 1884,	15	Charles R. Crosby.
Victor Bicycle Club,	Corpus Christi,	Texas,	May 7, 1884,	9	O. S. Caldwell.
Wellsboro Wheelmen,	Wellsboro,	Pa.,	May 12, 1884,	15	Aaron R. Niles.
Middletown Wheel Club,	Middletown,	Ct.,	May 16, 1884,	23	E. D. Steele, Box 375.
Aurora Wheelmen,	Aurora,	Illinois,	May 18, 1884,	22	E. A. Fitsgerald.
Hagerstown Bicycle Club,	Hagerstown,	Md.,	May 26, 1884,	15	Harry B. Irvin.
Connellsville Bicycle Club,	Connellsville	Pa.,	May, 1884,	3	F. W. Ruple.
Lock City Wheelmen,	Lockport,	N. Y.,	May, 1884,	25	D. W. Jackson.
Massillon Wheel Club,	Massillon,	Ohio,	June 1, 1884,	20	Jas. K. Peacock, Jr.
Findlay Wheelmen,	Findlay,	Ohio,	June 6, 1884,	7	L. P. Julien.
Unadilla Valley Bicycle Club,	Leonardsville,	N. Y.,	June 17, 1884,	15	L. B. Wheeler.
Memphis Cycle Club,	Memphis,	Tenn.,	June 23, 1884,	14	W. L. Surprise.
Trenton Bicycle Club,	Trenton,	N. J.,	June, 1884,	20	S. P. Camp, 105 East Hanover Street.
Bath Bicycle Club,	Bath,	N. Y.,	June, 1884,	5	K. S. Gage.
Tuscarawas Bicycle Club,	Canal Dover,	Ohio,	June, 1884,	8	C. F. Baker.
Elgin Bicycle Club,	Elgin,	Illinois,	June, 1884,	15	Frank Crosby, Jr.
New London County Wheelmen,	Norwich,	Ct.,	June, 1884,	12	W. T. Crandall.
Chatham Cycle Club,	Chatham,	N. Y.,	July 3, 1884,	12	George E. Patton.
Medina County Wheelmen,	Medina,	Ohio,	July 4, 1884,	7	C. L. Griesinger.
Faribault Bicycling Club,	Faribault,	Minn.,	July 7, 1884,	18	G. W. Barnum.
Garrettsville Bicycle Club,	Garrettsville,	Ohio,	July 9, 1884,	13	Lew. V. Snow.
Clyde Cyclers Club,	Clyde,	N. Y.,	July 10, 1884,	12	George E. Stiles.
Somerville Cycle Club,	Somerville,	Mass.,	July 14, 1884,	25	George F. Steele, 69 Rush Street.
Port Clinton Bicycle Club,	Port Clinton,	Ohio,	July, 1884,	10	E. C. Courchaine.
Malden Cycling Club.,	Malden,	Mass.,	July, 1884,	10	Charles Prescott, Box 134.
Pottstown Bicycle Club,	Pottstown,	Pa.,	Aug. 1, 1884,	12	A. M. Scheffey.
Westfield Bicycle Club,	Westfield,	Mass.,	Aug. 14, 1884,	16	C. M. Goodnow.
Belmont Cycling Club,	Philadelphia,	Pa.,	Aug. 20, 1884,	10	E. P. Evans, 3942 Parrish Street.
Kansas City Wheelmen,	Kansas City,	Mo.,	Aug. 21, 1884,	30	G. H. Maclile.
Mansfield Ramblers,	Mansfield,	Pa.,	Aug. 28, 1884,	5	C. M. Adams.
Mercury Bicycle Club,	Mansfield,	Ohio,	Aug. 30, 1884,	7	W. E. Sawin, Jr.
Knockabout Wheel Club,	South Gardner,	Mass.,	Aug. 30, 1884,	9	M. J. Greenwood.
Nonantum Cycling Club,	Newton,	Mass.,	Sept. 15, 1884,	25	Alfred E. Vose, Newtonville.
Star Bicycle Club,	Washington,	D. C.,	Sept. 21, 1884,	13	W. C. Sharpe.
Indianapolis Bicycle Club,	Indianapolis,	Indiana,	Sept. 24, 1884,	20	Josh Zimmerman, 108 North Penn Street.
New Milford Bicycle Club,	New Milford	Pa.,	Sept., 1884,	9	Wm. D. Ainey.
Auburn Bicycle Club,	Auburn,	Indiana,	Sept., 1884,	10	B. C. Robbins.
Worcester Bicycle Club,	Worcester,	Mass.,	Oct. 10, 1884,	21	Frank H. Martin, 632 Main Street.
Star Bicycle Club,	Harrisonburg,	Va.,	Oct. 22, 1884,	20	P. S. Thomas.
Rockville Bicycle Club,	Rockville,	Ct.,	Oct. 23, 1884,	21	Edwin R. Pratt.
Englewood Wheelmen,	Englewood,	N. J.,	October, 1884,	8	Morgan Shepard.
Lebanon County Wheelmen,	Lebanon,	Pa.,	October, 1884,	10	John C. Beucher.
Blossburg Cyclers,	Blossburg,	Pa.,	October, 1884,	11	Harry S. Fudge.
Oneonta Bicycle Club,	Oneonta,	N. Y.,	October, 1884,	8	P. R. Young.
Orange Wheel Club,	Orange,	Mass.,	October, 1884,	13	O. D. Hapgood.
Bedford Cycling Club,	Brooklyn,	N. Y.,	October, 1884,	20	S. Henderson, 775 Bedford Avenue.
Cohoes Bicycle Club.,	Cohoes,	N. Y.,	Nov. 1, 1884,	30	D. L. Boudrias, Jr., Box 3.
Sharon Bicycle Club.,	Sharon,	Pa.,	Nov. 2, 1884,	12	D. P. Porter.
Waterbury Wheel Club,	Waterbury,	Ct.,	Dec. 4, 1884,	11	N. C. Ovaitt, Box 162.
Weedsport Bicycle Club,	Weedsport,	N. Y.,	Dec. 16, 1884,	10	W. Raymond Brock.
Dorchester Bicycle Club,	Boston,	Mass.,	1884,	21	J. S. Green, Milton, Mass.
Wallingford Wheel Club,	Wallingford,	Ct.,	1884,	20	John A. Martin.
La Crosse Bicycle Club,	La Crosse,	Wis.,	1884,	15	Dr. Smith, care Palmer & Smith.
Clearfield Bicycle Club.,	Clearfield,	Pa.,	1884,	10	John E. Harder.
East Saginaw Bicycle Club.,	East Saginaw,	Mich.,	1884,	25	H. Brix.
The Dudes.,	Middleport,	Ohio,	Jan. 1, 1885,	10	H. W. Webb.
Buffalo Ramblers Bicycle Club,	Buffalo,	N. Y.,	Jan. 26, 1885,	20	H. B. Smith, 405 Delaware Avenue.
Union College Bicycle Club,	Schenectady,	N. Y.,	January, 1885,	11	Allan Jackson, Union College.
Ottumwa Wheelmen.,	Ottumwa,	Iowa,	Feb. 16, 1885,	12	A. L. Eaton.
Grinnell Bicycle Club.,	Grinnell,	Iowa,	Feb. 17, 1885,	11	C. H. Janes.
New Castle Bicycle Club.,	New Castle,	Minn.,	Feb., 1885,	7	M. L. Hanna.
Saint Cloud Bicycle Club.,	Saint Cloud,	N. Y.,	March, 1885,	8	J. B. Rosenberger.
Waiontha Bicycle Club.,	Riehfield Spa,	N. Y.,	April 1, 1885,	30	H. A. Ward, (acting).
Fort Schuyler Wheelmen.,	Utica,	N. Y.,		30	W. T. Damon.
Galion Bicycle Club.,	Galion,	Ohio,		9	Charles Snyder.

Among the Clubs.

THE BOSTON BICYCLE CLUB was eight years old, Friday, February 6, and enjoyed its seventh annual dinner at Parker's. This club is the oldest in America, and holds the first place in this country, if not in the cycling world, in point of numbers, wealth, and influence. Its headquarters at 87 Boylston street are the most commodious and best equipped of any cycling club in this country. Among the gentlemen associated with its early history were the sons of ex-Governor Butler, George R. Agassiz, Edward C. Hodges, Charles E. Pratt, Willis Farrington, and F. W. Weston, popularly known as the "Papa" of bicycling in America. To those who were fortunate enough to attend the first dinner of the club, held seven years ago in the little back room of a restaurant on Hawley street, this affair must indeed have proved a great contrast. On that occasion the principal toast was "Success to the Boston Bicycle Club, the first bicycle club in the biggest country, with the longest roads and the stiffest hills in the universe." How the wishes of that little party of cycling pioneers have been granted could not be better shown than by a glance into the main dining hall of Parker's Hotel, where some one hundred and twenty-five members were enjoying themselves at three bountifully spread tables. After justice had been done the excellent menu, President E. C. Hodges called the diners to order, and in a brief address stated that the post-prandial exercises were to be entirely informal, there being no publicly invited guests present. As has been invariably the ease in former years, Frank W. Weston was called upon to respond to the toast, "The Boston Bicycle Club," which he did as well as ever. Captain L. R. Harrison, in responding to "Active membership," told in a happy vein what the cycle-riding members did for their amusement, while E. J. Smith and Charles Pfaff did the same for the non-wheeling members, in response to the toast, "Associate members." The other toasts responded to were: "The old club committee," by C. P. Donohue; "The new club committee," by F. A. Nelson; "The secretary," by E. W. Hodgkins; "The treasurer," by W. B. Everett; "The press," by J. S. Dean; "The Chop Club," by R. J. Tombs. The last toast was "Club life," which was responded to *ad libitum* by those present.

THE BALTIMORE CYCLE CLUB, one of the leading bicycle clubs in this country, gave a house-warming to its lady friends on Wednesday evening, February 18. Its handsome club house was brilliantly illuminated, and tastefully decorated with evergreens and flags. A fine orchestra rendered most excellent music, and dancing was indulged in for many hours. The refreshment arrangements were admirable, and indeed the whole affair was one of great social enjoyment, and so conducted that all participants were greatly delighted. The Club is in a flourishing condition, and its membership is becoming so large that it will be compelled to vacate its present quarters, for others of more commodious proportions. This will be done in the spring.

THE NEW YORK BICYCLE CLUB's annual meeting was held on the evening of February 2. The attendance was large, and the excellent present condition and future prospects of the organization were sufficient reasons for the enthusiasm that prevailed. The renewal of the lease for the club

quarters now occupied was referred to the executive committee, with power to act. A committee of three was appointed to consider the matter of a change of uniform, and to report at next meeting. After adjournment of the meeting, the members proceeded to the "Rutland" and engaged in an excellent repast provided through the thoughtfulness of the house committee.

THE NEWTON BICYCLE CLUB gave its third annual entertainment at Eliot Hall, Newton, February 4, with great success. The entertainment comprised two farces, entitled "Cool as a Cucumber," and "Broad enough for Two." The performances went off smoothly and gave great satisfaction to the large audience present. Of those who took part Messrs. Wilson, French, Sabin, and Elms deserve particular attention. The club realized a neat little surplus from the proceeds, thanks to the generous support of the people of Newton.

THE GERMANTOWN BICYCLE CLUB took possession of its new quarters, No. 2314 Fairmount avenue, January 24. A large number of local wheelmen were in attendance. The club's new location was selected because of its convenience to the Park as well as to the homes of a large proportion of the members, now numbering about forty. The meeting-room and locker-rooms upon the second floor, as well as the reception-room and wheel-room below, are handsomely fitted up with appropriate devices and trophies.

THE CAMBRIDGE BICYCLE CLUB minstrel entertainment was the finest ever given in this vicinity, and netted the club over \$300.

THE MASSACHUSETTS CLUB expects to have three hundred members before the opening of the riding season.

THE NORTHAMPTON BICYCLE CLUB will hold its first annual ball, Wednesday, March 4.

CLUB ELECTIONS.

ALBANY (N. Y.) BICYCLE CLUB—President, David W. Shanks; vice-president, Henry Smith; secretary, Fenimore B. Holdridge; financial secretary, William Safford; treasurer, Edgar J. Wheeler; captain, Albert H. Scattergood; first lieutenant, Charles H. Gove; second lieutenant, Elwood W. Vine; standard bearer, Howard Martin; bugler, Charles H. Ross; surgeon, George F. Brooks; trustees, George P. Whitney, Anthony Gould, James W. Eaton, Jr.

BUCKEYE BICYCLE CLUB (Columbus, O.)—President, W. H. Miller; secretary, Ward Perley; treasurer, Fred W. Flowers; captain, Fred W. Hughes; first lieutenant, Hugh Hardy; second lieutenant, M. H. McColm; club committee, W. H. Miller, John Seibert, and W. R. Kinnear.

COHOES (N. Y.) BICYCLE CLUB—President, Joseph Chadwick; vice-president, Chas. Uredenburg; counsel, Albert Akin; secretary and treasurer, Dr. L. Boudrias, Jr.; captain, Oratio Kavanaugh; lieutenant, Ed Hitchcock; color bearer, Ed Laughlin; bugler, William Page.

COLDWATER (Mich.) BICYCLE CLUB—President, Charles Conover; vice-president, Thurlow Titus; secretary and treasurer, Ralph J. Cudner; captain, Charles Champion; lieutenant, Edwin Colburn; color-bearer, Fred Lyke; bugler, E. E. Colburn.

GREENFIELD (Mass.) WHEEL CLUB—President, H. O. Edgerton; captain, F. R. Hollister; first lieutenant, B. F. Butler; second lieutenant, C. H. Field; secretary and treasurer, F. P. Forbes;

bugler, F. L. Gaines; standard bearer, George Wright.

LONG ISLAND WHEELMEN (Brooklyn, N. Y.)—President, William W. Shaw; secretary and treasurer, S. W. Baldwin; captain, A. W. Guy; first lieutenant, F. L. Donaldson; second lieutenant, D. C. McEwen; bugler, A. W. Stanley; color bearer, G. W. Mabie.

LOWELL (Mass.) BICYCLE CLUB—President, J. L. Pinder; captain, N. G. Norcross; first lieutenant, H. H. Hull; second lieutenant, Frank E. Bramhall; secretary and treasurer, Harry Dunlap; color bearer, Charles E. Curtis; buglers, Fred A. Baker and Arthur Gage.

MASSACHUSETTS BICYCLE CLUB (Boston, Mass.)—President, Henry W. Williams; vice-president, Winfield S. Slocum; secretary, George Pope; treasurer, Ernest R. Benson; captain, Charles P. Shillaber; first lieutenant, Alonzo D. Peck, Jr.; second lieutenant, Fred W. Hill; buglers, E. R. Benson, H. H. Frost; club committee, president, secretary and captain (*ex officio*), Ed. W. Pope, Adams D. Clafin, J. E. Savill, Stuart C. Miller; house committee, Ed. W. Pope, W. C. Lewis, A. E. Patterson.

MAVERICK WHEEL CLUB (East Boston)—Captain, F. H. Brewster; first lieutenant, W. C. M. Moore; secretary and treasurer, C. C. Currier.

NEW YORK (N. Y.) BICYCLE CLUB—Captain, Howard Conkling; first lieutenant, J. B. Roy; second lieutenant, J. O. Jimenis; secretary, Edwin W. Adams; treasurer, R. R. Haydock; house committee, F. W. Kitching, E. J. Shriver.

RAMBLERS (Buffalo, N. Y.)—President, Gideon Haynes, Jr.; vice-president, John S. Kellner; secretary, Harry Jaynes; treasurer, W. E. McDonald; captain, Harry L. Drullard; first lieutenant, Howard B. Smith; second lieutenant, Albert G. Schaff.

ROME (N. Y.) BICYCLE CLUB—President, H. J. Rowland; secretary, C. W. Lee; treasurer, J. M. Barton; captain, S. A. Freer; first lieutenant, E. P. Hovey; club committee, Messrs. H. J. Rowland, C. W. Lee, J. M. Barton, S. A. Freer, F. H. White, S. H. Beach, and A. E. Adams.

SALEM (N. J.) BICYCLE CLUB—President, Dr. Henry Jackson; vice-president, C. V. Bitter; secretary and treasurer, Harry Dare; captain, H. T. Allen.

STAMFORD (Ct.) WHEEL CLUB—President, Walter J. Michels; vice-president, H. E. MacKee; secretary and treasurer, W. L. Baldwin; captain, W. A. Hurlbutt; lieutenant, C. W. Hendrie.

TORONTO (CANADA) BICYCLE CLUB—President, W. B. McMurrick; vice-president, C. E. Lailey; secretary, A. E. Blogg; treasurer, J. F. Lawson; statistical secretary, W. H. West; captain, A. F. Webster; first lieutenant, Charles Langley; second lieutenant, M. H. Cox; third lieutenant, F. M. Knowles; bugler, W. H. Brown; committee of management, Messrs. Blachford, Toby, Byrne, and Campbell.

WESTFIELD (Mass.) BICYCLE CLUB—President, A. B. Howe; secretary, C. M. Goodnow; captain, J. T. Case; first lieutenant, C. F. Watson; second lieutenant, R. H. Blinn; bugler, A. W. Warren.

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

News Notes.

Crescent Bicycle Club has evaporated. Salem, Or., has a one-legged bicycle rider.

The ladies of Memphis, Tenn., are taking kindly to tricycling.

Karl Kron calls President-elect Cleveland the "Honest tricycler."

The Chicago base-ball grounds are next season to have a four-lap cinder track.

Have you read Stoddard, Lovering & Co.'s advertisement? If not, why not?

Wheel Life is giving weekly a series of cartoons of subjects relating to wheeling.

The Canadian Wheelmen's Association will reach 1,000 members before long.

A two-track tricycle of a novel design is soon to be placed on the American market.

Bicycle houses, of Boston, shut up on Monday to celebrate Washington's birthday.

Messrs. Nicholson & Gardner, of Fort Schuyler Wheelmen, are stopping in Boston.

Mr. George D. Giden, of Philadelphia, spent the 21st in calling on his friends in Boston.

Mr. Parkhurst, secretary of Brown Quadricycle Company, has returned from New Orleans.

The Illinois State division L. A. W. will hold its meet and tournament at Chicago, May 30.

Wm. M. Evarts has followed the lead of Henry Ward Beecher, having purchased a three-wheeler.

Howard, E. S. Whitney, Harris, and Bassett, were Boston representatives at officers' meeting.

It is said that the Sydney (Australia) Bicycle Club took in \$4,500 gate money at a recent meet.

What is in a name? The Grafton, England, Bicycle Club boasts of a real live duke as its president.

Mr. Metz, of Cutler & Metz, Utica, is traveling in the East, looking up the trade in the interest of his house.

A successful elopement recently took place in Australia, the couple eloping on a tandem. Marriage followed.

Sucking a pebble is recommended to give one a stronger wind while riding, and to keep the mouth from becoming dry.

The Pope Manufacturing Company has added another salesroom floor to its warerooms, and has abolished the rink.

The picture of John S. Prince in the present issue was kindly loaned us by the *Sporting and Theatrical Journal*, of Chicago.

Chester Murphy, of Salem, Or., only eight years old, has ridden a wooden velocipede one mile in 5m. 10s., on a sixteen-lap track.

Mr. E. R. Drew, of the Massachusetts Bicycle Club, will leave for the Chicago branch house of Pope Manufacturing Company, soon.

The Buckeye Bicycle Club gave its fifth annual banquet at the new club room on Wednesday evening, Feb. 4, which was a grand success.

W. G. Ross, the amateur five-mile champion of Canada, was born at Montreal, Aug. 6, 1863. He is 5 ft. 9 in. in height, and weighs 140 pounds.

It is stated that \$1,000 has already been pledged by Buffalonians to entertain the League of American Wheelmen if the annual meet is held in that city.

H. W. Gaskell, the English racer who visited Springfield last fall, will shortly take up quarters at Boston, where he will represent the Coventry Machinists Company.

By a unanimous vote the racing board has voted to locate the ten-mile championship at the Springfield tournament. Cleveland has asked for the half-mile championship.

All the visitors to the Hub are now taken down to the new Massachusetts club house, and shown what the hands (and pockets) of the Massachusetts men have wrought.

The Hon. Ion Keith-Falconer, will shortly leave England for China with C. T. Studd, a Cambridge cricketer, and S. P. Smith, a Cambridge oarsman. They start on a missionary tour.

At the annual meeting of the Massachusetts Bicycle Club held Tuesday evening, Feb. 3, twenty-three new members were admitted, which makes the total membership about two hundred.

T. J. Kirkpatrick, of Springfield, Ohio, has conferred a boon upon cyclers by placing on the market his new and perfect hygienic saddle. Wheelmen will do well to examine this new saddle.

Consul Atkins, of Boston, will issue his road-book, of Boston, very shortly; it is now in press; we understand it is very full and complete,—forty-two distinct points near the city will be reached by the routes.

M. Puyet, of Lyons, France, who has achieved great fame for cycling tours in his own country, is about to make a wheeling tour in Algeria. On his return home he intends wheeling about Corsica and Sicily.

An exchange says, for unadulterated amusement for a young man there is nothing like a bicycle. It is the only patented contrivance that can throw him oftener than a buckjumper, and kick him harder than a mule.

Ladies in Oakland and San Francisco seem to be anxious for a tricycle race. They asked to have a wheel race placed on the programme of the Bay City tournament, but the track was too small to admit of such action.

One of our cycling contemporaries announces as a big thing the issue of a special edition of 10,000 copies. In our infancy we used to get out 10,000 copies, but would blush with shame if our present edition was only 10,000 copies.

In the recent \$300,000 fire at the Nashville, Tenn., depot, Mr. Charles Conover of the Coldwater, Mich., Bicycle Club, lost his full nickel 54-inch Expert, cycling books and papers, uniform, racing tights, amounting in all to about \$200.

Robert James, of Birmingham, has deposited £5 with the *Sporting Life*, to find a match with Howell, whom he has challenged for the one-mile championship of England. Robert feels confident that he can beat Howell since his 2.39 2-5 at Springfield, last fall.

"Mamma, where's papa gone?" asked a little girl one Saturday last summer. "He's gone to the Crystal Palace to race and win you either a butter-dish or a biscuit-tin, darling." "Oh, mamma, I wish he would win the cake he is always talking about!" sighed the child.

Wheelmen visiting the New Orleans Exposition will bear in mind that New Orleans ladies, like the Spanish ladies, seldom appear upon the street; to see them at their best one must visit the opera,

charity ball, or church. So, before leaving home, see that a Bible is packed in your trunk.

Mr. Charles A. Brady, son of Charles E. Brady, for many years with E. S. Jaffray & Co., New York, sailed for Barbadoes, on the brig Victoria, on Thursday morning, Feb. 5, in search of health. As he is to remain several months having his bicycle as companion, the natives will be fully elucidated on the flying steed.

"Great Scott! what was that?" screamed a cycling friend, as he shot over the handles at the rate of about fourteen laps to the minute, and concussed with the macadam in a way which made a passing undertaker smile. It was only a dog in the wheel—nothing more. It was only six weeks in the hospital—nothing less.

A recent invention in the cycling line is what may be called a "family coach." It is so arranged as to be convertible into a machine for either two, three, or four riders, in the latter case one being placed in front, steering with a cross-handle in connection with the front wheel. The other three riders sit side by side.

Well, what do you think of this issue of the *GAZETTE*? And, dear reader, if you are not a subscriber, you can become one at once by sending on your 50 cents; don't put it off any longer, for the *GAZETTE* is bound to improve with age. Just look at this number and then think that we have not yet reached two years of age.

A. L. Atkins, L. A. W. consul for Boston, will issue in a few weeks a road-book of Boston and vicinity. The work will comprise some forty or more routes, giving the condition of the road-bed, the turnings marked right or left, length of each route, points of interest along the routes, and much other information of general interest to wheelmen.

J. A. Lakin, of Westfield, Mass., has perfected a cyclometer, which bids fair to rival all now made; it is simple, registering from 1 to 2,500 miles before returning to zero, and can be read from the saddle; the action is positive, and there are no springs to get out of order. The cyclometer will be placed on the market the latter part of the present month.

A tricycle has been patented by Mr. Carl G. E. Hennig, of Paterson, N. J. Combined with four pairs of treadles are two rocking-arms connected to the cranks of the axle by rods, two pairs of said treadles being connected to the axle and the two other pairs of said treadles being connected to a tube arranged upon the axle, with other novel features.

A countryman who attended a bicycle race said he didn't see why the official should be so particular to one-fifth of a second about the end of it, when they kept the public waiting *half an hour* for the beginning. The writer of the above in one of our English exchanges, never visited the great Springfield tournaments, for here we *always* start our races on the dot.

In the French journals an agitation has commenced, having for its object the furnishing of tricycles to telegraph messengers and postmen in rural districts. It is stated that country curates are adopting them, and that medical men and architects in rural districts are beginning to find the tricycle of great advantage to them in the prosecution of their daily duties.

The programme of the Ohio division meet at Springfield, July 20, 21, is as follows: First day—One-mile novice; five-mile State championship; three-mile open; one-mile tricycle State champion-

ship; three-mile record; one-half-mile open. Second day—One hundred yards, slow; one-mile State championship; one-half-mile tricycle open; five-mile record; one-mile ride and run; two-mile State championship; one-mile consolation.

"Chris Wheeler," like THE SPRINGFIELD WHEELMEN'S GAZETTE, takes pride in his good looks, and is sorely troubled because we compared him with an inferior looking man, so he says. Now, as we are looking for something with which to improve the appearance of the GAZETTE, we would suggest to this "fine specimen of beauty" that he favor us with his photograph for the GAZETTE. Then we could form a mutual admiration society.

Professor Gilbert, of the Cincinnati University, learned to ride the wheel in one lesson under Librarian Spangler's instruction; and in less than a day and a half could safely "mount the beast" without help and dismount at his own (not the "bike's") discretion. So pleased was he with the achievement that he bought a wheel to ride to and from his work at the Cincinnati University—three miles four times a day—as does President Eddy of the same institution.

The Canadian Wheelman says:—"In comparing the L. A. W. with the C. W. A., there is one very marked difference. Through some unaccountable flaw in the formation of the C. W. A., it does not provide the necessary wrangling that seems to be continually going on between various members and officials of the L. A. W., and in which the American cycling journals frequently take part. Whether this is a fact to be deplored or not has yet to be found out."

In certain quarters there is considerable grumbling because the officers of the L. A. W. do not evince more activity. Perhaps we may be pardoned for showing the officers how we do business. The League started nearly eight months ago to compile a club directory, and in January had less than 100 clubs on its files. February 3, we concluded to compile one, and on the 23d of February we have the list which we publish in this issue. This discounts the L. A. W. officials by nearly one year.

The editorship of this paper has not changed hands, although we were inclined to that belief when Messrs. Stoddard, Lovering & Co. brought in their copy for this month's advertisement. We have kindly allowed Messrs. Stoddard, Lovering & Co. to edit seventeen pages of this number (for a consideration), and it is with pleasure that we welcome this new editorial contributor, and counsel others to do likewise, for what one firm has done others can do, and we are only waiting for the next firm wishing to contribute largely to our pages.

We publish in this issue the first bicycle club directory of clubs in the United States. In the short time in which we have had to prepare the list, there must necessarily be some omissions, for which we ask the pardon of those clubs which we were so unfortunate as not to secure. We have also revised our table of records, and think that it will prove the most valuable of any published for reference the coming year. As we said when we started, new and valuable features will be constantly introduced, so it behooves our readers who are not subscribers, and wish to keep posted, to subscribe for and read the GAZETTE.

Dr. H. L. Cortis, the famous English wheelman and the hero of 20 miles within the hour, is now

living in Australia. In a recent letter to the London *Cyclist* he says, speaking of the relative fatigue of bicycling and horse riding: "I have done some tremendous rides on horseback since I have been here; on one occasion, 105 miles in 25 hours, and on another 130 in 28 hours, the thermometer considerably over 100 degrees in the shade. It is far more trying to the constitution than any amount of bicycling would be." Coming as this opinion does from a horseman, a bicycle rider, and a medical man to boot, it is worth recording.

The Pope Manufacturing Company has opened a branch house, at 179 Michigan avenue, Chicago. Major William M. Durell, who has assumed the management of the branch, is familiar with the bicycle trade, and especially fitted for the undertaking, having been for several years the New York manager of the Western Toy Company's business. The Major has quite a military record. When a lad he entered the Confederate army, and fought in the battle of Bull Run, and through to the end of the war. He was on General Ewell's staff, and lost an arm in the battle of Spottsylvania. The branch house will carry a large and full line of the Columbia bicycles and tricycles, the machines manufactured by the Western Toy Company, and by R. P. Gormully, and also a full line of parts and sundries.

They were a loving, newly-married couple, and lived in Collingwood in one of a long row of houses, each with a lawn in front of it, the superficial area of which was about ten square yards. He had been during the twelve months of their wedded bliss putting by small sums with which to buy a much coveted article, the possession of which, in his opinion, was one of those things which made life worth living. The day at last came. He bought it. He led it home. He called his helpmate to admire it. "What a lovely bicycle! how bright! how pretty!" she said, and he smiled his largest smile—tear to the mile. "But," she continued, "don't you think you would have spent your money better if you had invested in a double barreled perambulator, a set of dish-covers, and a flat-iron or two?" He wept his dampest weep.

A sad accident, which caused the death of Chittenden Rogers, the cyclist, occurred at the Pioneer roller rink, Binghamton, N. Y., Jan. 31. A game of polo was being played between the Pioneer and the Orient clubs; in the heat of the game Rogers was going across the floor like a race horse, when he came in contact with a player named John Dimmick with such force that each was sent sprawling. Rogers struck on his head, but was on his feet again in an instant, while the hundreds who saw the accident laughed at what they supposed a trivial mishap. Rogers attempted to resume the game, and did make a few passes at the flying ball, but without much effect. Some one seeing his condition assisted him to an anteroom, and later to his home, where he died in convulsions before morning. Rogers was a foremost member of the bicycle club at Binghamton, and in this sport was considered one of the very best amateurs in the State.

In speaking of cycling in Russia, the New York *Clipper* says:—"Some of the English residents in St. Petersburg are making an attempt to form a tricycle club. At the present time it is almost impossible to ride a tricycle in the town, and even in the country they are looked upon by the police as having no right to be on the roads. A few months back an Englishman, while tricycle riding in

the country, went through the curious experience of being ordered off the road on to the footpath by one policeman, and, twenty minutes afterwards, being informed by another guardian of the peace that he had no right to be on the footpath, and must ride his machine along the road. To form a club—social, sporting, or political—in Russia, is a very difficult matter, as a charter from the Crown is essential. To obtain this, an application has to be made, which passes through the hands of numberless officials, all of whom expect presents—and get them. The latest news regarding the application is that it has been referred to the government medical department, with instructions to report whether this new kind of exercise is good for the health of his Imperial Majesty's subjects or not."

OHIO NEWS.

Cyclers at Cleveland, Ohio, are whiling away the dull winter evenings by entertaining their friends with amateur dramatics and social gatherings.

Bicycle dealers in this State give a very encouraging prospect for the coming season. Many have considerable orders to place for beginners.

The order of Cincinnatus at one of their recent masquerade carnivals peremptorily excluded all wearers of bicycle costumes. Strange! Wonder why?

As yet we have heard from no Buckeye cyclers expressing their intention of participating in the two weeks' tour of the "Big Four," next July. Western and Ohio men should report to W. G. E. Pierce, 110 Dearborn Street, Chicago, Ill.

Mr. H. W. Longley paid Cincinnati a moonlight visit one evening recently in January, riding from his suburban home to the Grand Opera House and return, over roads that many riders steer clear of even in broad daylight. Mr. Longley will have an interesting schedule of his riding days during last winter, which he promises to give the GAZETTE when completed.

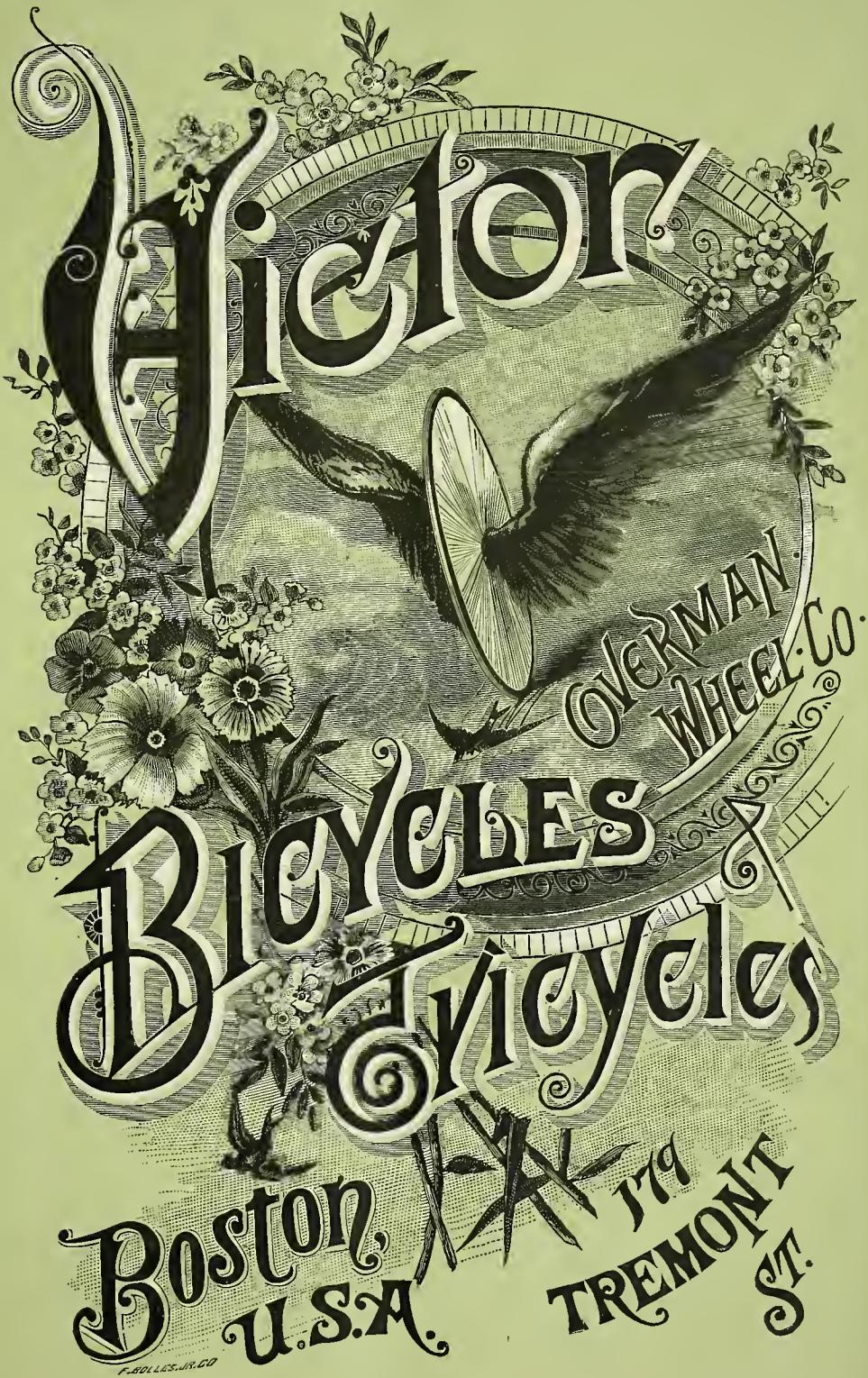
Cincinnati is the possessor of numerous conveniently accessible race tracks, any of which can by an incidental outlay of capital be put in excellent condition for bicycle and tricycle racing.

The advantages of possessing a track for training and practice purposes is hardly to be estimated, and will only be justly appreciated after it exists.

We hope wheelmen for whom this communication was intended will realize its importance, and then awake to the astonishing fact, that such out-of-the-way (?) towns as Springfield, Mass., and Hartford, Ct., can fill their Club's treasures and score books to overflowing with money and records, while the Queen City of the West, lying within a few miles of the very center of population of the whole United States, languishes in silent complacency, with not even the contemplation of a track in view.

It has been suggested that the various wheel organizations in and about Cincinnati associate themselves together for the purpose of promoting and agitating cycling in that locality. If such an arrangement is completed it will undoubtedly receive the encouragement of all local wheelmen, provided, however, the association be established on a broad and unrestricted basis. This association or local league to be successful should not be constituted a Cincinnati affair only; the wheelmen of its sister city, Covington, may justly claim recognition both as to numbers and quality.

WILLHELM.



NEW CATALOG! SEND FOR IT!

OVERMAN WHEEL CO.,

- - -

179 Tremont St., Boston.

VICTOR * BICYCLE !

New Haven Conn.

Feb, 25, 1885-

The Overman Wheel Co.

Gentlemen:

I have ridden the Victor Bicycle and must say that I am very much pleased with it. I have not ridden a bicycle that suited me better. The Victor has some points which especially commend it, among which are your new saddle, compressed tires and square pedal rubbers.

Please book my order for a 54 in. which I will give a good trial the coming season.

Yours Very Truly
Geo. W. Hendee

OVERMAN * WHEEL * COMPANY,

179 * TREMONT * STREET, * BOSTON.

VICTOR * BICYCLE !



Founded August 5, 1878.

L. H. JOHNSON,
New Jersey State Consul.

Orange, Feb. 10. 85.

The Overman Wheel Co.

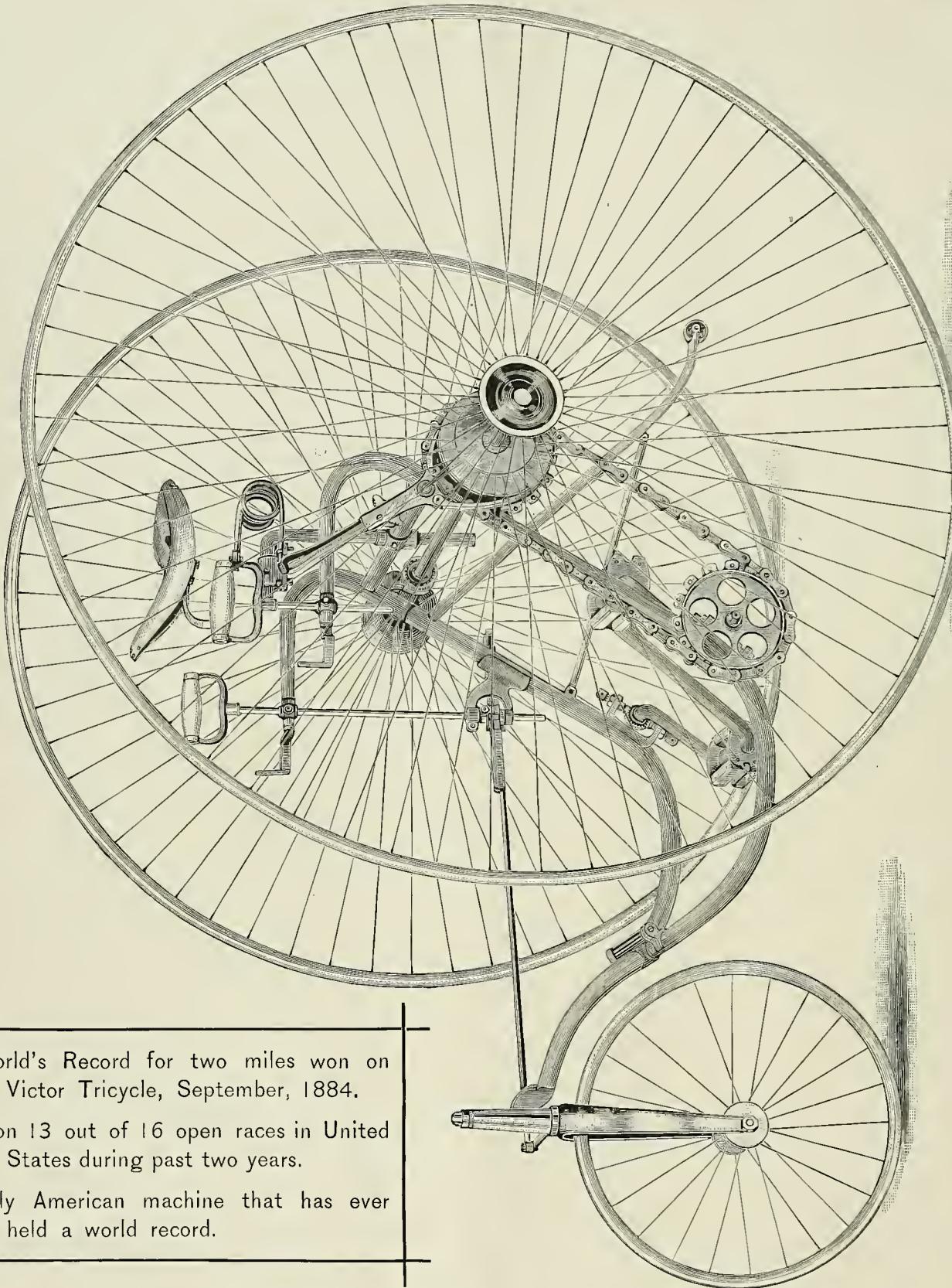
Dear Sirs:- I
must congratulate you on
the new Victor bicycle, which
I have carefully examined.
It compares favorably with the
highest class English ma-
chines, containing more
good points than the best
of them. In fact it is design-
ously near my "ideal bicyc."
which every veteran cycler
sees in his mind's eye.
I shall make it my private
mount for the coming season.

Yours truly,
L. H. Johnson.
S.C., C.O.C.

OVERMAN * WHEEL * COMPANY,

179 * TREMONT * STREET, * BOSTON.

THE VICTOR TRICYCLE.



EASY RUNNING!

RIGID STEERING!

World's Record for two miles won on
Victor Tricycle, September, 1884.

Won 13 out of 16 open races in United
States during past two years.

Only American machine that has ever
held a world record.

Send for Catalog of Victor Bicycles and Tricycles.

OVERMAN WHEEL CO.
179 TREMONT ST., BOSTON.

STAMFORD (CT.) NOTES.

Capt. Hurlbut has given recent exhibitions of graceful, fancy riding at the rink, and received hearty applause.

Mr. J. B. Hendrie, last fall, did the handsome—and gravelly—thing by the roads in the vicinity of Sound Beach, and the wheel world here wish there were more like him.

The Solitary Club succeeds the Facile, and, as it has ridden all but thirteen days this winter, expects to be in trim for some touring and local runs that are to be heard from "when the spring-time comes again."

Lieutenant C. W. Hendrie, of the Stamford (Ct.) Wheel Club, was married on February 5, to Miss Lucy Clement Dean, and their hosts of cycling and other friends wish them any amount of the good and pleasant things of life.

The Solitary Club's scribe says that at their last autumn election of officers, they were all "fall-officers," as they were all beginners at cycling. This statement created anything but equine-imity in the minds of his brother officers, but the matter was settled around at a convenient café.

STAMSON.

SAN FRANCISCO NOTES.

F. R. Cook has ordered a 55-inch Rudge Light Roadster.

The Bay City Wheelmen gave their first bicycle hop, Friday night, Feb. 6.

Five Rudge Light Roadsters were ordered last week by San Francisco wheelmen.

Sunday, Jan. 25, eighteen members of the Bay City Wheelmen went over to Oakland and rode to Piedmont.

Osborn & Alexander have attached a repair shop to their bicycle warerooms, where the unfortunate wheelmen can have their wheels repaired.

San Francisco can boast of the only steam bicycle in the world. It is a Star, with boiler and engine attached to the perch, and burns benzine.

Messrs. H. C. Finkler and F. R. Cook have become quite expert roller skaters. They intend to keep some kind of wheels moving all the time.

The park commissioners passed a law several weeks ago prohibiting bicycle riders riding in the park, but through the efforts of the Bay City Wheelmen the law was repealed.

Sunday, Feb. 1, twelve Oakland riders escorted Wilmott about the fine roads of that city, then took him out into the country, and initiated him into the terrors of hill climbing and coasting.

Wilmott, the fancy and trick rider, is here giving exhibitions of his skill at the different rinks. He is the best ever seen on this coast, and fascinates both wheelmen and all others who see him.

At the annual meeting of the Bay City Wheelmen the following officers were elected: President, Edwin Mohrig; vice-president, S. F. Booth, Jr.; secretary, Thomas L. Hill; treasurer, W. E. Nachtrieb; captain, F. R. Cook; first lieutenant, Chas. L. Davis; second lieutenant, Harrison Houseworth; bugler, W. F. Sperbeck.

CHICAGO NOTES.

B. B. Ayers and L. W. Conkling will attend the officers' meeting L. A. W. in New York, February 23.

Hammil and Van Sicklen talk of running off their undecided ten-mile race on Kangaroos, as

the track (Le Grand Rink) has proven too small for bicycles.

Canary-Livesy-Gilmore combination visited us at the Casino, recently, and their exhibition strikes us as being about the only professional show that is not a fraud.

The Spalding bicycle is the chief subject of gossip among club men. Every one is patriotically enthusiastic over the Chicago wheel, and swears to ride nothing else.

The Le Grand Rink will give a prize drill on the occasion of their carnival, February 25, but as the Chicago clubs do not enthuse much on drilling the chances are good for the entries being slim.

Two of our fastest road riders announce their intention of riding from Lafayette, Indiana, to Cincinnati (215 miles), in one day, sometime in June. They have been over the road before, and say the distance can be done.

And now another ambitious town is after us. No sooner have we settled St. Louis than we are attacked in the rear by Minneapolis; but we are going right up there and if Hammil and Van Sicklen come home defeated, yours truly will "go broke."

The seven-lap track in the Exposition Building, which the Chicago Bicycile Club has been using all winter, has been destroyed in the preparations for the "Opera Festival." The boys are contenting themselves in cleaning the resin out of rear bearings and hoping for spring.

Real news is very scarce here, with snow piled higher than the street cars and the thermometer showing splendid staying powers and keeping up a minus fifteen gait right along. All we can do is to rub our ears and dream of the "Big Four" tour, which, by the way, is the hub round which Chicago cycling revolves. All other plans and ideas are of little interest compared with this.

At last, and after years of talking and the advancing of an innumerable number of ideas, all of which it is needless to say never were carried out, we are at last on the straight road to securing a fine track. We have a wealthy corporation behind us, and will build a four-lap twenty feet wide clay track, of best construction, within fifteen minutes (street car) ride of the heart of the city. Grand stands, and all accessories will be of the most complete order, and taken altogether we will have the finest and one of the fastest tracks in America. Particulars will be given in my next.

Several Chicago men have lately been much surprised to find that some of their roller skate and "shinny" contests have professionalized them, and have forced them to resign, "and still they come." And now while on the subject allow me to say that this "shinny" business, in my opinion, is the most unfortunate thing that has yet happened to the League, and that the sooner the L. A. W. takes off its gloves and "wrestles" with the question in a thorough manner and settles the professional poloists to their proper level, the better.

"SIXTY."

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*.

HARTFORD LETTER.

OUR CORRESPONDENT STILL VIEWS THE L. A. W.

HARTFORD, Ct., February 25, 1885.

Editor Springfield Wheelmen's Gazette:—

Those who take the trouble to read this letter, will perhaps decide that whatever reasons exist for naming it a Hartford letter are rather obscure, but I wish it to be so considered, nominally at least. We propose to devote a portion of the first week of September next to another tournament, which we hope will prove a repetition of our very successful venture of last year; we wish to keep Hartford prominently before the minds of wheelmen everywhere, and it is undeniably for this rather selfish reason that I begin this communication with a titular reference to the home of the Connecticut Bicycle Club.

While I don't propose to continue elevating the critics of the L. A. W. into objects of criticism themselves, or to presume to dictate to our officials their proper course of action in administering its affairs, I believe that it is the duty of every member, whether a very shrewd observer of League doings or not, to summon whatever intellectual strength he is possessed of, and offer whatever suggestions he may, to aid in the decision of certain important questions upon which it may soon be necessary to take action. So I again devote my letter principally to a further consideration of the League's affairs.

In July we shall have a very important annual meeting, and largely upon its issue hangs the grave question as to whether the League shall be allowed to remain in its present apathetic, non-progressive state, or whether the coming meeting shall be marked as a turning point in its history, beginning a period of renewed confidence, greater activity, and more fruitful results in the work to which its support is pledged. To insure the best results at this meeting the members present and voting should thoroughly prepare themselves beforehand and know exactly what they wish to do when the moment for action arrives. Their votes should be cast only after careful deliberation, and not on the spur of the moment. The present necessity for calm judgment, and earnest endeavor on the part of its members, seems to be entirely without precedent in the annals of the League.

With the membership at large rather than the officers mainly rests the responsibility of pushing through many much needed reformatory measures. During the few remaining weeks before the annual, all members who are really interested in the League's welfare should carefully consider its needs and the manner whereby they may best be relieved, and make themselves ready to defend its necessities unitedly. The malcontents should pull in their horns, throw aside their cudgels, forget trivial personalities, and all petty grievances, and go to work themselves, instead of growling continually at the work of others. If they work hard enough the exercise will perhaps develop certain oxidizing processes, which may do much towards burning off and destroying their splenetic tendencies, and cause them to feel the better for it.

A very important matter for consideration just now is the necessity of establishing a weekly cycling newspaper devoted to the League's interest, and containing enough first-class matter to render it attractive and entertaining as well as useful. That such a journal may be owned and maintained by the League, is, I think, no longer doubted, and with it we would obtain the important advantage of being able to lay before

every member, in full detail, each and every topic meriting his attention. It would also afford members a convenient medium for offering suggestions, and they could go to any reasonable length in advancing their comments and criticisms. The editorial office would be one of considerable dignity, and the incumbent would be able to display his literary qualifications to some advantage. Whatever may be the failings of our present editor, he certainly may be regarded in some respects as affording a worthy example of long-suffering patience and resignation. It seems quite marvelous to the writer, how any man can calmly exist goaded by the thorns of adverse criticism, feeling the necessity of repelling libelous attacks, frowning down individuals who devote their energies to "caviling on the ninth part of a hair," offering suggestions, giving advice, and answering questions, all in addition to providing a weekly leading article, while fettered and trammelled within exactly so many inches of columnar space, without very occasionally getting very wrathy indeed. In sober earnest, if there is any one thing that the League needs more than anything else it is a newspaper. Surely the majority of League members believe this, and when they are called upon to decide whether they will have it or not, they should be careful not to be again misled by the euphemisms with which a few personally interested objectors may clothe their antagonistic claims. (Lest the writer's present attitude on the gazette question seem at variance with some of his former utterances, he begs to state that while in a previous letter he expressed himself satisfied with the way the present gazette fulfills its intended purpose, he has never maintained that it would not be a wise move to change the purpose.)

A new solution of the amateur problem is too likely to be demanded by many wheelmen, and should also be made the subject of careful study. It is an intricate question, and no League man need consider himself a paragon of stupidity if, in trying to solve it, he, instead of attaining a rational result, finds himself bewildered by a maze of entangling possibilities. It would be a matter of poor economy for all concerned to have the League give up the direction of racing, and bend its entire energy to the encouragement of touring. Our racing system constitutes one of the most interesting and important features of the whole province of cycling. Absence of all jobbery, and the generally fair and open manner with which our tournaments have been hitherto conducted, have given them a strong hold on public favor; if their high standard is maintained, the public must soon come to regard them as a wholesome and refreshing substitute for horse-races. Our reputation for providing a discriminating public with opportunities for witnessing clean and honorable cycling contests must be sustained, and to do this the absolutely necessary uniform government of all tournaments requires the jurisdiction of nothing less than a national organization.

We should remember that if, by countenancing unworthy methods, we should earn a reputation for allowing disreputable practices at our tournaments, the League's work as a whole, and the cause of cycling at large, would inevitably suffer sympathetically. The League's existence would be well warranted, were the direction of race meetings its sole mission.

While it seems an unconditional necessity to keep all League events free from the slightest taint of "professionalism," as the term is popu-

larly understood when applied to athletics, it may still be honestly doubted whether the peculiar and separate circumstances of *wheel* athletics do not render our present very abstract interpretation of the obnoxious term manifestly unfair in many instances. Treasurer Terry fears that our rule is hardly consistent with American conditions. Perhaps it might be pertinently questioned whether it is consistent with American common sense. Certainly the result of its working is, in some cases, nothing if not ridiculous. Let us illustrate by a couple of supposable instances:

Case I. Smith, a gentlemanly, thoroughly honorable fellow, who has never contested a cycle race of any kind in his life, who abstains on principle from all betting and gambling whatsoever, and who might as soon be expected to attempt a reformation of the solar system as to indulge in any of the vagaries of "hippodroming," having proved himself an exceptionally good man on the road, proposes, solely from love of the sport, to try the path as a 3.20 man during the coming season. During the winter he was, in a single instance, indiscreet enough not to ascertain beforehand that a certain member of a certain polo team, which contested a game where door-money was taken, with the team of which he (Smith) happens to be a member, was a member of a professional base-ball nine ten years ago. Smith suddenly realizes that he has made a professional of himself, "with all the term implies"; he has forfeited his amateur status; as an athlete he is as a leper, to be shunned and avoided by all who hold sacred their claim to an amateur standing. His former friends hardly dare be seen with him on the road even, lest they become infected with the taint, through the medium of "pace-making for a professional."

Case II. Jones, whose alleged occupation is "machinist," works six weeks of the winter around the repair shop of a certain well-known firm of cycle manufacturers, for which he receives a salary sufficient to support him comfortably all the year round. His entire time, outside of the six weeks, is spent in training, and riding this particular make of bicycle in L. A. W. races, ostensibly to win trophies, but in reality to advertise the wares of his employers. His profession (according to the dictionary definition) is riding a bicycle; by it he earns his living. His machinists' trade is but an excuse to escape a technicality. In point of fact he rides for money every time he rides, but he studiously avoids violating any clause of our racing rules, and he is considered a model amateur in all respects.

Such extreme cases as these imaginary ones may easily occur in real life. What shall we do with this fearful and wonderful "definition of an amateur"? I confess I don't know; but something should be done with it nevertheless. Smith is a complex personality. I believe there are hundreds of him, and that the League will eventually have serious trouble in considering his many applications for reinstatement or reelection. Manifestly it won't do to kill off Jones. Jones has the best of us whether we will or not. He is a fast man, way down in the forties. His fame as a rider is national and we are proud of him. Crowds cheerfully pay their money to witness his performances. He is a necessity at our tournaments. There are several of him. We offer him every inducement but actual cash to enter our lists, for without him our races would be comparatively tame events. We must sustain Jones, but if in so doing the League discovers that it is not fully satisfying the

admonitions of its conscience, perhaps the conscientious prickings might be comfortably lessened by contriving a way to sit less heavily on Smith. I think we may readily decrease the pressure on Smith, and still remain free from anything that can justly be termed professionalism. Technicalities which are without any rational *raison d'être* are worse than useless, and serve but to clog the workings of our perhaps already too complicated League machinery.

Before closing, I should mention the coming election of a new board of officers. Members of the League who wish to assist in making the organization what it should be, but who don't know just how to begin, may here find a good field for quiet work. This election should be the initiatory reconstructive process. Members should use their disinterested best efforts to see that the new board is composed of capable, earnest workers. Do not elevate a man to office merely because he is a "good fellow," or because he belongs to a particular clique. Find out first whether he knows anything about the League's affairs. Has he its interests really at heart? If his main object in accepting office is but to have his name stand out more prominently than some others, don't vote for him. An officer who is capable and desirous of exerting himself in advancing the League's welfare confers more honor on the League in accepting an office than the League confers on him in tendering it. I wonder how many League members chanced to read an editorial on this subject entitled "A Topic of the Time," which appeared in last week's *Cyclist and Athlete*. It contained as much common sense as it was ever my pleasure to see condensed into a short cycling article. H.

The Trade.

List of patents granted for devices of interest to wheelmen for the year 1885 to and including Tuesday, February 17, 1885, compiled from the Official Records of the United States Patent Office, expressly for THE SPRINGFIELD WHEELMEN'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. 310,540, January 6, Charles E. Pratt, of Boston, Mass., and Albert E. Wallace, of Hartford, Ct., assignors to the Pope Manufacturing Company, of Hartford, Ct., velocipede.

No. 310,548, January 6, Robert Van Malkowsky, of New York City, velocipede.

No. 310,620, January 13, R. G. Shute, of Edgerton, Mass., bell for bicycles.

No. 310,676, January 13, Thomas P. and James B. Hall, of Toronto, Canada, tricycle.

No. 310,776, January 13, William P. Benham, of Hartford, Ct., assignor to the Pope Manufacturing Company, same place, velocipede.

No. 310,823, January 13, William Hillman, of Coventry, Eng., saddle-spring for velocipedes.

No. 310,857, January 13, A. M. White, of Waterbury, Ct., assignor to the Pope Manufacturing Company, of Hartford, Ct., velocipede wheel.

No. 310,858, January 13, J. L. Yost, of Wallingford, Ct., bicycle.

No. 310,862, January 13, James Leigh, Chelsea, Mass., and Robert McDowell, Manchester, County of Lancaster, Eng., assignors by mesne assignments to the Revere Rubber Company, Boston, Mass., elastic tire for wheels.

No. 310,868, January 20, Reuben H. Andrews, Washington, D. C., tricycle.

No. 310,998, January 20, Carl G. E. Hennig, Paterson, N. J., tricycle.

No. 311,084, January 20, T. H. Paessler, Malvern, O., tricycle.

No. 311,112, January 20, John A. Enos, Peabody, Mass., transcycle.

No. 311,188, January 27, John Knous, Hartford, Ct., assignor to the Pope Manufacturing Company, same place, velocipede-spring clip.

No. 311,320, January 27, William Hillman, Binley Road, Coventry, Eng., velocipede.

No. 311,332, January 27, James Lamplugh, Birmingham, County of Warwick, Eng., saddle for bicycles.

No. 311,687, February 3, Fremont Swain, Indianapolis, Ind., bicycle.

No. 311,803, February 3, G. E. Blackham, Dunkirk, N. Y., assignor of two-thirds to Bull & Haynes, and Ephraim N. Bowell, all of Buffalo, N. Y., bicycle wheel.

No. 311,862, February 3, C. Wunch, Camden, N. J., ice velocipede.

No. 312,147, February 10, F. E. Mills, Pittsburgh, assignor of one-half to William McMahon, same place, monocycle.

No. 312,219, February 10, Charles E. Pratt, Boston, assignor to the Pope Manufacturing Company, Hartford, Ct., velocipede saddle.

No. 312,277, February 17, E. G. Latta, Friendship, N. Y., assignor by direct and mesne assignments to the Pope Manufacturing Company, Hartford, Ct., bicycle.

No. 312,332, February 17, Charles H. Copp, Clyde, Mich., assignor to the Marks Automatic Car Coupler Company, Cleveland, O., railway velocipede.

No. 312,407, February 17, C. H. Veeder, Bethlehem, Pa., and John I. Veeder, Omaha, Neb., velocipede.

No. 312,411, February 17, Albert E. Wallace, Hartford, Ct., assignor to the Pope Manufacturing Company, same place, velocipede.

No. 312,473, February 17, Thomas B. Jeffery, Chicago, Ill., velocipede.

THE SPALDING BICYCLE.

A. G. SPALDING & BRO.'S NEW WHEEL.

The Spalding bicycle is a light weight, full roadster, of the very highest quality and finish known to the trade. It has one inch tires to front, three-fourths inch to rear wheel; Warwick rims to both wheels; round backbone, very rigid; elliptical hollow front forks, made very rigid; Andrews' patent steering head with 5 1-2 inch centers and very broad wearing surface; hollow weldless steel handle-bar, shaped between the Royal Mail and Rudge curves. A handsome pattern of spoon lever brake is used. The spring is a straight strap spring, very handsomely formed, and sliding at the rear on a tilting adjustable plate. It has semi-tubular rear fork and direct spoke rear wheel, with the *Aeolus* ball bearing. The principal feature and peculiarity of the wheel lies in the construction of the front spokes and hub. The spokes are what is called "direct tangent," that is, they stand at a tangent of ninety degrees and screw directly into the hub flange, which is of gun metal. They run into the hub full size of the wire, one-eighth of an inch, before they come to the screw thread, thus making a stronger job than in a butt-ended spoke. They are soldered together where they cross, which absolutely prevents unscrewing or any loosening. The front axle is hollow, and one inch in diameter between flanges, with solid plugs brazed in each end for the cranks, which are shrunk and keyed on to them. The front

bearing is a new form very similar to the Rudge, the adjustment and running being exactly the same. The only difference lies in its being cut open, and having a lug on both forward and back side of bearing box, thus providing for opening and taking off the bearing without disturbing the crank. This bearing and the front spoke are the principal specialties, and it is claimed to have the very strongest front wheel ever put in a machine. They have not attempted excessive lightness in this machine, as the Spaldings do not believe it desirable. A 54-inch racer is being constructed for John S. Prince, which will weigh 23 pounds. L. W. Conkling is the possessor of a 60-inch Spalding Racer weighing 28 pounds.

SAMUEL T. CLARK & CO.,

of Baltimore, Md., will, as in the past, continue to act as agents for the Coventry Machinists Company, and will carry a large stock of its bicycles and tricycles, including the Club Tandem. They already have an invoice of these popular machines on the way, and have booked several orders for Club Racers, which have gained in favor since Gaskell captured the two and five mile records last year, at Springfield. They always build racing machines to order, as it is the only way a racing man can get a machine which is "just right" in every particular, and every flier knows how important it is to feel his machine is a part of himself. They will bring out a new machine, with patent detachable hollow handle-bar, either straight, dropped, or curved, and with bearings of the Rudge type. It will be a direct spoke full roadster for hard riding, and will weigh about forty-two pounds. The Sanspareil has been somewhat improved, and has single ball bearings with side adjustment. The same make of light roadster will weigh thirty-four pounds, has hollow rims, tangent laced spokes, and is fitted with single ball bearings of the Columbia type; has a Duryea combination saddle, is enameled and nickelized, and will sell for \$130 and \$142.50. The American remains about the same, and is one of the best machines for the price on the market. With the exception of the convertible Club tandem, this firm will, as a rule, import bicycles to order only, and will make a specialty of building machines to order, with reasonable changes to meet the wants of individuals. The spring trade is already beginning to be felt by this firm, and several orders have been booked, and it has increased its facilities for promptly supplying the demand.—*Bicycling World*.

THE NEW COLUMBIA MACHINES.

The Pope Manufacturing Company will put upon the market about April, the Columbia Light Roadster, and Columbia Two-Track tricycle. The former will be fitted with hollow curved handle-bar made in one piece and detachable, hollow steel felloe, tangent spokes, and several novelties. It will weigh about thirty-seven pounds with saddle and pedals. The price is not yet fixed. The tricycle will be fitted with 48-inch driving-wheels, and 20-inch steering-wheel, which will be at one side, as its name implies; it will be central geared, thus allowing an adjustable crank throw, and will have a double band brake, hollow axle, etc.; it will weigh between seventy and seventy-five pounds. Price, \$160.

Catalogues of the above will be ready next month, and a full description of these machines with cuts will appear in the next number of the GAZETTE.

THE OVERMAN WHEEL COMPANY'S NEW LIGHT ROADSTER.

The Overman Wheel Company, of Chicopee and Boston, put their Victor bicycle on the market March 1. It is a new light roadster, which A. H. Overman has been planning for four years. He has examined thoroughly every English high grade machine for excellencies to incorporate, and claims his machine has the best features of the Rudge, Royal Mail, Club, Challenge, Sanspareil, etc., while it has special points of distinction all its own. Not an ounce of cast metal and nothing but interchangeable steel forgings is used in its construction. Lightness is sought after strength and rigidity have been secured. Free use of imported weldless steel tubing has been made, and all the bearings are of the improved Bow's *Aeolus* ball pattern, which are acknowledged the best in use. Warwick's hollow rims, Harrington's enamel, and compressed tires are among the patents used to make the bicycle complete. The machine is well proportioned, light and graceful in appearance, by its narrow tread, curved handle-bars, new saddle and the tangent-spoked wheel, and heightened by the finish in enamel and nickel.

The large wheel of the 54-inch machine, taking that as the standard size, has seventy-two tangent return spokes, double wound and stayed at the two outer crossings. The felloes are Warwick's hollow rims of weldless steel, the best in use. The red Para rubber tire is 7-8 inch for the large wheel and 3-4 inch for the small one, both compressed into the rim and cemented to it by Overman's patent process, which has stood the severest test without loosening. By using this, the hollow rim of the smaller wheel is made very shallow, exposing a much larger proportion of the rubber than others, which offsets much of the objectionable jarring of the rear wheel. This wheel is eighteen inches in diameter and has twenty-four tangent return spokes. The hub of this wheel is fitted with a spring top oil cup of a new pattern. The large wheel has a narrow tread; the hub, a solid steel forging, has a spread of 5 3-4 inches. Yet the wheel is so rigidly built that it is impossible to "buckle" it. It has been subjected without injury to the severest tests; two men have rested their weight on the rim on opposite sides as the wheel lay on its side on the floor, trying in vain to "buckle" it. The cranks are adjustable, of the usual pattern. The pedals are fitted with the patent square corrugated rubber rolls used on the Victor tricycle, and weldless steel tubing is used for the dust-proof centers. The hollow forks are elliptical and very rigid. The head is the improved Stanley pattern, known as the Andrews. The handle-bars, 29, 30 and 31 inches long, are bent and fitted with large vulcanite handles. They are of tapered weldless steel tubing. A spoon-brake with a curved lever is attached. The backbone is of 1 1-2 inch weldless steel tubing, tapering at the lower end, where the half-hollow rear fork is brazed to it with a weldless steel bell bushing underneath, giving special strength there. The solid steel forging at the upper end, which fits into the head, is reamed out for greater lightness and elasticity. The suspension saddle is the new Victor patent, and makes an easy seat. A coiled rear spring is fastened by two screw loops to clamps around the backbone, which may be easily adjusted. The saddle, which is of flexible leather, with long side flaps for the trousers guard, slips over this spring, holding firmly to it. It can

be taken off easily. An adjustable catch fastens it to the head.

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

STODDARD, LOVERING & CO.

Our many lady riders and light weight tricyclists will be pleased to learn that their wants are being attended to, and that the pushing firm of Stoddard, Lovering & Co. will this season place on the market a light double-driving tricycle. There has been a demand for such a machine for some time, and recognizing it, Stoddard, Lovering & Co. contracted, during Mr. Corey's recent trip to England, with Rudge's people for a light roadster tricycle of the now popular central-gearred pattern. This new machine is not too light for American roads, and yet light enough to meet the wants of a large class of skillful riders, who demand a light, yet strong and serviceable mount. It has been built especially for the American trade, and will, we doubt not, prove as good as it looks, which means a good deal, for it is very handsome and graceful in appearance. The driving wheels are forty-six inches in diameter, geared level on the standard pattern. The steering wheel is as large as is usually used, being eighteen inches in diameter. The tires are of seven-eighth inch red rubber to all wheels, and are cemented into strong crescent rims, while the rims themselves are supported by sixty No. 11 and twenty No. 12 direct spokes. The large wheels are connected with a compound axle, and drive double by means of Starley's gear of the small pattern, as used on machines of the Humber style, which is neat, unobtrusive, out of the way, and effective. This axle is hung from the tubular frame, in a pair of ball bearings, well-placed to stay the axle. At the ends of the horizontal tube are attached the curved arms for holding the hand-hold, steering handle, and lamp brackets. On the left side is fastened a plain push-lever hand brake, five by seven eighth inch, which will give power enough. From the center of the top tube, a large steel tube extends forward, sloping towards the ground at a considerable angle, and then, with a graceful turn, curving up over the steering wheel and terminating with the steering centers of a Humber head. At the neck a rubber bar foot-rest is fastened by a hinge joint. The front forks are solid, and the mud guard is of thin sheet iron. The steering is effected by a rack and pinion, the latter running in a slide with a couple of rollers which are pressed against it and kept from rattling by a stout steel spring. On the center of the axle is securely fastened the upper driving cog, the lower one being held in a bracket or hanger depended from the central tube and sliding on it for adjustment by means of a split lug. Morgan's patent roller chain is used, and the whole is securely and neatly covered by a stiff leather guard. At either end of the lower cog-shaft is attached an ordinary

bicycle crank with from five and a half to six inches throw. A tubular safety rod extends from one side. The handles are adjustable for height, and the saddle and cradle spring may be adjusted vertically and horizontally. Rudge's "unequalled" ball-bearings are used throughout, including pedals. The machine is thirty-nine inches wide, and will weigh about eighty-five pounds, though a lighter machine fitted with hollow rims and tangent spokes will be furnished at a slight increase in price. It is delivered to customers with the usual paraphernalia and handsomely enameled and nickelated, at the price of \$175. It is a very well-balanced tricycle, built vertically, well made and finished, pleasing in appearance, and we should think in every respect well calculated to meet the growing demand for machines of its class. A rear attachment will be made, so that the above described machine can be converted into a tandem of the Club type.

WRIGHT & DITSON.

Among other enterprises in the interests of bicycling is the *new branch* of the uniform department of Messrs. Wright & Ditson, Boston, Mass., where everything pertaining to a bicyclist's uniform may be obtained, either ready-made, or made to order, for a club, or an individual.

The above gentlemen have taken advantage of the lull in trade, between seasons, to enlarge and renovate their already spacious stores, more especially their uniform department, which is amply stocked with fine goods of the latest designs, especially adapted for bicycle and other uniforms.

This department is presided over by a competent and experienced custom cutter, who will furnish catalogues, samples, and any information desired in regard to uniforms of all descriptions.

In addition to uniforms, this firm keeps a full stock of youth's bicycles, bicycle lamps, bells, whistles, wrenches, luggage carriers, etc.

Their other *innumerable* goods for athletic pastimes are already too well known to our readers for us to dwell long upon, even if we had the time and space so to do.

It is sufficient for us to say, that both Mr. Wright and his congenial partner are well versed in, and stanch advocates of, all pastimes relative to health, strength, and fresh air.

THE AMERICAN CHALLENGE.

Gormully & Jeffery, of Chicago, have five floors of their large factory well filled with stock manufactured during the winter, most of it consisting of the Ideal bicycles. They will introduce two new machines, which are made interchangeable in every part, and have several features common to last season's Ideal, together with improvements suggested by its experience, and comparison with the highest grade goods in the market. The first of these is the American Challenge, which will be provided with the well-known high neck, and low, strong closed head, solid steel forks, patent globe-bearings, ebonite handles, and either straight, dropped, or cow-horn handle-bars, large weldless steel backbone, semi-hollow rear fork, 17-inch rear wheel, one-inch molded tires to front wheels, butt-ended spokes of No. 12 wire, adjustable rubber-capped step, long-distance saddle, with adjustable tension for the leather and adjustable clip to the spring. The openings in neck, ends of bearings and of pedals are covered with dust shields, and the latter provided with rubber crank protector,

which surrounds the ordinary cap at the end of the pedal, and often saves the crank and crank pin from injury by a fall.

The other machine is the American Safety, built with extra large tires and strong frame, and is intended for use on rough roads. Its construction is such that great safety is insured, the seat being placed well back of the front wheel, on a very elastic spring, and the weight of the rider is carried on the low dropped pedals, which are placed well under the axle, and move in an elliptical curve nearly vertical. The action is on a lever; but the motion is so nearly like that on the crank, that the difference is not noticeable to the rider. The joints that swing are provided with adjustment for wear. The rear wheel is twenty inches diameter, and forward wheels from forty-two to forty-six inches diameter. The prices are placed very much below that of the imported machines of similar pattern and quality, and a large demand is anticipated. The Ideal has been improved also, and some parts judged to be weak have been strengthened, others lightened, the material, as a whole, better distributed. All bicycles over 46-inch will have thickened spokes, hubs have been strengthened, bearings made more dust-proof, and the large demand that the Ideal met with last season, warrants the manufacturers in preparing for a large trade.

AMONG OUR EXCHANGES.

We wonder if the scissors editor of *Wheeling* has a conscience, and if it, too, does not need repairing?—*The World*.

A hen's egg laid in Carville, Pa., the other day, contained the inscription, "K. K., 1885." It is thought that the hen who laid it was deaf and dumb, and that the initials stand for kack-kackle, phonetic method.—*Boston Post*. Oh, no. It was the two thousand and something order for "X. M. on a Bi." Karl will please enter it eggsactly as returned. Even the hens want the book.—*Bicycling World*.

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*.

Springfield again!—The Springfield Bicycle Club is on the path again, having voted to hold a three days' tournament, Sept. 8th, 9th, and 10th. What this famous club will do this year is a conjecture, but we are promised something far ahead of all previous occasions. Its excellent track is to be still further improved, the prizes distributed on a new plan, and riders will more than ever be welcome to this Mecca of wheelmen.—*Cyclist*.

An employé at the depot thought it would be a fine thing to ride a bicycle which one of our wheelmen had left with him a short time for safe keeping, and so mounted the machine, one morning. Around the platform he went all right until, in trying to turn a corner and get out of the way of a pedestrian at the same time, he came to grief over a trunk. Result, three spokes broken and a crank bent. No grave damage done, but he concluded he would wait until the breaks were repaired before attempting the thing again.—*Palmer Journal*.

RUDGE BICYCLES!

HEADQUARTERS FOR MICHIGAN,
W. C. MARVIN, OVID.
HEADQUARTERS FOR INDIANA,
C. F. SMITH, INDIANAPOLIS.
HEADQUARTERS FOR CHICAGO,
THE JOHN WILKINSON CO.
HEADQUARTERS FOR MINNEAPOLIS,
S. F. HEATH & CO.



Sole United States Agents,
STODDARD, LOVERING & CO.
152 TO 158 CONGRESS STREET, BOSTON, MASS.

HEADQUARTERS FOR NEW YORK,
G. R. BIDWELL & CO.
HEADQUARTERS FOR PHILADELPHIA,
GEO. D. GIDEON.
HEADQUARTERS FOR BUFFALO,
BULL & HAYNES.
HEADQUARTERS FOR CLEVELAND,
DAVIS & HUNT.

SEASON OF 1885

BOSTON, March 1.

In presenting our Catalogue for 1885 we beg to return sincere thanks to our numerous patrons for the liberal support we have received at their hands. During the last three years we have found that our Bicycles and Tricycles have given perfect satisfaction, and with a view to still further increasing their popularity we have visited the manufacturers in England and have had our machines built with all the latest improvements and changes to meet the requirements of our roads. We can unhesitatingly say that we regard with the greatest satisfaction the wonderful strides forward which have been made during the last few years in the general construction of machines, not only in appearance and weight, but also in many details, all of which have tended to diminish the efforts as well as to add to the safety of the riders. We confidently believe that we have kept fully abreast of the times and that we now offer

The Finest Line of Wheels on the American Market.

The popularity of our machines has been so great and our business has increased to such an extent that we have been forced to remove from our former location (where we have been for many years) to more commodious quarters, and that we are now to be found at Nos. 152 to 158 CONGRESS STREET, where with greatly increased space and facilities we shall be very glad to welcome our customers.

While our 1884 patterns of Bicycles left little to be desired, we have not been standing still; and though the improvements for this season are few they will be found to be important, and we invite your careful attention to the same.

THE RUDGE LIGHT ROADSTER

Retains all the valued features of last season, which made it by far the handsomest and most rigid Bicycle on the market, and is at the same time still further improved by the new pattern tangent spoke (see page iv), by fuller and stiffer front forks, by having the brake spring under the head, and by substituting detachable cranks for fixed. A long-distance tension Saddle, nickelized wrenches, and ball pedals are fitted with this machine without extra cost. (See page iii.)

THE AMERICAN RUDGE.

This machine has given such universal satisfaction during the past year that with one or two exceptions we have been unable to improve its construction. The only alterations are, curved bars instead of straight, detachable cranks, Harwood safety step, and brake spring under the head. We may state that we believe there is no Bicycle on either the English or American market that will compare with it in quality for the price, and we defy competition on this machine. (See page vi.)

THE RUDGE RACER.

This celebrated racing machine is unquestionably the fastest and strongest machine ever built, and it stands without a rival as the "King of the Path." Its position in America as well as in England is pre-eminent. It is ridden by all the fastest riders in both countries, and many a racing man owes his success on the track to his speedy **Rudge**.

The **Rudge Racer** is built especially for American tracks, and its success can be appreciated when we state that 24 out of 29 races were won on it at Springfield, Sept. 16, 17, 18, and 19, 1884, and that one mile has been ridden on it in the marvelous time of 2 minutes and 39 seconds. (See page viii.)

THE RUDGE SAFETY.

Having long been pressed by our numerous customers, and in order to meet the growing demand for such a machine, we have brought out the above **Safety Bicycle**, which for lightness and strength combined with the high-class workmanship which characterizes all of the **Rudge** machines has no equal and we might almost say no competitor. (See page x.)

THE RUDGE DOUBLE DRIVER TRICYCLE.

With a view to meeting a long-felt want for a **light Tricycle**, we have had a machine built especially for us by this celebrated firm, and can fully recommend it for lightness, strength, ease of running, and durability. Although it is lighter than some other machines (especially American makes), strength and rigidity have in no way been sacrificed, and we take pleasure in presenting it to your notice, feeling that our efforts will be appreciated.

THE COVENTRY ROTARY TANDEM.

This remarkably fast and easy-running Tandem remains nearly the same as last year, with a few exceptions. It is built stronger, the size of the driving-wheel has been reduced to 46 inches, and the attachment for the rear rider has been somewhat improved. Special attention has been paid to the details of its construction, and we have had it made especially for American roads. It is particularly adapted for both lady and gentleman, being light, easy-running, and requiring but little care.

RUDGE BICYCLES!

RUDGE LIGHT ROADSTER.



Price, 50-inch, \$140.00.

Backbone, forks, felloes, and spokes enameled; head, handle-bar, spring, hubs, cranks, steps, and pedals heavily nickelized. The price quoted includes ball pedals (either rat-trap or rubber), long-distance tension saddle, tool bag, nickelized wrenches, and adjustable step. Each rise of 2 inches in size, \$2.50 extra. Extra nickelized, except wheels, \$12.50 extra. Rubber handles, \$1.00.

SPECIFICATIONS.

The Bearings are *Rudge's unequalled ball* to both wheels. They are perfectly adjustable and dust proof, and consist of a single row of balls running on case-hardened surfaces. (For further information, see cut and full description on p. iv.)

The Hubs are of a specially improved pattern, made of the finest steel, well recessed, and pierced with holes for the tangential spokes.

The Spokes are tangential, and present the following advantages over others of a similar pattern: *First*—The tendency of the tangential spoke to snap at the rim is obviated by securing them with a concealed lock-wire and washer, making them practically butt-ended and doubly strong at this point; *Second*—Instead of lacing back and forth from the rim to the hub in nearly parallel directions, they now end at the hub and are firmly riveted on the inside after passing through it. The spoke is thus single, and by being made slightly heavier at the hub the tendency of snapping is entirely done away with. The system of crossing is also a new one and works to perfection, being accomplished by one spoke passing over and under another in such a way that each spoke holds its neighbor firmly in place; consequently a rattle is impossible and wiring entirely unnecessary. Again, the spokes are placed at right angles to each other, which not only makes the wheel very much stronger and more rigid, but keeps it true and prevents any possibility of buckling by ordinary use.

The Felloes are of Clement's hollow pattern, each consisting of one piece of steel tubing rolled and pressed into the proper shape, thus making them very strong and doing away with the objection usually experienced of brazing at this point. The strength of this felloe will be realized when we say, as we do, that it will bear a person's weight without any yielding, even before a single spoke has been put in.

The Tread. Owing to the above method of constructing the wheels, it has been found that they can be built perfectly rigid and at the same time much narrower than any other. The advantage of this will be appreciated by all riders of experience, and particularly racing men, as it causes the power to be applied to the best possible advantage.

The Forks are very full, elliptical in shape, being hollow to the front wheel and semi-tubular to the back, combining strength and lightness.

This wheel combines **LIGHTNESS**, **STRENGTH**, and **SPEED**, and for a light roadster has *no equal*, we might almost say *no competitor*. It is built from the very best stock and by the largest manufacturers of Bicycles and Tricycles in the world, namely, D. RUDGE & CO., Coventry, England.

Lightness.—Generally speaking, light machines have been built at the expense of strength and rigidity; but, thanks to modern invention, these difficulties have been overcome, and we are enabled to produce a Bicycle that contains all the valuable features of lightness and durability, combined with immense strength and rigidity. The weight of a 54-inch Rudge Light Roadster, complete, with saddle, pedals, bag, and tools, is **38 pounds**.

Strength.—The strength of this wheel may be judged when it is considered that, owing to *lightness* and *strength*, it was the first regular Bicycle that was ever ridden up the very steep hill in the suburbs of Boston called Corey Hill, which had been tried before by hundreds of riders without success. This necessarily put a fearful strain on it; nevertheless not a sign of rough usage was visible. Even after two years' hard riding over common rough roads it showed no more wear than machines 10 pounds heavier. It has every point essential to an all-round roadster, and we can unhesitatingly say that there is no machine in the market that can compare with it for strength. In the recent Canadian tour from Niagara to Boston, out of the 15 light machines 10 were Rudes, which stood the strain on every imaginable sort of roads much better than the heavier makes.

Speed.—The speed, also, will be apparent when we state that the League championship for 1883 was won on it, besides most of the important races during the last two years. A mile has been timed on it in **2 minutes and 54 seconds**, and in fact on all except the very finest cinder or concrete tracks it is even faster than the full racer, as the tires do not cut in. This will be appreciated by riders who desire to do some racing, as they will find that they will not have to go to the expense of purchasing two machines, as the Rudge Light Roadster will answer for both purposes perfectly well.

Sole United States Agents,

STODDARD, LOVERING & CO.

152 TO 158 CONGRESS STREET, BOSTON, MASS.

RUDGE'S PATENT BALL BEARINGS.

As Ball Bearings are now of the greatest importance to machines, we have great pleasure in calling your attention to these famous bearings. They have been made to revolve over six million revolutions without incurring any perceptible wear, or shaking loose of any of the parts.

ADJUSTABLE PATENT FRONT BEARINGS.

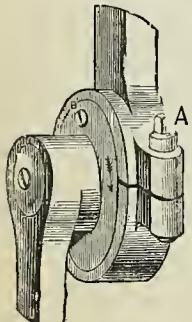


Fig. 1.



Fig. 2.

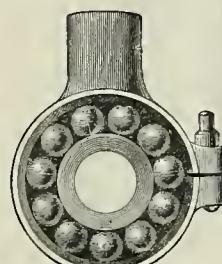


Fig. 3.

ADJUSTABLE PATENT BACK BEARINGS.

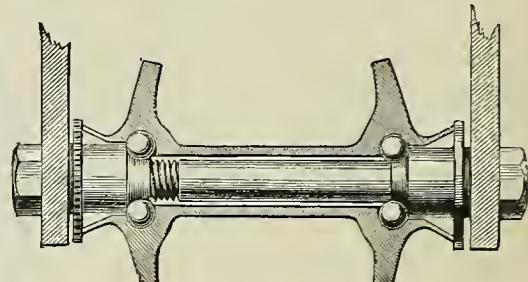


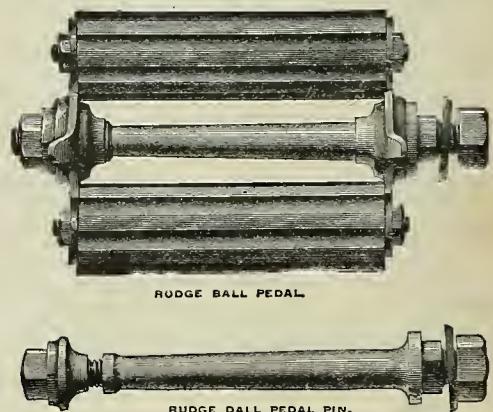
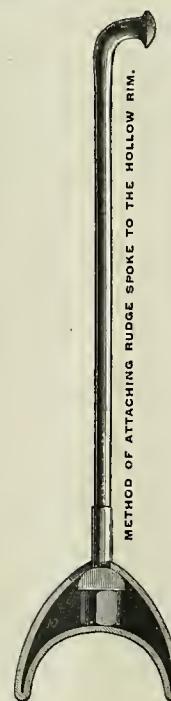
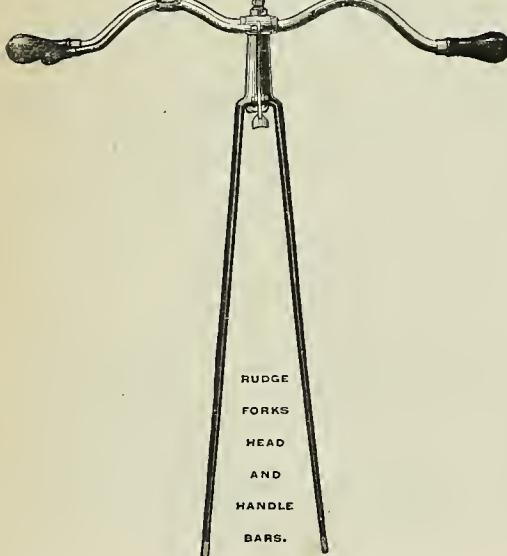
Fig. 4.

INSTRUCTIONS FOR ADJUSTING THE BEARINGS.

PATENT 526, 1878.

When the bearing requires adjusting, unscrew the square-headed pin A that is in the lug of bearing, as shown in Fig. 1. This has the effect of loosening the disc, which can then be turned round in the direction the arrow is pointing in Fig. 1, until the bearing is sufficiently tight. Great care must then be taken to screw the square-headed pin A down tightly, as otherwise the disc is liable to shake loose when the machine is ridden. Figs. 2 and 3 explain the principle of the bearing, in which the manner of adjustment may be readily observed. The adjustment of the back wheel is quite as easily effected, by unfastening the nut on the side where the milled washer is, and then turning the washer round with the fingers from left to right until the bearing is tight; the nut should then be firmly secured again.

→ RUDGE SPECIALTIES ←



RUDGE BALL PEDAL.

RUDGE DALL PEDAL PIN.

The annexed cuts will show a few of the specialties of this truly magnificent Bicycle, and the patented improvements, which are owned exclusively by Messrs. D. Rudge & Co., and are to be found only on machines of their manufacture. It is safe to say that no machine in England enjoys a more enviable reputation than the celebrated Rudge, which combines the results of the past experiences of the **oldest and largest Bicycle manufacturers in the world**, and is unequalled for perfect workmanship and finish. It is perfection of its kind in style, material, workmanship, and careful attention to details. These points, together with the patented improvements, make the Rudge Light Roadster the most desirable Bicycle on this or any other market for those who want a Bicycle of the very latest pattern and best quality.

RUDGE BICYCLES!

Testimonials, Extracts from Letters, Remarks, Etc.

We clip the following from among the opinions of the American wheel press regarding this machine:—

Among the foremost of the manufacturers of bicycles and tricycles in England, stands the great firm of **Rudge & Co.**, of Coventry, England, the center of the bicycle industry.

Their vast works cover quite an extensive territory, giving employment to over seven hundred workmen, and **Messrs. Rudge & Co.** claim the title of being the *largest manufacturers of bicycles and tricycles in the world*.—*The Springfield Wheelmen's Gazette*:

It has been the aim and intention of **Messrs. Stoddard, Lovering & Co.** to place a light, rigid machine on the American market that will stand and make a name for itself. So far the **Rudge** has exceeded their most sanguine expectations, and although several machines built of poorer material (resembling the **Rudge** in some points) have appeared on the market, the **Rudge** still maintains its enviable reputation, and its agents are to be congratulated on its increasing success and popularity.—*Bicycling World*.

Opinions of the RUDGE LIGHT ROADSTER from some of our foremost riders:

CANANDAIGUA, N. Y., December 23, 1884.

MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

Gentlemen:—As to my opinion of the **Rudge Light Roadster**, I am pleased to state that I continue to use it, having ridden the same for six months. It has proved itself all that I could wish in a wheel. I like it much better than the British Challenge, Sanspareil or Expert, which are the only ones I have owned and ridden.

Yours truly,
A. G. COLEMAN.

ORANGE, N. J., December 1, 1884.

MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

Gentlemen:—As you must infer from the large sales in our district, the **Light Rudge** is fast superseding all other machines for expert use. Its lightness, rigidity and strength under severe handling are unexcelled; while the attachment of bearing to fork, and the Clement hollow rim alone place it in the vanguard of the highest class bicycles extant.

Yours truly,
LLEWELLYN H. JOHNSON, President Orange Wanderers.

LOUISVILLE, KY., December 29, 1884.

MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

Gentlemen:—It is with much pleasure that I testify to the excellent workmanship and durability of the 53-inch **Rudge Roadster** you shipped me in May. During my experience as a cyclist I have owned and ridden six different machines, and can say without hesitation that the 53-inch **Rudge Roadster** is the only machine of the six which gives me entire satisfaction.

Yours very truly,
PRINCE WELLS, Captain Louisville Wheel Club.

OVID, MICH., December 19, 1884.

MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

Gentlemen:—I think the **Rudge Light Roadster** the finest machine I ever saw, and further that it will stand our rough Michigan roads fully as well as other machines weighing 15 pounds more, and at the same time is as light a machine for our western tracks as is practical. I won twenty-one first prizes on the 56-inch machine I had of you last May, and since it was taken from my hands it has won four firsts for its present owner. It also took two firsts on one occasion when borrowed by Mr. Warner of Washington, and one record by Mr. Almon of Desplain, making a record for the machine from May 13 to Sept. 10, of twenty-seven firsts and one second. Nearly if not all of Michigan cracks will ride the **Rudge Light Roadster** next season.

Yours very truly,
WILL C. MARVIN, $\frac{1}{2}$ and 1 mile Champion of Michigan.

I have not lost a single race this season, and at the first quarter always hold the lead by from 10 to 20 feet, which I attribute to the great rigidity of the wheel and bars.

It is a curious fact that since the introduction of the **Rudge** in this country, its agents here have found that the demand has been mostly for the larger sizes of the machine, ranging from fifty-threes to sixty-twos, showing that they were to be ridden by the older and more experienced riders, as well as by the younger men.—*The Wheel*.

In England the record of the **Rudge** on the road and path is unparalleled, and it is rare that any important meet occurs that a **Rudge** does not come to the front, to the glory of its rider, and, from present appearances, it certainly looks as though it would surpass its previous records, and even outdo itself in this country.—*The Western Cyclist*.

The policy of **Messrs. Rudge & Co.** has always been to give the best value for the money, and although in some cases their machines have been somewhat higher in price than others, they have always found that it paid to build the best, and as the English riders fully realize that a cheap machine is always dear at any price, they have had no hesitation in paying a trifle more and getting the best article that can be made.—*Amateur Athlete*.

NEW HAVEN, CT., December 23, 1884.

MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

Gentlemen:—I have ridden my 54-inch **Rudge Light Roadster** over every kind of road and find it a complete roadster. I would recommend it to all riders wishing a wheel for road use. I remain,

Yours very truly,
GEO. M. HENDEE.

BOSTON, MASS., January 7, 1884.

MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

Gentlemen:—During the past season I used eleven different kinds of bicycles for the purpose of finding the one that would best carry my 140 pounds' weight over all kinds of roads. Among these was the **Rudge Light Roadster**, on which I rode almost 2,000 miles during the season, and the fact that I was riding a machine of that make but of another size during the season, is evidence of my opinion concerning its merits.

Yours very truly,
DR. W. G. KENDALL.

PORTSMOUTH, N. H., January 1, 1885.

MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

Gentlemen:—I rode my 54-inch **Rudge Light Roadster** over 3,000 miles during the season of 1884, and to-day it is as rigid and apparently is in as good order, except the tires, as when I purchased it. I have not expended one cent for repairs. Have used it almost daily on all kinds of roads, including a trip to the Kennebec, and its light weight has been a great comfort in comparison with the heavy wheels I used from 1878 to 1884.

Respectfully yours,
C. A. HAZLETT.

CLEVELAND, OHIO, December 17, 1884.

MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

Gentlemen:—After having ridden a heavy fifty-pound machine for a year it was with considerable trepidation that I mounted the 38-pound, 55-inch **Rudge Light Roadster** which you had made for me last spring, but I had not ridden it an hour when all my fears on riding what I considered such a light machine, vanished, and gave place to a feeling of confidence and security, and I was able to ride with a feeling of ease and freedom which I had not experienced on the heavy machine which I had been riding.

Since that time I have ridden over two thousand miles on the machine over all kinds of roads, principally rough ones, and have as yet no cause for the slightest complaint; on the contrary, my liking for the machine has increased so much that I would ride no other, and if I ever change it will be for one just like it.

Respectfully yours,
CHAS. H. POTTER.

Sole United States Agents,

STODDARD, LOVERING & CO.

152 TO 158 CONGRESS STREET, BOSTON, MASS.

RUDGE BICYCLES!

THE AMERICAN RUDGE.

THE ONLY

High-Grade Bicycle

LISTED AT

A LOW PRICE!



THE ONLY

High-Grade Bicycle

LISTED AT

A LOW PRICE!

Price, 50-inch, \$107.50.

Backbone, forks, felloes, and spokes are finished in Harrington's Enamel; all other parts, including pedals and tools, are heavily nickelized. Each rise of 2 inches in size will be \$2.50 extra. Nickelized, except wheels, \$12.50 extra. Ball Pedals, nickelized, \$7.00. Handy Tool Bag, \$1.00.

SPECIFICATIONS.

The Bearings are Rudge's unequaled ball bearings to both wheels, precisely like those on the Rudge Light Roadster.

The Hubs are of gun metal, well recessed to admit of as narrow a tread as possible.

The Spokes are direct, 80 to front wheel and 20 to rear. The great number of these gives the wheel immense strength, making it almost impossible to buckle it.

The Felloes are of steel, crescent shaped, especially designed to resist lateral strain or buckling.

The Tires are round, 7-8 full to front, 3-4 ditto to rear. The quality of the rubber is the same as on the Rudge Light Roadster, and they are made especially for all-round touring.

The Backbone is round, of cold-drawn weldless steel tubing, 1 3-8 inch in diameter, carefully shaped and following the curve of the wheel in a very graceful manner.

The Forks are elliptical in shape, hollow to the front wheel, and solid to the rear.

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 either in 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-class machine in any sense of the word. It is in a great many respects similar to the Rudge Light Roadster, the only points of difference being: the wheels, where we have gun-metal hubs, direct spokes, and crescent felloes, instead of steel hubs, tangential spokes, and hollow felloes; the rear fork, being solid instead of semi-tubular; the pedals, which are parallel nickelized instead of ball; the handle-bar, being curved solid instead of hollow; the step, being Harwood's safety pattern attached to the machine instead of the adjustable.

Having our own house in Bradford, England, which brings us into direct communication with Messrs. Rudge & Co., we are enabled, by placing large orders, to handle this wheel on a very small margin, and it is especially intended to reach that large number of wheelmen who want a first-class article but who cannot pay a high price. In fact, many of our customers have written unsolicited testimonials saying that they preferred the American Rudge to other wheels costing from \$20.00 to \$25.00 more, and it will be very difficult for any one to show us a machine equal to it at \$15.00 above our list.

Before buying a second-hand machine, consider whether it is not better to add a few more dollars and order a New American Rudge. You will then have a machine that you will be proud to own, and that you can dispose of at any time at a much smaller shrinkage than if you had bought a second-hand wheel. Very few second-hand machines are sound; they usually have something "out" about them.

Sole United States Agents,

STODDARD, LOVERING & CO.

152 TO 158 CONGRESS STREET, BOSTON, MASS.

RUDGE BICYCLES!

Testimonials, Extracts from Letters, Remarks, Etc.

We print below a few of the numerous letters received concerning the AMERICAN RUDGE:-

LIMA, N. Y., January 2, 1885.

MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

Gentlemen:—I purchased an American Rudge (latest pattern) of your agent, Dr. A. G. Coleman, last spring. I was very much pleased with it, and I think it is the best wheel for the price made, and I think it is as strong and durable as any American wheel.

Yours truly,

W. D. METCALF.

BOSTON, MASS., January 12, 1885.

MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

Gentlemen:—In the spring of 1883 I received my 52-inch American Rudge. Since then I have ridden it 2,500 miles over some of the roughest roads in Eastern Mass., and have never had to expend one cent for repairs. I sincerely recommend it to all my fellow wheelmen.

Yours respectfully,

JOHN W. BYERS.

WEST PARIS, ME., January 13, 1885.

MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

Gentlemen:—I purchased of you last season an American Rudge BICYCLE, and it gives me pleasure to state that I am perfectly satisfied with it in every respect, and could I not obtain another like it, would not sell this one for twice what it cost me.

Yours respectfully,

LEWIS B. ANDREWS.

BUFFALO, N. Y., January 5, 1885.

MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

Gentlemen:—After using one of your American Rudges, 52-inch, for one year (it also being the first one of the kind in Buffalo), I wish to compliment you on having the best medium priced wheels in the market. I have given the wheel several severe tests with other makers' wheels and it has always given boss satisfaction.

For its style and appearance, strength and mechanical construction in all its parts, particularly the Rudge Ball Bearings, I consider it a very fine wheel.

Yours truly,

JAMES H. ADDINGTON.

WAPPINGER'S FALLS, N. Y., December 18, 1884.

MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

Gentlemen:—The 52-inch American Rudge that I received from you last summer has far exceeded my expectations as to the finish, material and workmanship. I have ridden most of the principal makes of bicycles, but I think the American Rudge, for the price, is the best machine I know of, and I would rather have it than some others that cost from \$10 to \$20 more.

All of my friends admire it, and everyone that I have lent it to, remarks, "How stanch it is." Hoping always to see the Rudge to the front, as it has been lately, I remain,

Yours fraternally,

HARRY H. BROWN.

LOCKPORT, N. Y., December 19, 1884.

MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

Gentlemen:—I think the American Rudge is the most popular medium priced bicycle sold in these parts. Have talked with the fellows using this mount, and all are loud in their praise of it. Think I have never had to send to you for repairs about any of your machines. It takes at first sight, which is due to the finish, fitting, and ease of running. I have ridden almost every popular make of bicycles at some time or other (size 54), and I have never "kicked" a smoother running machine; in fact, to sum up, a rider said the other day, "A finer machine isn't made," referring to the RUDGE machine. For wear, the American Rudge is putting several high priced machines in the shade.

Yours very truly,

C. A. WARD.

HARTFORD, CT., December 20, 1884.

MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

Gentlemen:—After several months' practical experience with the American Rudge, I take pleasure in recommending it as a thoroughly reliable first-class roadster. While learning to ride upon my present machine it necessarily received some very rough usage, but no vital part gave out, and it has cost nothing whatever for repairs as yet. It appears to be constructed of the very best material, which, considering its moderate price, is perhaps the strongest point in its favor. At the same time it is not heavy and it is very rigid, and I think in many ways superior to many wheels which are sold at a much higher price.

Very truly yours,

HENRY GOODMAN.

Sole United States Agents,

STODDARD, LOVERING & CO.

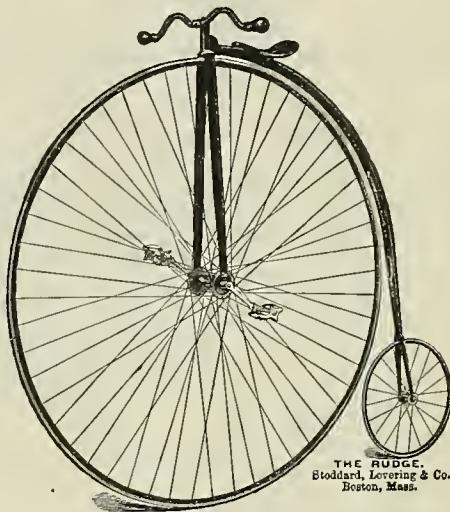
152 TO 158 CONGRESS STREET, BOSTON, MASS.

RUDGE BICYCLES!

THE RUDGE RACER.

WEIGHT,
53-INCH RUDGE,
22 POUNDS.

WORLD'S
RECORD,
2 MIN. 39 SEC.



Price, 50-inch, \$140.00.

Enamored and nickelized. Extras same as RUDGE LIGHT ROADSTER.

SPECIFICATIONS.

The Bearings are Rudge's unequalled racing ball, made of the very finest steel, being constructed especially for racing purposes. In size they are somewhat smaller than those used on the ROADSTER.

The Hubs are very small, of a peculiar pattern. These are also made of the finest steel, recessed to admit of a very narrow tread, and pierced with small holes for the tangential spokes.

The Spokes are tangential, exactly like those on the RUDGE LIGHT ROADSTER, with the exception of being direct to the rear wheel. The wire is very much smaller and toughened especially for racing purposes, enabling it to stand a tremendous strain.

The Felloes are Clement's hollow pattern, constructed especially for racing on American tracks. These are in one piece, rolled and pressed into racing shape, and are calculated to bear ten times the strength that will ever be put upon them. We may say here that we have never had a Rudge wheel, either Roadster or Racer, buckle under its rider, which could be traced to any fault in the machine. This fact speaks volumes for the strength and rigidity of this wheel.

The Tread. Owing to the peculiar method of attaching the spokes, together with the smallness of the hubs, the manufacturers have been enabled to build the wheel narrower than any other racing machine in the English or American market, with no loss of strength.

The Rudge Racer is so well and favorably known among both English and American riders and racing men that we need not dwell at any great length on its merits. It is sufficient to say that it unquestionably holds the premier position, not only in England, France, Germany, Spain, and Australia, but in the United States as well. Its success for the past year in this country is unparalleled, and it will be a long time before the times, records, and distances made on the Rudge will be equaled. In support of this we call attention to the fact that the Rudge Racer holds a record in the United States for every distance from $\frac{1}{4}$ mile to 50 miles, inclusive. No better proof of its strength, speed, ease of running, and popularity could be desired.

Among the riders of the Rudge Racer are nearly if not all the fastest racing men of the day, and the number of riders using this celebrated racing machine exceeds the total of all the other makes.

The Tires are round, $\frac{5}{8}$ -inch to front and $\frac{1}{2}$ -inch to back. These are designed exclusively for racing purposes.

The Backbone is round, of the finest cold drawn weldless steel tubing, $1\frac{1}{8}$ inch in diameter, and is somewhat lighter than that on the Rudge Light Roadster, but is very carefully shaped, following the large wheel very closely and enabling the rider to use a much larger size wheel.

The Forks are especially designed for racing, being very full, elliptical in shape, and made particularly strong to withstand any side strain.

The Head is the long-center Humber pattern, without the dust shield.

The Saddle is Brooks's racing saddle, and is fitted on to the backbone, which brings the rider closer down to his work. This has a small flap projecting on each side that entirely protects the rider from any chafing.

The Handle-Bar is cow-horn in shape, hollow, and made of one piece of steel tubing, gracefully curved down at each end about an inch and a half.

The Handles are of large size horn. These are particularly adapted for racing purposes.

The Cranks are fixed, as in all racing machines, and admit the change of pedals from 4-inch to $5\frac{1}{2}$ -inch throw.

The Pedals are Rudge's racing rat-trap ball pedals, very strong and remarkably easy-running.

The step, brake, leg-guard, and saddle spring are omitted.

Sole United States Agents,

STODDARD, LOVERING & CO.

152 TO 158 CONGRESS STREET, BOSTON, MASS.

RUDGE BICYCLES!

THE RUDGE RACER.

The following are a few of the Races won on this Machine during the season of 1884. Many others have also been won in ENGLAND, IRELAND, FRANCE, GERMANY, ITALY, SPAIN, and AUSTRALIA, but our space is too limited to print them all.

A Few Races in the United States won on RUDGE Machines.

Sept. 9, 1884, 1-mile Scratch Race, Hartford, Ct., in 2 minutes 39 seconds, the fastest time on record in the world for one mile, by Sanders Sellers.
 Sept. 9, 1884, 5-mile Scratch Race, Hartford, Ct.
 Sept. 9, 1884, 10-mile Scratch Race, Hartford, Ct.
 Sept. 16, 1884, 10-mile Scratch Race, Springfield, Mass.,—1st, 2d, and 3d.
 Sept. 17, 1884, 2-mile Scratch Race, Springfield, Mass.
 Sept. 17, 1884, 3-mile Scratch Race, Springfield, Mass.
 Sept. 17, 1884, $\frac{1}{2}$ -mile Scratch Race, Springfield, Mass.
 Sept. 18, 1884, $\frac{1}{2}$ -mile Scratch Race, Springfield, Mass.
 Sept. 18, 1884, 5-mile Scratch Race, Springfield, Mass.

Sept. 18, 1884, 10-mile Record Race, Springfield, Mass.
 Sept. 18, 1884, 1-mile Scratch Race, Springfield, Mass.,—1st, 2d, and 3d.
 Sept. 19, 1884, 5-mile Scratch Race, Springfield, Mass.
 Sept. 19, 1884, $\frac{1}{2}$ -mile Scratch Race, Springfield, Mass.
 Sept. 19, 1884, 3-mile Scratch Race, Springfield, Mass.,—1st and 2d.
 Sept. 24, 1884, 1-mile Scratch Race, Hamilton Park, New Haven, Ct.
 Sept. 24, 1884, 2-mile Scratch Race, Hamilton Park, New Haven, Ct.
 Sept. 24, 1884, 1-mile Scratch Race, Hamilton Park, New Haven, Ct.
 Sept. 24, 1884, 1-mile Scratch Race, Hamilton Park, New Haven, Ct.
 Sept. 24, 1884, 10-mile Scratch Race, Hamilton Park, New Haven, Ct.

Races Won by R. Howell, Professional Champion Bicyclist of the World, on RUDGE Machines in 1884.

April 12, 1884, 20-mile Championship of the World, Belgrave Road, Leicester, England.
 April 14, 1884, 10-mile Championship of the World, Aylestone Road, Leicester, England.
 April 16, 1884, 1-mile Championship of the World, Molineux, Wolverhampton, England.
 May 31, 1884, 25-mile Championship of the World, Aylestone Road, Leicester, England.
 June 4, 1884, 1-mile Championship of the World, Molineux, Wolverhampton, England.

June 21, 1884, 20-mile Championship of the World, Belgrave Road, Leicester, England.
 July 26, 1884, 3 miles against the Trotting Horse "Jolly," Belgrave Road, Leicester, England.
 Aug. 2, 1884, 20-mile Championship of the World, Belgrave Road, Leicester, England.
 Aug. 4, 1884, 10-mile Championship of the World, Aylestone Road, Leicester, England.
 Aug. 16, 1884, 1-mile Championship of the World, Molineux, Wolverhampton, England.

Howell's Races in the United States won on a RUDGE Bicycle.

Sept. 16, 1884, 3-mile Handicap Race, Springfield, Mass.
 Sept. 17, 1884, 10-mile Scratch Race, Springfield, Mass.
 Sept. 18, 1884, 3-mile Record Race, Springfield, Mass.

Sept. 18, 1884, 5-mile Scratch Race, Springfield, Mass.
 Sept. 19, 1884, 5-mile Scratch Race, Springfield, Mass.
 Sept. 19, 1884, 5-mile Record Race, Springfield, Mass.

A Few Races of the Year won on the RUDGE Bicycle.

June 4, 1884, 1-mile All England Handicap, Molineux, Wolverhampton, Eng.
 June 6, 1884, 1-mile All Comers' Handicap, Molineux, Wolverhampton, Eng.
 June 28, 1884, 2-mile Fifty Guinea Challenge Shield, Preston, Eng.
 Aug. 2, 1884, 1-mile North'n Counties' Championship, Huddersfield, Eng.
 Aug. 2, 1884, 5-mile North'n Counties' Championship, Huddersfield, Eng.
 Aug. 2, 1884, 1-mile Handicap, Douglas (Isle of Man).
 Aug. 5, 1884, 5-mile Scratch Race, Stoke-on-Trent, Eng.

Aug. 5, 1884, 1-mile Scratch Race, Stoke-on-Trent, Eng.
 Aug. 9, 1884, Hermon Fifty Guinea Challenge Cup, Preston, Eng.
 Aug. 16, 1884, 2-mile North of England Amateur Championship, Silver Challenge Cup, West Lancashire B. C. Club Sports.
 Aug. 23, 1884, 2-mile Cowen Challenge Cup, Newcastle-on-Tyne, Eng.
 Aug. 23, 1884, 2-mile Cowen Challenge Cup, Newton Heath, Eng.
 Sept. 2, 1884, 25-mile Championship of the Isle of Wight, Ryde (Isle of Wight).
 Sept. 13, 1884, 1-mile Club Championship, Manchester, Eng.

Championship Races of Scotland won on RUDGE Machines in 1884.

May 31, 1884, Edinburgh Amateur Bicycle Club 30-mile Championship, run on the road; time, 1h. 45m.
 June 13, 1884, 10-mile Championship of Scotland, run on the road; time, 30m. 27s. FASTEST ON RECORD FOR ROAD!

June 21, 1884, Lanarkshire Bicycle Club 10-mile Championship, run on the road.
 July 1, 1884, 30-mile Tricycle Championship of Edinburgh University Cycling Club, run on the road; time, 2h. 11m.
 July 16, 1884, 25-mile Bicycle Championship of Scotland, run on the path.

Sole United States Agents,

STODDARD, LOVERING & CO.

152 TO 158 CONGRESS STREET, BOSTON, MASS.

RUDGE BICYCLES!

THE RUDGE SAFETY BICYCLE.

THE FASTEST AND EASIEST RUNNING MACHINE ON THE MARKET!

SAFE
AS A
TRICYCLE.

FAST
AS A
BICYCLE.



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

Price, (all sizes,) \$140.00.

This includes HOLLOW RIMS, BALL PEDALS, and CRADLE SPRING.

A 36-inch RUDGE SAFETY can be used by a rider of a 50 to 53-inch Bicycle.

A 38-inch RUDGE SAFETY can be used by a rider of a 53 to 56-inch Bicycle.

A 40-inch RUDGE SAFETY can be used by a rider of a 57 to 60-inch Bicycle.

Our standard patterns are geared, a 36-inch machine to 56 inches.

Our standard patterns are geared, a 38-inch machine to 58 inches.

Our standard patterns are geared, a 40-inch machine to 60 inches.

Having long been pressed by our numerous customers, and in order to meet the growing demand for such a machine, we have brought out the above Safety Bicycle, which for lightness and strength, combined with high-class workmanship, has no rival in the market. The Rudge Safety is, as its name implies, a bicycle combining the safety of a tricycle with the speed and ease of a bicycle. In fact, it is a miniature Rudge with a hollow square bar extending from each side of the driving wheel down in a direct line to the front fork eight inches; to the lower end of these bars is attached a ball bearing, through which passes a short axle; on the end nearest the driving wheel is keyed a gear wheel having 15 teeth, and on the other end is a crank having from 5 to 6½ inch throw. The front wheel is fitted with a HOLLOW RIM, ½-inch tire, and direct spokes. The hub is gun-metal, and the flanges are 3 inches in diameter; the distance between the inner side of the flange is 3 inches. The flanges are extended out ¼ inch on each side of the wheel, and have a row of teeth, 9 in number, extending round them, the power being transmitted from the larger gear wheel mentioned, to the hub of the driving wheel by means of a Morgan patent endless chain, which from its peculiar construction allows more freedom and ease of motion with much less friction than any other kind. It has Rudge's ball bearings to all frictional parts, including pedals, the front wheel bearings being of a specially constructed pattern for this wheel. The front forks, head, handle-bar, brake, backbone, spring, rear fork, etc., do not differ materially from the ordinary Rudge Light Roadsters. The rear wheel is 16 inches in diameter, fitted with a ¾-inch hollow rim, ¾-inch round tires, and direct spokes, as well as with Rudge's ball bearings. The rake is about the same as the LIGHT ROADSTER, the safety being derived from the large proportion of the weight of the machine being placed at the lower end of the fork extension, which acts as an anchor to keep the rear wheel on terra firma. The steering differs in no way from the ordinary Bicycle, and is not "sensitive" as is the case where the forks are carried back of the center of the wheel instead of through it. The rider is placed well over his work, his weight being directly over the large wheel, thereby doing away with much of the unpleasant jar incident to machines with a larger amount of rake, where the weight is thrown almost entirely on the small wheel.

The weight of the machine, complete, including saddle and pedals, is but 37 pounds. The extreme height is 42 inches, and the length 54 inches.

It is by far the most convenient machine on the market for storage or transportation purposes, and is certainly the easiest to mount and dismount, while in propelling and steering it equals the ordinary bicycle. It is extremely neat and graceful in appearance, and is well adapted to all kinds of road work, hill climbing, and racing.

Remember, that although the price of the Rudge Safety is a trifle higher than some other safety machines of its class, it has the decided advantage of being 10 pounds lighter, with no loss of safety, and having hollow rims and ball pedals, together with mud guard, cradle spring, and foot rests, it is not only immensely strong and remarkably easy running, but it has unquestionably the most graceful appearance of any machine of its kind; and if the riders will compare the price of this machine, with all the above improvements, with the price of other similar machines, they will see that the Rudge Safety is considerably cheaper, in the end.

Sole United States Agents,
STODDARD, LOVERING & CO.

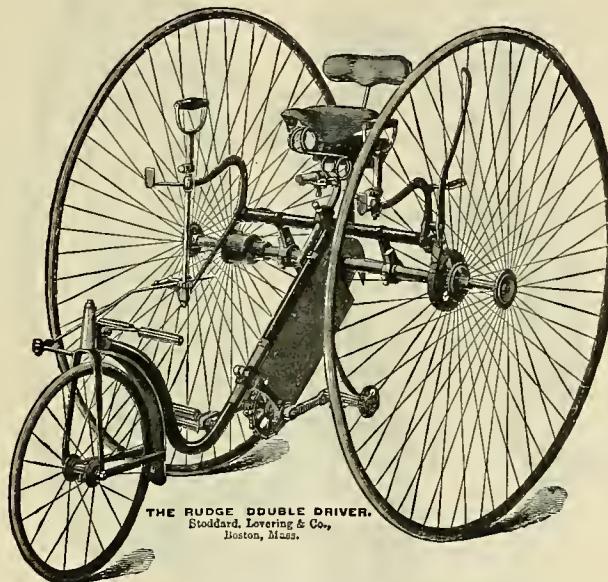
152 TO 158 CONGRESS STREET, BOSTON, MASS.

RUDGE TRICYCLES!

RUDGE DOUBLE DRIVER.

LIGHT
AND
SPEEDY.

RIGID
AND
DURABLE.



Price, 46-inch, \$175.00.

Axle, hubs, steering-rod, and handle fixings heavily nickeled; the rest finished in Harrington's black enamel. Hollow felloes and tangential spokes \$15.00 extra.

SPECIFICATIONS.

Driving wheels, 46 inches, running level; $\frac{7}{8}$ -and $\frac{3}{4}$ -inch full round tires; 60 No. 11 and 20 No. 12 direct spokes; crescent rims; long-center Humber head; rack and pinion steering; Morgan's chain; adjustable handles; lamp brackets; double-throw crank shaft, 6-inch throw; central chain driving, covered by leather guard, and Starley's patent double-driv-

ing gear; push lever band (5- by $\frac{1}{8}$ inch) brake; adjustable seat rod; cradle spring; hinged foot rests; Lamplugh & Brown's, or Brooks's best long-distance tricycle saddle. Width, 39 inches. Weight, 85 pounds, complete, with bag, wrenches, and oil-can. Rudge's unequalled ball bearings are fitted to all wheels and crank shafts.

The Rudge Double Driver Tricycle, with *Starley's patent double-driving gear*, possesses qualities of peculiar and special excellence, comprising all the most valuable improvements. It is so constructed that the whole weight of the rider is thrown on the driving wheels, excepting the few pounds necessary on the steering wheel; and to meet a generally-felt want the handles are made adjustable in height, and the seat or saddle is adjustable both vertically and horizontally. To prevent the possibility of tipping backwards a tubular train rod is attached to the frame; this is so arranged as to offer no obstacle to the machine being conveniently pushed by hand whenever necessary. Crank shafts are fitted throughout with *Rudge's unequalled ball bearings*. The wheels and pedals are ball bearings.

Nothing has been spared in the construction of this Tricycle to render it as perfect as possible. It is light, strong, and elegant in appearance; and the materials and workmanship are of the best quality. The frame is of welded steel tube; the solid parts, as axles, etc., of crucible cast-steel. All parts are manufactured by the most modern and improved machinery to standard gauges, on the interchangeable system, and are subject to a strict inspection before and after assembling.

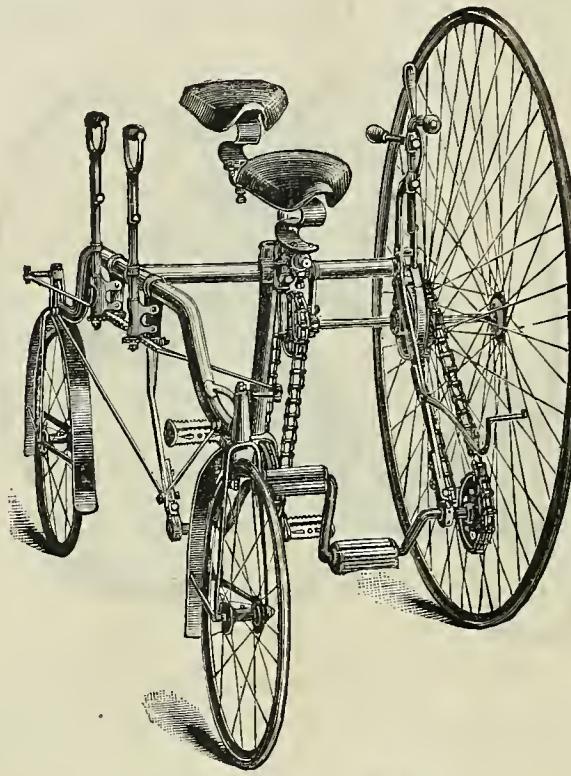
The Rudge Double Driver is a good hill climber, a very fast runner on level ground, is furnished with a powerful brake, and can be used with either seat or saddle. Its light weight, general construction, and great safety render it a machine peculiarly adapted for ladies.

Sole United States Agents,
STODDARD, LOVERING & CO.
152 TO 158 CONGRESS STREET, BOSTON, MASS.

RUDGE TRICYCLES!

THE COVENTRY ROTARY TANDEM.

The Most Popular
—AND—
Easy Running Sociable
YET BUILT.



Adapted Specially
—FOR—
Lady and Gentleman.

Price, 46-inch, \$220.00.

Ball Pedals, \$15.00 extra. Cradle Spring, \$3.75 extra.

For those who require a fast and easy hill-climbing machine, we can confidently recommend this one. The great success which has attended this machine during the past season has justly established it as being the fastest double machine in the market, the extra weight in its double form not exceeding 10 pounds. Extreme width, 30 inches; extreme length, 7 feet. Standard pattern is fitted with tangential spokes and hollow felloes, adjustable handles, ball bearings to all wheels, and crank shaft. All bright parts plated, and the rest enameled. It may be converted into a single machine in a few minutes. It is only 30 inches wide. It is not over half the weight of any other Sociable, and is even lighter than most single machines. It can be imported especially to order, with direct spokes to wheels, at \$15.00 less than list price; but this is not recommended, owing to the great weight on the machine when ridden as a double.

The following extracts give some idea of the performances and opinions of the COVENTRY ROTARY TANDEM in England:—

EXTRAORDINARY PERFORMANCE ON A RUDGE TANDEM TRICYCLE. A RECORD PERFORMANCE.

On Saturday, M. Sinclair, of the Midlothian B. C., and D. H. Huie, Edinburgh University C. C., (having obtained permission from the Edinburgh Amateur Bicycle Club to start along with J. H. A. Laing, from scratch in the 30-mile race for the championship of the club, which is run on the Edinburgh and Glasgow road, from the thirty-first milestone to Colbridge, one mile from Edinburgh,) started on getting the signal and succeeded in establishing a record for a tandem tricycle, doing the 30 miles in 1h. 48m. 40s.; or an average of 3m. 37s. per mile. The machine ridden was a RUDGE COVENTRY ROTARY TANDEM ROADSTER geared to 62 inches. The road from Clarkstone to Bathgate, a distance of fifteen miles, was covered with loose stones and large patches of metal.

8 NORTH MARINE ROAD, SCARBORO', Eng., October 16, 1884.
MESSRS. D. RUDGE & CO., Coventry, Eng.

Gentlemen:—The COVENTRY ROTARY TANDEM that you sent me has been running all the summer, and is now in as good condition as when received. I consider the RUDGE TANDEM the best in the market, its two-track property being a great acquisition upon all roads, especially bad ones; its perfect steering is another essential point, and the ease with which it runs is surprising. My wife is not a good walker, and a mile or two fatigues her, but she can take a round of 15 or 20 miles without feeling tired. I use the machine (double

upon all club runs, and all that is necessary upon level ground) for each rider to propel with one foot only, and at any time a spurt is required we are not behind the bicycles. The brake power is very good, as the machine can be brought to a stand-still on any hill. I ride a Humber make also, but give the preference to the ROTARY TANDEM. I shall be glad to answer any inquiries from your customers.

I am, yours truly,

J. H. HACKETT, C. T. C.
Capt. Scarboro' Cycling Club.

RUGBY TERRACE, BELFAST, October 23, 1884.

MESSRS. D. RUDGE & CO., Coventry, Eng.

Gentlemen:—I have much pleasure in testifying to the RUDGE TANDEM TRICYCLE I got from you last March as being the most perfect machine I have ever used. It is a very comfortable seat for lady and gentleman, easily propelled, and has all the strength required to carry two persons; and no section is so heavy as to give unnecessary weight. I have been under treatment of eminent medical men, both here and in England, and am happy to say I have derived more benefit from using your tricycle than any other treatment. I consider it invaluable to any person seeking renewed life and strength.

Yours respectfully,

CHARLES HARDEN.

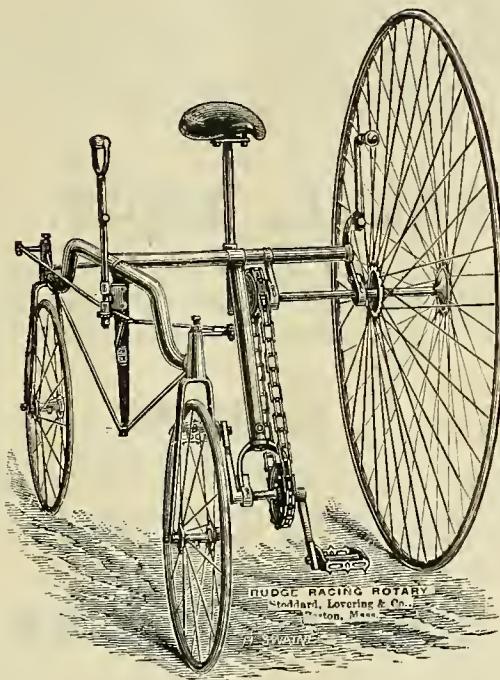
Sole United States Agents,

STODDARD, LOVERING & CO.

152 TO 158 CONGRESS STREET, BOSTON, MASS.

RUDGE TRICYCLES!

RUDGE'S RACING ROTARY.



As ridden by the winner of the 50-mile Amateur Championship of England, on which was accomplished the remarkable feat of riding the 50 miles in 3h. 47m. 40s., beating all previous records by 34m. 20s. Also ridden by the Champion of France. ALL RECORDS (both on the road and path), from 1 mile to 50 miles, have been accomplished on this wonderful machine.

Price, \$180.00.

This machine is fitted with hollow rims, patent tangent wheels, and ball bearings to all frictional parts, including pedals. Extreme width, 30 inches; extreme length, 7 feet. Weight, 45 pounds.

The Following Records, from 1 Mile to 50 Miles, have been accomplished on the COVENTRY ROTARY.

MILES.	H.	M.	S.	MILES.	H.	M.	S.	MILES.	H.	M.	S.	MILES.	H.	M.	S.
1	3	05		11	37	44		21	1	19	26	31	2	00	23
2	6	27		12	42	36		22	1	23	42	32	2	03	47
3	9	45		13	46	40		23	1	28	03	33	2	07	23 $\frac{1}{2}$
4	13	03		14	50	37 $\frac{1}{2}$		24	1	32	14	34	2	11	34 $\frac{1}{2}$
5	16	19		15	54	46 $\frac{1}{2}$		25	1	36	03	35	2	15	56
6	19	35		16	58	48		26	1	40	20	36	2	20	21
7	22	54		17	1	02	53	27	1	44	06	37	2	24	48 $\frac{1}{2}$
8	26	09		18	1	07	06 $\frac{1}{2}$	28	1	47	59	38	2	28	33
9	29	23		19	1	11	16	29	1	52	05	39	2	32	14 $\frac{1}{2}$
10	32	33 $\frac{1}{2}$		20	1	15	24	30	1	56	19	40	2	36	30

Sole United States Agents,

STODDARD, LOVERING & CO.

152 TO 158 CONGRESS STREET, BOSTON, MASS.

DEPARTMENT OF SUNDRIES.

Having obtained the sole control of the principal English manufactures of sundries, we invite your inspection to the following list of accessories which we are prepared to place on the American market in large quantities, and on which we would be pleased to quote, if desired. Our stock has been personally selected with a view to meeting every want of the cyclist, and agents would find it to their advantage to consult our list and send for quotations before laying in their stock. We have our own house in Bradford, Eng., and dealers can depend on obtaining not only the best, but the very latest useful novelties of the day.

SADDLES, BAGS, ETC.

We have the sole United States Agency of MESSRS. J. B. BROOKS & CO. and MESSRS. LAMPLUGH & BROWN, of *Birmingham, Eng.*, whose goods stand unrivaled for quality, neatness, and durability. They are not only the makers of the famous LEVER TENSION Bicycle and Tricycle Saddles, which are the acme of comfort and ease, but manufacture a large variety of Bags, both for tools and luggage, that are indispensable for cycling purposes.

LAMPS.

We are the sole United States representatives for MESSRS. JOSEPH LUCAS & SONS, of *Birmingham, Eng.* They are the manufacturers of the well known "KING OF THE ROAD" Bicycle and Tricycle Hub and Head Lamps, and it is safe to say that Messrs. Lucas & Sons' goods, which are known all over the world, have obtained a reputation that is second to none.

LIQUID ENAMEL.

As Enamel is the general finish of both Bicycles and Tricycles, we have obtained the sole control of MESSRS. J. ARDILL & Co.'s celebrated LIQUID ENAMEL, which will meet a long felt want among cyclists. It is unequaled for touching up or entirely re-enameling Bicycles and Tricycles, or any article, when a brilliant polish is required without labor. It becomes as hard as marble. *Dries instantly without stickiness or unpleasant SMELL, and produces a JET BLACK enamel surface in one operation.* It is thoroughly impervious to wet, cold, or heat, and is not liable to chip off nor crack. Oil will not affect it after it is applied. The marvelous rapidity with which it dries, the rich, smooth, black surface, the unequaled and lasting brilliancy, and the total absence of all stickiness or unpleasant smell, leaves this celebrated enamel *absolutely* without a rival in the market.

CEMENT.

We invite your attention to LOUDON's celebrated Cement, of which we are the sole agents for this country. His famous TIRE CEMENT is used by all the largest manufacturers both in *England* and *America*, and although many attempts have been made to obtain the secret of its composition, and manufacture a similar article, they have been unsuccessful, and the name of Loudon stands pre-eminent as the manufacturer of his celebrated Cement. He has recently begun to manufacture a peculiar kind of Cement for mending *Tire cuts, etc.*, and from recent severe tests, it promises to be all that can be desired.

Special Quotations on Large Orders Given at Importing Prices.

Sole United States Agents,

STODDARD, LOVERING & CO.

152 TO 158 CONGRESS STREET, BOSTON, MASS.

A R D I L L ' S LIQUID ENAMEL !

PRICE :— 75 CENTS PER BOTTLE,
INCLUDING BRUSH.

Twelve Cents Extra for Postage Must be Sent with Each Order.

ANY ONE CAN APPLY IT !

The marvelous rapidity with which it dries, the rich, smooth, black surface, the unequaled lasting brilliancy, and the total absence of all stickiness or unpleasant smell, leave this celebrated Enamel ABSOLUTELY without a rival in the market.

DIRECTIONS :

Let the article to be enameled be THOROUGHLY CLEANED; then apply the Enamel evenly and smoothly with the brush. It will be hard and dry almost as soon as applied.

If the Enamel gets too thick, thin it with a little Methylated Spirits. To keep the brush clean, always wipe it after using, and wash it with soap and water.

The Enamel may be used with success upon a very great variety of articles. The following are a few: BICYCLES, TRICYCLES, STOVES, GRATES, FENDERS, MACHINERY, and All Kinds of METAL WORK; PICTURE FRAMES, CHAIRS, CABINETS, TABLES, BRACKETS, ARTISTIC WORK; TURNED, CARVED, and FRET-WORK ARTICLES, SHOW CASES, and All Kinds of WOOD WORK; TERRA COTTA, EARTHENWARE, FLOWER VASES, LEATHER, CARDBOARD, PAPER, STRAW, WICKER WORK, Etc., Etc., Etc.

Sole United States Agents,
STODDARD, LOVERING & CO.

152 TO 158 CONGRESS STREET, BOSTON, MASS.

WHEELMEN, ATTENTION!

24 OUT OF 29 RACES WON ON THE

—RUDGE,—

AT SPRINGFIELD, SEPTEMBER 16, 17, 18, and 19, 1884.

RIDERS

OF THE

RUDGE RACER:

RICHARD HOWELL.

W. M. WOODSIDE.

JOHN BROOKS.

SANDERS SELLERS.

WILLIAM WAIT.

RIDERS

OF THE

RUDGE RACER:

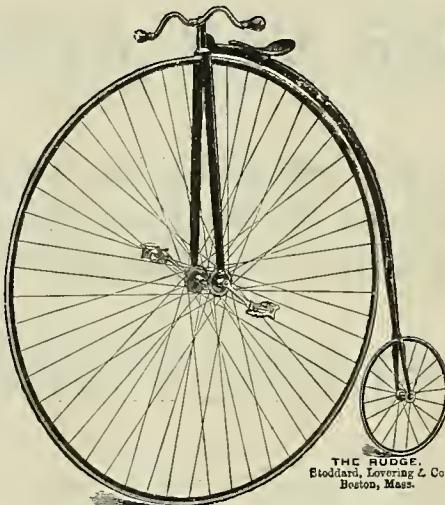
GEO. M. HENDEE.

ASA DOLPH.

L. B. HAMILTON.

ELIOT NORTON.

C. H. PARSONS.



The following American Records for 1884 were made on the Rudge Racer:

DISTANCE.	TIME.	NAME.	DISTANCE.	TIME.	NAME.
1-4 Mile,	.38	G. M. HENDEE.	1-2 Mile,	1.21	R. HOWELL.
1-2 Mile,	1.18½	S. SELLERS.	3-4 Mile,	1.59½	R. HOWELL.
3-4 Mile,	1.59	G. M. HENDEE.	2 Miles,	5.45½	W. M. WOODSIDE.
1 Mile,	2.39	S. SELLERS.	3 Miles,	8.36½	R. HOWELL.
4 Miles,	11.55½	L. B. HAMILTON.	4 Miles,	12.11½	R. HOWELL.
6 Miles,	18.50	L. B. HAMILTON.	5 Miles,	15.02½	R. HOWELL.
7 Miles,	21.57	L. B. HAMILTON.	6 Miles,	18.24½	W. M. WOODSIDE.
8 Miles,	24.45	JOHN BROOKS.	7 Miles,	21.17½	W. M. WOODSIDE.
9 Miles,	28.06½	JOHN BROOKS.	8 Miles,	24.21½	W. M. WOODSIDE.
10 Miles,	31.04½	S. SELLERS.	9 Miles,	27.21½	W. M. WOODSIDE.
			10 Miles,	30.07½	R. HOWELL.

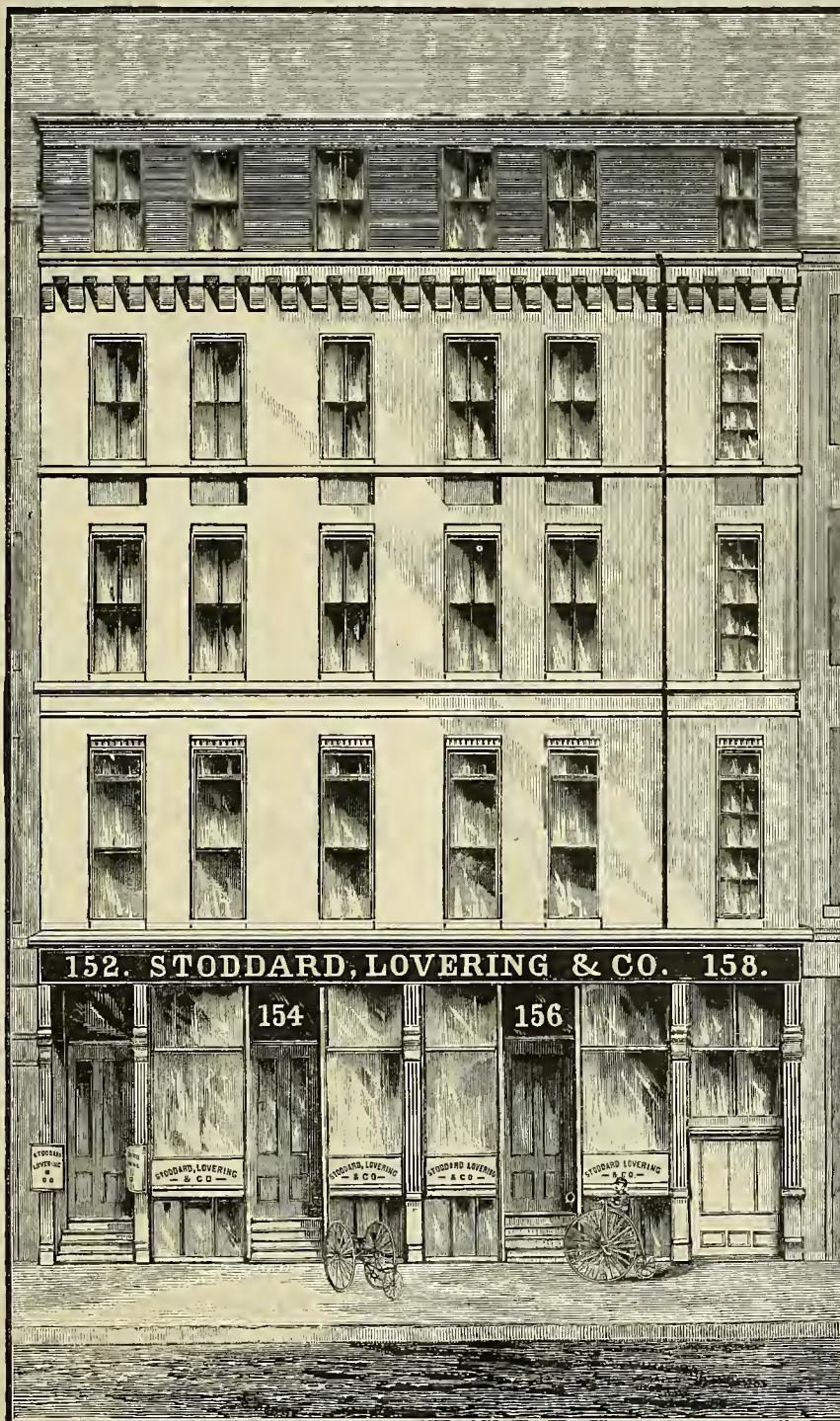
Also all Records from 11 to 50 Miles, inclusive, by W. M. WOODSIDE.

The Championships of England, France, Germany, America, Australia, and Spain have all been won on this machine.

STODDARD, LOVERING & CO., BOSTON, MASS.

Sole United States Agents.

RUDGE BICYCLES!



Headquarters for MICHIGAN, W. C. MARVIN, OVID.

Headquarters for INDIANA, C. F. SMITH, INDIANAPOLIS.

Headquarters for CHICAGO, THE JOHN WILKINSON CO.

Headquarters for MINNEAPOLIS, S. F. HEATH & CO.

G. R. BIDWELL & CO.

Headquarters for NEW YORK,

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Headquarters for PHILADELPHIA,

BULL & HAYNES.

Headquarters for BUFFALO,

DAVIS & HUNT.

Sole United States Agents,

STODDARD, LOVERING & CO.

152 TO 158 CONGRESS STREET, BOSTON, MASS.

WANTED!

An Agent in Every City and Town in the United States to Canvass for Subscribers to the

SPRINGFIELD WHEELMEN'S GAZETTE,

TO WHOM WE OFFER

* VALUABLE * PREMIUMS. *

The Premiums named below will be given to any one sending us the required number of subscribers at 50 cents each for one year.

	Value of Premium.	Number of Subscribers.
VEST-POCKET PISTOL,	\$1.00	4
THE PERFECTION HEATER,	1.00	4
THE BUFFALO TOOL BAG,	2.00	8
BUTCHER AUTOMATIC BICYCLE ALARM,	2.00	8
GEM PISTOL,	2.00	9
SINGLE-SHOT PISTOL,	2.50	11
THE PERFECTION BELL,	3.00	12
WATERBURY WATCH,	3.50	12
AMERICAN SADDLE,	4.00	15
PERFECT HYGIENIC SADDLE,	6.00	20
BULL & HAYNES' LONG-DISTANCE SADDLE,	4.00	22
THE SPALDING CYCLOMETER,	5.00	24
8-Inch Barrel OLD MODEL RIFLE,	10.00	27
10-Inch Barrel BICYCLE RIFLE,	10.00	42
BUTCHER CYCLOMETER,	12.25	47
12-Inch Barrel BICYCLE RIFLE,	13.25	49
15-Inch Barrel BICYCLE RIFLE,	15.00	59
18-Inch Barrel BICYCLE RIFLE,	16.50	67

The above Rifles are manufactured by J. STEVENS & CO., and for excellent workmanship and accuracy in shooting cannot be excelled.

A BICYCLE FREE!

To the person sending us the largest list of subscribers (not less than 200 names) at 50 cents each, we will present FREE any standard finish Bicycle advertised in THE GAZETTE.

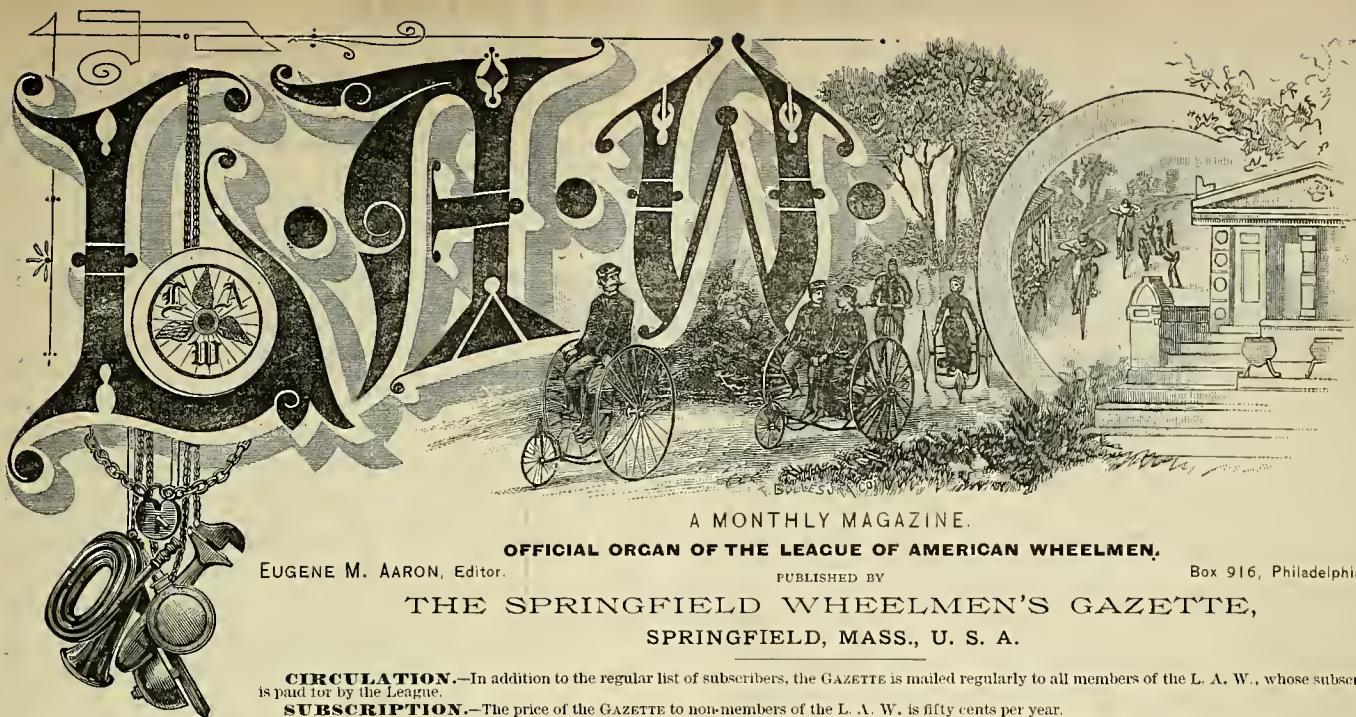
This Offer will close May 1, 1885.

To those who prefer, we will pay a Cash Commission. Terms made known upon application.

Any wheelman can readily secure one of the above Premiums. A few evenings will suffice to secure twenty-five or fifty subscribers. Nearly a whole Club have been secured in one evening.

ONLY 50 CENTS PER YEAR.

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



CIRCULATION.—In addition to the regular list of subscribers, the GAZETTE is mailed regularly to all members of the L. A. W., whose subscription is paid for by the League.

SUBSCRIPTION.—The price of the GAZETTE to non-members of the L. A. W. is fifty cents per year.

VOL. II.

SPRINGFIELD, MASS., MARCH, 1885.

No. 11.

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Editor of Gazette: E. M. AARON, P. O. Box 916, Philadelphia, Pa.

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The following list contains the names and addresses of the Secretaries and Treasurers of all the State Divisions. L. A. W. members should remember that all new names and all general correspondence belong to the Secretary of their Division, and that all renewals should go to their Treasurer.

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Maryland—Chas. T. Stran, 16 Eastern Ave., Baltimore.
Massachusetts—F. P. Kendall, Box 555, Worcester.
Michigan—Chas. E. Gorham, First National Bank, Marshall.
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Ohio—A. M. Crothers, 13 East Main St., Springfield.
Pennsylvania—T. Howard Wright, Box 1619, Philadelphia.
Vermont—F. E. Dubois, West Randolph.

LEAGUE CHAMPIONS.

GEO. COLLISTER, Cleveland, Ohio, half mile.
 GEO. M. HENDEE, Springfield, Mass., one mile.
 B. W. HANNA, Washington, D. C., three miles.
 JOHN S. BROOKS, Blossburg, Pa., ten miles.
 C. F. FRAZIER, Smithville, N. J., twenty-five miles.

TRICYCLE.

GEO. M. HENDEE, Springfield, Mass., one mile.

L. A. W. EDITION

OF

THE SPRINGFIELD WHEELMEN'S GAZETTE,
Containing the Official News and Correspondence of the
LEAGUE OF AMERICAN WHEELMEN.

Matters only pertaining to the L. A. W. admitted to these columns.

EUGENE M. AARON, Editor.

Box 916, Philadelphia, Pa.

SPECIAL NOTICE.—This is a sample of a proposed official monthly gazette, in which we have taken the liberty of using L. A. W. official names, in order to make the gazette complete and avoid the unnecessary correspondence on League matters which might follow and throw the legitimate business out of the proper channels.

[Editor SPRINGFIELD WHEELMEN'S GAZETTE.]

A MERITORIOUS CRITICISM.*

We want to call attention to an article that has just appeared in the January number of the *Springfield Wheelmen's Gazette*, entitled "Hartford Matters, and our Correspondent's View of the L. A. W." This Hartford letter, signed "H," contains in one and one-third pages more instructive reading for League members than it has been our good fortune to meet in the same space heretofore. As is always the case, when we meet such articles, we regret that the limited room at our disposal will not allow us to copy the article entire, a state of affairs that we hope will not continue when our successor has assumed control, and which is an excellent illustration of one of the uses that a newspaper would be to the League.

From this article, for which every League member should send six cents, and, having obtained it should carefully read, we extract the following sentences:

* * * "Few fair-minded wheelmen can be found, who, after full and impartial consideration, would not decide that the organization has been directly and indirectly greatly beneficial to cycling in this country, and that its maintenance merits the hearty co-operation and support of every cyclist in the land. * * * I fear that none of the proposed changes in the constitution, or greater activity of the officers, or any amount of stronger defined purpose and increased consistency in general action, can avail much unless first and foremost we have a determination all round to work together fraternally, in harmony, and good fellowship for the success of the common cause. * * * Most of the suggestions which have been made ostensibly with a view to improving the organization have, when sifted, been found of no practical use, and apparently made solely in the spirit of cavil and senseless fault-finding. * * * We now observe some of our foremost cycling publications editorially backing correspondents who rave and roar because the GAZETTE is not a full-fledged, interesting newspaper! Quite extraordinary, in view of the fact that if the GAZETTE were such a paper it would certainly tend to greatly diminish the dissemination of their editorial intelligence. * * * Another critic wants the League to publish its own GAZETTE itself, on the ground of economy! * * * If the League conducted the whole business of issuing the GAZETTE weekly the annual expense for postage alone would be \$700 over and above the present total cost of publication. * * * Yet another adviser wants the League notices distributed impartially to all the cycling publications. Doubtless, had he first gotten estimates from the different papers, * * * and compared the total with the present expense incurred, he wouldn't have ventured his suggestion. * * * As it is now conducted it accomplishes its purpose admirably, and I wouldn't consider it necessary to point out some of the inconsistencies of those who find fault with it, did it not serve excellently to illustrate the 'carping criticism,' pure and simple, which meets almost everything that is done in the administration of the League's affairs. If this hypercritical spirit were not encouraged by prominent cycling papers it would work little harm. Just now it is the worst obstacle in the way of the League's progress. * * * The union of all American wheelmen in the cause of the wheel would give the greatest possible stimulus to rapid advancement. Such a union the L. A. W. ought to become, and to this end our brethren of the press have it in their power to contribute far more than other wheelmen. * * * At present there is a certain aspect to the attitude of certain members of the press toward the League which is almost as comical as it is deplorable. They are striving vigorously for the same ultimate results to which the League's work is pledged, and at the same time doing all in their power to ridicule and weaken its efforts."

For this pithy and truthful presentation of the case, and much more of equal value, we wish to thank "H" and the editor of the *Springfield Wheelmen's Gazette*, who, like ourselves, would "like to see the article placed in every L. A. W. member's hands."

THE CONSTITUTIONAL AMENDMENT.

Corresponding Secretary Alley has furnished the following table of the vote on the "amalgamation" amendment, recently counted by him and arranged according to State Divisions:—

New York,	226	Indiana,	23
Pennsylvania,	166	Kentucky,	21
Massachusetts,	134	New Hampshire,	19
Ohio,	125	Michigan,	12
New Jersey,	95	District of Columbia,	6
Illinois,	65	Minnesota,	4
Connecticut,	61	Non-division,	82
Maryland,	37	Not signed,	2
Vermont,	24		
Iowa,	24	Total,	1,126

Of this total 1,119 were in the affirmative, leaving *but seven in the negative*, undoubtedly the most unanimous vote yet cast, in this way, by the League. The size of the vote, on a subject not likely to excite local rivalry, speaks plainly of the interest that is felt in the general welfare of our organization. The comparative insignificance of the negative vote is a sign that the membership regard promptness and efficiency of greater value than offices to bestow on their favorites. With this in mind the Committee on Rules and Regulations will present to the next meeting of the Board amendments in the rules that will tend to lessen the tedious routine, now so objectionable.

APPLICATION FOR MEMBERSHIP L. A. W.

The following is a list of applications for membership received up to date and published in accordance with Article III., of the Constitution, which is as follows:—

"Any amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of \$1.00, and approved by the Board of Officers, or a committee thereof, after the publication of his name in a list of candidates in the official gazette of the League at least two weeks previously."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be made, as it passes through four bands before being mailed to them. After three weeks from date of publication you may look for your ticket.

It is expected, and is the duty, of all members, to examine the list of applications for their respective States and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Corresponding Secretary within two weeks from date of publication, and it will be considered confidential.

Candidates will please notice if their names and address are correct, and report any error at once to

CHAS. K. ALLEY, Corresponding Secretary, P. O. Box 243, Buffalo, N. Y.

NEW YORK DIVISION.

- 6298 T. Frith, Jr., Brooklyn Bicycle Club, 204 Cumberland St., Brooklyn.
 6299 E. S. Seibert, Kings County Wheelmen, 206 Penn. St., Brooklyn, N. Y.
 6300 Robert J. Knox, Kings County Wheelmen, 274 S. 5th St., Brooklyn.
 6301 Albert T. Steiner, Addison Bicycle Club, 136 E. 78th St., New York.
 6302 Arthur B. Quick, Long Island Wheelmen, 282 Clermont Ave., Brooklyn.
 6303 H. F. Donaldson, Long Island Wheelmen, 400 Classon Ave., Brooklyn.
 6304 Rev. W. W. Davis, Long Island Wheelmen, Brooklyn.
 6305 Chas. H. Luscomb, Long Island Wheelmen, Brooklyn.
 6306 W. H. H. Warner, Long Island Wheelmen, 50 Wall St., New York.
 6307 Edmund H. Brown, Long Island Wheelmen, 94 Rodney St., Brooklyn.
 6308 John H. Tripler, Ixion Bicycle Club, 233 E. 18th St., New York.
 6309 Samuel L. Hall, Jr., Ixion Bicycle Club, 757 Broadway, New York.
 6310 Chas. Murphy, Ixion Bicycle Club, 145 W. 10th St., New York.
 6311 Will R. Veitch, Ixion Bicycle Club, 734 Broadway, New York.
 6312 Wm. L. Duryea, Rockland County Wheelmen, Nyack.
 6313 Albert Doetschman, Rockland County Wheelmen, Nyack.
 6314 Bayard Hawthorn, Rockland County Wheelmen, Nyack.
 6315 Harry Sampson, Rockland County Wheelmen, Nyack.
 6316 Howard Blanvelt, Rockland County Wheelmen, Nyack.
 6317 Edward Gregory, Rockland County Wheelmen, Nyack.
 6318 Theo. M. Walcott, Rockland County Wheelmen, Nyack.
 6319 Geo. T. Cluett, Ariel Wheel Club, Poughkeepsie.
 6320 John M. Thompson, Glen Cyclers, Watkins.
 6333 J. H. Skillicorn, Albany Bicycle Club, 324 Hudson, Albany.
 6321 E. F. Darrell, Unattached, 144 E. 34th St., New York.
 6322 Henry H. Blessen, Unattached, 354 W. 58th St., New York.
 6323 Frank Masterson, Unattached, Chester.
 6324 Wm. H. Gordon, Unattached, Ellenburg.
 6334 L. W. Pratt, Albany Bicycle Club, 142 Lancaster St., Albany.

OHIO DIVISION.

- 6335 C. A. Tower, Unattached, Springfield.
 6260 H. W. Webb, Unattached, Middleport.

*From *Amateur Athlete*, official gazette L. A. W.

ILLINOIS DIVISION.

- 6336 H. C. Avery, Chicago Bicycle Club, 132 La Salle St., Chicago.
 6337 A. Herting, Chicago Bicycle Club, 57 Reaper Block, Chicago.
 6338 E. D. Neff, Chicago Bicycle Club, Chicago.
 6339 S. A. Ribolla, Chicago Bicycle Club, 3243 Butterfield St., Chicago.
 6340 F. P. Ribolla, Chicago Bicycle Club, 3243 Butterfield St., Chicago.
 6341 W. C. Ghorne, Chicago Bicycle Club, 227 Wabash Ave., Chicago.
 6342 C. L. Van Doren, Chicago Bicycle Club, Chicago.
 6343 Chas. P. Kerr, Peoria Bicycle Club, 103 S. Washington St., Peoria.
 6344 Chas. H. Downing, Peoria Bicycle Club, 227 Main St., Peoria.
 6244 Wm. E. Coe, Peoria Bicycle Club, 1711 N. Adams St., Peoria.
 6346 B. Wilbur James, Peoria Bicycle Club, 302 Hamilton St., Peoria.
 6347 Geo. B. Morton, Unattached, 71 Randolph St., Chicago.
 6262 Charles A. Brown, Unattached, 68 Lafin St., Chicago.

MASSACHUSETTS DIVISION.

- 6325 H. E. Spear, Greenfield Wheel Club, Greenfield.
 6326 Frank A. Elwell, Massachusetts Bicycle Club, Portland, Me.
 6327 W. V. Gilman, Massachusetts Bicycle Club, Nashua, N. H.
 6328 John G. Hitchcock, Massachusetts Bicycle Club, Omaha, Neb.
 6253 Oscar Lefevre, Unattached, 1419 Tremont St., Boston.

NEW JERSEY DIVISION.

- 6254 Geo. Robotham, Essex Bicycle Club, 208 N. 7th St., Newark.
 6255 Thos. H. Shivers, Camden Bicycle Club, 590 Benson St., Camden.
 6256 John C. Turner, Plainfield Bicycle Club, Plainfield.
 6257 Geo. Phipps, Jr., Unattached, Box 74, Englewood.

CONNECTICUT DIVISION.

- 6329 P. Harry Leonard, Rockville Bicycle Club, Rockville.
 6330 Wm. J. Austin, Rockville Bicycle Club, Rockville.
 6331 A. N. Thorpe, Unattached, 200 Exchange St., New Haven.
 6332 Frank F. Wetherill, Unattached, Middletown.

PENNSYLVANIA DIVISION.

- 6258 H. H. Hosack, Unattached, West Newton.
 6259 E. W. Coles, Unattached, West Newton.

MARYLAND DIVISION.

- 6261 J. A. Houck, Druid Cyclists, 75 E. Baltimore St., Baltimore.

NON-DIVISION.

- 6263 H. L. Silvor, Colorado Wheelmen, U. S. Mint, Denver, Col.
 6264 C. C. Hopkins, Colorado Wheelmen, Denver, Col.
 6265 F. H. Wright, Colorado Wheelmen, 354 16th St., Denver, Col.
 6266 H. Petrie, Colorado Wheelmen, 332 Bear St., Denver, Col.
 6267 H. C. Hayes, Colorado Wheelmen, Denver, Col.
 6268 Charles J. Sherer, Memphis Bicycle Club, Memphis, Tenn.
 3534 Clark H. Home, Crescent Bicycle Club, Box 356, Chattanooga, Tenn.
 6271 Brown Ayers, New Orleans Bicycle Club, New Orleans, La.
 6269 O. C. White, Unattached, 211 Main St., Memphis, Tenn.

APPOINTMENTS.

It affords me pleasure to appoint as sixth Representative for Connecticut, Mr. W. T. Williams, of Yantic, a gentleman highly recommended as an efficient worker, and one well worthy of the position.

Fraternally,

N. MALON BECKWITH, President L. A. W.

TRANSPORTATION.

The following is a list of transportation lines, with which arrangements have been made for the carriage of bicycles. Where no tariff is mentioned the lines carry bicycles free when accompanied by owner, and upon presentation of passage ticket. The consideration is that the bicycle goes at owner's risk of loss or damage. Some roads require bicycles to be checked same as baggage. In every case wheelmen should apply to the depot baggage-master before getting on cars, and have him mark the bicycle to destination. Dealings should be with the depot baggage-master as much as possible, and not with the train baggageman.

EAST OF BUFFALO AND PITTSBURGH.

Anchor Line S. S. Co. Baltimore & Ohio R. R. Buffalo, New York & Philadelphia Railway. Boston & Maine R. R., 25 cents 50 miles; 50 cents over 50 miles. Boston & Albany R. R., one cent per mile. Buffalo, New York & Philadelphia R. R. Chesapeake & Ohio Railway. Credit Valley Railway. Canadian Pacific Railway. Delaware & Hudson Canal and Railroad Co. Eastern R. R., 25 cents 50 miles; 50 cents over 50 miles. Elmira, Cortland & Northern R. R. Fall Brook Coal & Railroad Co. Fall River Line (Old Colony R. R.), between New York and Boston, \$1. Grand Trunk

Railway. Lehigh Valley R. R. Maine Central R. R. Maine Coast Line of Steamers. Montrose Railway. New York, Buffalo & Pittsburgh R. R. New York Central & Hudson River R. R., 50 cents 50 miles, 1-2 cent per mile over 50 miles. New York, West Shore & Buffalo Railway. New London Northern R. R. New York, Lake Erie & Western R. R., same as N. Y. Central. Portland & Worcester R. R. Portland & Ogdensburg R. R. People's Line Steamers on Hudson River, between New York and Albany as follows: Wheel with one person, 40 cents; two persons, 50 cents; five or more, free. Pennsylvania R. R., 25 cents 50 miles; 1-2 cent over 50 miles. Philadelphia & Reading R. R., same as P. R. R. Rome, Watertown & Ogdensburg R. R. Southern Central R. R., of New York. Syracuse, Ontario & New York Railway. Tioga Railroad Company. Troy & Boston R. R. Wallkill Valley R. R.

WEST OF BUFFALO AND PITTSBURGH.

Alliance, Niles & Ashtabula Railway. Ashtabula & Pittsburgh R. R. Atchison, Topeka & Santa Fe R. R. Atlantic & Pacific Railway. Atlanta & Western R. R. Baltimore & Ohio R. R. Chicago & Grand Trunk Railway. Chicago, Alton & St. Louis R. R. Chicago, Burlington & Quincy R. R. Chicago & Iowa R. R. Chicago & West Michigan Railway. Chicago, Milwaukee & St. Paul Railway. Chicago & Northwestern Railway (By special permit only). Call upon or address the General Baggage Agent). Chicago, Rock Island & Pacific Railway (By special permit only. Call upon or address the General Baggage Agent). Chicago, St. Louis & Pittsburgh R. R. Chicago & Atlantic Railway. Chicago & Eastern Illinois R. R. Cleveland & Marietta R. R. Cleveland, Lorain & Wheeling R. R. Cleveland, Tuscarawas Valley & Wheeling R. R. Cleveland, Akron & Canton R. R. Cleveland & Pittsburgh R. R. Cleveland, Columbus, Cincinnati & Indianapolis Railway. Cincinnati & Muskingum Valley R. R. Cincinnati, Hamilton & Dayton R. R. Cincinnati, Indianapolis, St. Louis & Chicago Railway. Chartiers Railway. Columbus, Hocking Valley & Toledo Railway. Chesapeake & Ohio Railway. Detroit, Lansing & Northern R. R. Erie & Pittsburgh R. R. Flint & Pere Marquette Railway. Grand Trunk Railway. Grand Rapids & Indiana R. R. Illinois Central R. R. Indianapolis & St. Louis Railway. International & Great Northern Railway. Indianapolis, Bloomington & Western Railway. Indianapolis & Vincennes Railway. Jeffersonville, Madison & Indianapolis Railway. Kansas City, St. Joseph & Council Bluffs R. R. Kentucky Central R. R. Little Miami R. R. Louisville & Nashville R. R. Lake Erie & Western Railway (Excess baggage rate per 100 pounds). Lake Shore & Michigan Southern Railway. Michigan Central R. R., including Canada Southern Division. Michigan & Ohio R. R. Co. Missouri Pacific Railway. Milwaukee & Northern R. R. Missouri, Kansas & Texas Railway. New York, Chicago & St. Louis Railway ("Nickel Plate"). Northwestern Ohio Railway. New York, Pennsylvania & Ohio R. R. Northern & Northwestern Railways (Canadian). Ohio Central R. R. Ohio & Mississippi River R. R. Pennsylvania Company. Pittsburgh, Cincinnati & St. Louis Railway. Pittsburgh, Fort Wayne & Chicago Railway. Port Huron & Northwestern Railway. St. Louis, Iron Mountain & Southern Railway. St. Louis & Cairo Short Line (St. L. A. & T. H. R. R.) St. Louis & San Francisco Railway. Southern Pacific R. R. Toledo, Ann Arbor & Grand Trunk Railway. Texas Pacific Railway. Union Pacific Railway. Vandalia Line. Valley Railway. Wabash, St. Louis & Pacific Railway. Wheeling & Lake Erie R. R. Wisconsin Central R. R. Western Maryland R. R. Western Railway of Alabama.

Committee: F. T. SHOLES, Cleveland,
 A. TREGO, Baltimore,
 FRANK READ, Philadelphia,
 F. A. ELWELL, Portland,
 COLUMBUS WATERHOUSE, San Francisco,
 B. B. AYERS, 114 S. Hoyneave, Chicago, Chairman.

CHICAGO, Jan. 14, 1885.

The Chicago, Rock Island & Pacific Railway has issued a circular to its agents, instructing them to transport free, in baggage-cars, and at owner's risk, any bicycles that may be presented to them for transportation by owners holding tickets. The C. R. I. & P. Railway has for years failed to recognize the necessity of this course, and much persuasion has been used in vain. The Hon. Schuyler Colfax, always ready to assist the cause of wheeling, and a valued friend of the transportation committee, finally took the question in hand, and his last public act was for the benefit of the L. A. W., just before his decease, in persuading this railway that it was for its interest to favor wheelmen. It took considerable time and patience, but he won; and for this and many other kindly acts for wheelmen, let his memory be green on the pages of L. A. W. patrons and helpers.

Yours truly,

B. B. AYERS.

THE STATES.

IOWA.

The following gentleman have been appointed consuls for their respective localities:—

D. E. Hadden, Le Mars; Theo. Krotzer, Iowa Falls; A. L. Stetson, Sioux City; Edwin Long, Iowa City; F. F. Failer, Newton; W. P. Pierce, Gysart; G. W. Parsons, Burlington.

The following hotels have also been appointed:—

Downing House, Oscaloosa, Iowa. Best hotel in the city, \$2.00 per day. Kirkwood House, Des Moines, Iowa. Finest hotel, \$2.00 per day to L.

A. W.; \$3.00 regularly.

Wheeler House, Independence, Iowa. \$1.50 per day; regular price, \$2.00.

Cramer House, Albia, Iowa. \$1.50 per day; regular price, \$2.00.

Depot Hotel, Chariton, Iowa. \$2.00 per day.

Broad Street Hotel, Grinnell, Iowa. \$1.50 per day; regular price, \$2.00.

All wheelmen and their wheels are promised first-class accommodations at the above hotels.

W. L. HOWE, C. C.

INDIANA.

I take pleasure in appointing the following as League hotels in towns named:—

Noblesville,	Wainwright Hotel,	\$1 50
Indianapolis,	English Hotel,	1 50
Jeffersonville,	Falls City Hotel,	1 00
New Albany,	Central Hotel,	1 50
Rushville,	The Windsor,	2 00
Greensburg,	Sietz Hotel,	1 40
Madison,	Western Hotel,	1 50
Lifton,	Commercial Hotel,	1 50
Elkhart,	Clifton House,	2 00
Columbus,	Bissell Hotel,	1 50
Kokomo,	Clifton House,	2 00
Cambridge City,	Stahr's Hotel,	1 50

In each case we have secured the best hotel in the town, where all cyclers will receive every attention.

L. M. WAINWRIGHT, C. C.

NEW JERSEY.

In our little State of New Jersey we believe that in League matters the officers of our New Jersey Division L. A. W., have scored one in advance of any other State division, for we have had published for us a complete road map of the State, now ready for sale and delivery. This map is printed in three divisions, viz., Northern section, Middle section, and Southern section, on parchment paper in colors, and bound in pocket covers, each map being twenty by thirty-two inches, and showing plainly all our roads, towns, railroads, etc.

This road map will not only be very useful to wheelmen in the State, but to those touring through the State. The price of each section is fifty cents, and two cents per section extra for sending by mail; amount must accompany order.

These maps can be obtained from either of the following officers, viz.: Dr. G. Carleton Brown, 116 Broad street, Elizabeth, N. J.; Harold Serrell, Plainfield, N. J.; William J. Morrison, Moorestown, Burlington county, N. J. If a wheelman in or out of the State in ordering a set of sections, or a single section, wishes to have a certain route or routes marked out for him, it will be done in colored inks at an extra charge of twenty-five cents, which amount will go to enrich the division treasury.

These maps have been published for the New Jersey Division L. A. W., by Messrs. Smith & Stroup, of Philadelphia, Pa., and reflect credit upon their house.

HAROLD SERRELL, Representative N. J. Div.

PENNSYLVANIA.

I take pleasure in reporting to the members of the Pennsylvania Division, that by a mail vote of the Board of Officers, just returned to me, it has been determined that the second annual meet of the Division will be held in Philadelphia, September 13, 1884.

This event, coming as it does, upon the same day as the races of the Philadelphia, Germantown, and Pennsylvania Bicycle Clubs, will, we trust, be largely attended. The race meeting mentioned will be one of unusual importance, and the largest ever held in this section of the country.

The same mail vote has also granted to the above-mentioned clubs, the privilege of embodying in their list of races, the half, one, and five mile bicycle, and the one-mile tricycle State championships, beside which, the twenty-

five mile Pope Challenge Cup will be here contested for, and many other important races, for all of which valuable prizes will be given.

CHARLES M. MILLER, *Secretary.*

WASHINGTON.

WASHINGTON, D. C., Dec. 3, 1884.

At a meeting of the members of the District of Columbia Division of the L. A. W., held at the club rooms of the Washington Cycle Club, November 24, 1884, the following officers—to aid Chief Consul Edward T. Pettengill, and Representative George E. Emmons—were elected: Vice-president, J. Charles V. Smith; secretary, Lewis Flemer, and treasurer, Frank T. Rawlings, who will serve in their respective offices until the next annual meeting, which occurs in June, 1885.

LEWIS FLEMER, *Secretary.*

CORRESPONDENCE.

WASHINGTON, D. C., Dec. 5, 1884.

Editor Official Gazette:—

After much controversy which, luckily for all interested, did not run through the bicycling press, the "Willard Hotel Cup," placed, through the Washington Cycle Club, as an independent prize for the three-mile event, L. A. W. races, May 20, 1884, has at last been presented to its rightful owner, Mr. B. W. Hanna, the winner of that race.

Last Wednesday, December 3, a select party of friends met at Mr. H.'s residence for that purpose, Mr. Pelouze (president of W. C. C. during League meet) making the presentation speech, which was happily responded to by Mr. Hanna. Later on a bountiful collation was the order of the hour to which all seemed to do ample justice. C. C.

Editor Wheelmen's Gazette:—

Through the columns of the *Gazette* I would like to offer a suggestion.

In the first place, I am, or rather want to be, a member of the L. A. W.; I have sent in my application, and know not why it should not be accepted. The thought occurs to me, What benefit is it to me away off here in the mountains, not near another wheelman? I go to a village twenty-five miles from here some days, on my wheel. I don't know whether there is a wheelman there or not, but am told there is. Now, if each member had a printed list he would know when and how near a fellow member was to him. To accomplish this, I would suggest that the secretary of each State *levy* an assessment of an amount sufficient in the aggregate to defray the cost of printing a book containing the names of *all* the members, and that the editor of the official journal be required at the end of each month to print a list of all newly elected members with their addresses. Said editor be also required to use the same sized type, and to occupy the same space in his journal that would compare with the size of a single page in the official list. This could be cut out and put in the book or official list. Notice of all members who withdraw or are expelled could be given, and erased from each member's list. Perhaps your readers cannot comprehend this it is so clumsily put together. As we have no grip, signs, or password, we would know where a member was anyway.

X. Y. Z.

CONSTITUTION AND RULES.

CONSTITUTION.

1. This organization shall be known as the "League of American Wheelmen."

2. Its objects are to promote the general interests of bicycling; to ascertain, defend, and protect the rights of wheelmen; to encourage and facilitate touring.

3. Any amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of \$1.00, and approval by the board of officers, or a committee thereof, after the publication of his name in a list of candidates in the official organ of the League at least two weeks previously.

4. Its officers shall be a President, a Vice-President, a Corresponding Secretary, a Recording Secretary, a Treasurer, Chief Consuls, one from each State, and each State with a membership of fifty shall be entitled to one Representative, and these officers shall form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this Constitution, and shall have power to fill vacancies.

Each State in which there are twenty-five or more members shall organize a State Division, with a code of by-laws, in keeping with the Constitution of the L. A. W. Its Executive Board shall comprise the Chief Consul and Representatives, together with a Secretary and Treasurer, who may be chosen at large by a vote of the Division.

5. The President shall preside at all meetings of the League and of the Board of Officers; shall appoint all committees not elected by ballot; may fill *pro tempore* any vacancy in any office or committee until the next ensuing business meeting of the Board; shall exercise a general oversight in the affairs of the League; and shall make a report at its annual business meeting next subsequent to his election.

RULES AND REGULATIONS.

Officers.

1. The Vice-President shall preside, in the absence of the President, at all meetings of the League or of the Board of Officers, and perform in such absence all the necessary duties of the President at the time; and in case of the death, resignation, or removal of the President, he shall be acting President until the next annual election.

2. A Chief Marshal shall be appointed by the Board of Officers, who shall make suitable arrangements and regulations for the annual parade of the League; shall take command at the same, and may appoint such aids and staff officers as he may deem expedient.

3. The Corresponding Secretary shall receive, cause to be published, and transmit to the Membership Committee all applications for membership; shall keep a register of all applications and any action thereon; shall receive and answer any correspondence with the members of the Board of Officers, and any appropriate correspondence with non-members of the League; shall notify all meetings of the League or of the Board, and act generally under direction of the Board or of the President; and shall submit a report at the annual business meeting of the League succeeding his election.

4. The Recording Secretary shall make and preserve appropriate records of all meetings of the League, and of the Board of Officers; a list of all members and officers of the League, with notes of all changes in the same, and he shall report to the Board of Officers at their business meeting next preceding the next annual business meeting of the League after his election.

5. The Treasurer shall receive and be accountable for all membership and annual fees and other revenues of the League; shall keep suitable books of account thereof and of all disbursements, and shall pay out of the funds of the League only upon order of the Finance Committee, or any two members thereof. He shall give bonds for the faithful discharge of his duties whenever required by vote of the Board of Officers; shall make report, in abstract, at each regular business meeting of the Board, and in full at the annual business meeting of the League next succeeding his election.

6. Each Chief Consul shall have general management and oversight of the affairs of the League in his respective State. He shall call and preside at all State meetings, shall approve and appoint one Consul for each city or town in the State, and shall appoint League hotels.

7. Representatives shall recommend to their Chief Consuls, names of members of the League to serve as Consuls, and shall recommend hotels for appointment as League headquarters. They shall, in connection with their Chief Consul, have power to decide all local matters in their States, as provided for in these Rules, and shall have a general oversight over the affairs of the League in their immediate districts.

The Division Secretary shall receive all applications for membership in his State, and forward duplicates of same to the Corresponding Secretary of the League. He shall deposit with the Division Treasurer all moneys received from admission fees, and attend to such duties as the office requires. The Division Treasurer shall receive all dues from members in his State, and disburse funds to meet the necessary expenses of the Division. He shall remit to the Treasurer of the League, monthly, 50 per cent. of the receipts so collected. His accounts shall be audited by the Finance Committee of the Division, and he shall give bonds if required.

Consuls shall acquire and give any information as to roads, hotels, laws, and other matters of interest in their localities, to members of the League calling upon them in person or by letter; keep the State officers informed from time to time by reports, perform such duties as the latter may require of them, and generally promote the interests of the League and its members. Consuls' term of office shall expire July 1, but they may be removed for cause by the President.

MEETINGS.

8. There shall be an annual business meeting of the League at such time and such place as the Board of Officers may determine at a meeting to be held at least two months previous to the 15th day of May, and of which general meeting at least one month's public notice shall be given. At this meeting the order of business shall be as follows:—

Reading of records of previous annual meeting.

Reports of President, Corresponding Secretary, and Treasurer.

Communications from the Board of Officers.

Reports of special committees.

Motions, votes, and resolutions.

Fifty members shall constitute a quorum; each member present shall have one vote on any question, and no proxies shall be allowed: *provided*, however, that clubs, whose entire active membership has joined the League, may choose by ballot one member of their club as delegate for each ten members of the club, or fraction thereof, to represent them at the annual meeting; and these delegates upon presentation of credentials signed by the President and Secretary of the club may cast ten votes each, or as many as provided for in his credentials, in all proceedings of the meeting; and no delegate may cast more than ten votes.

9. At the date and place of the annual meeting of the League there shall be a general parade to be arranged and commanded by the Chief Marshal, in which all members of the League shall be invited to participate. In this parade the clubs shall have precedence in the order of their joining the League.

10. Once each year there shall be held a race meeting under the auspices of the League, at which meeting suitable League Championship Prizes shall be offered for the one-mile bicycle and one-mile tricycle championships; all other championship races shall be held under the auspices of League Clubs, subject to the approval of the Racing Board, said clubs to furnish a suitable medal and no club to have more than one championship race.

11. Two meetings of the Board of Officers shall be held each year; one in the spring, at least two months previous to the 15th of May, and one in the fall, subject to the call of the President.

12. The President and Corresponding Secretary may, at any time, submit any matter of business properly before the Board, in writing, in the form of a vote or resolution, to each member of the Board by mail, upon which the members may indicate their approval or disapproval; and when replies in approval shall be received from a majority of the members, the President shall declare such vote or resolution carried, and it shall be taken as the action of the Board, as if done at a regular meeting; and an appeal may be taken to the full Board in the foregoing manner, when six or more members desire to appeal from the action of any business meeting, at which they may have been present or not.

All business which shall come before the Board at their meetings, provided two-thirds of the Board are not present, such business shall be put to all the members in the form of a mail vote, and a majority of such votes, with the votes of the members present, shall decide.

13. At all meetings of the League, or of the Board, the established law of deliberative assemblies shall be observed.

Each State Division shall appoint its own meetings, parades, and races, subject to the general provisions of the L. A. W. Constitution.

COMMITTEES.

14. There shall be a Committee on Membership, a Committee on Rules and Regulations, a Committee on Rights and Privileges, a Committee on Racing (to be called the Racing Board), to be appointed by the President from the Board of Officers (except the Racing Board), to serve for one year or until their successors be properly appointed.

Each committee shall consist of three members (except the Racing Board, which may consist of six), and no member shall be on more than two committees, and two shall constitute a quorum in each, and they shall report to the Board or to the President thereof, within one month after reference of any matter to them by the President or by the Board, or by the rules. State Divisions shall have power to appoint such committees from their own members as they may deem expedient.

15. There shall be also a Committee on Finance, which shall consist of the President, the Treasurer, and the Corresponding Secretary *ex officio*, to which all matters relating to revenue and disbursement, and League funds and investments thereof, not otherwise disposed of, are referred as they arise, and who shall report to the Board of Officers at each regular meeting.

16. To the Committee on Membership are referred, as they arise, all matters relating to the admission, resignation, suspension or expulsion of members.

17. To the Committee on Rules and Regulations are referred, as they arise, all matters relating to rules of the League or of the Board, or for the direction of Consuls and members.

18. To the Committee on Rights and Privileges are referred, as they arise, all matters relating to the rights and privileges of wheelmen in highways and public parks, and to legislation of towns or States, and to suits by or against members of the League, and to the conduct of members of the League in respect to such matters.

19. To the Racing Board are referred, as they arise, all matters pertaining

ing to racing, arranging for races, the standing of all members whose standing as amateurs is questioned as regards racing, and they shall also have charge of all races held under League auspices.

They shall have the power to make such Rules for the government of the Board and the conduct of races and race meetings as they deem expedient, and the power to amend, alter, or annul the same; their action shall be subject to the approval of the Board.

ELECTIONS.

20. Between the 1st and 10th day of March, of each year, the Corresponding Secretary shall send to each member of the League a voting blank for Chief Consuls and Representatives.

Each member who was admitted or whose dues were paid up to the first day of March, shall be entitled to one vote for Chief Consul for the State wherein he resides, and one vote for each Representative that his State is entitled to under these rules; each vote shall be signed by the member voting it, and returned to the Corresponding Secretary before the tenth day of April, and by him delivered to the Committee on Rights and Privileges. This committee shall sort and count the votes, and make a return of the same to the President on or before the twentieth day of April; the person obtaining the largest number of votes in each State for Chief Consul shall be elected, and the persons receiving the largest number of votes as Representatives shall be elected. The President shall, on or before the first day of May, declare the result of the election, and cause the same to be published without delay in the official organ; and also notify every member of the Board of Officers and persons so elected, of the result. On the same day as the annual meeting (as provided for) the Chief Consuls and Representatives so chosen shall meet and elect from their number a President and a Vice-President, and from the membership of the League a Corresponding Secretary, a Recording Secretary, and a Treasurer.

MEMBERS.

21. All applications for membership shall be forwarded to the Corresponding Secretary, together with fees for admission, with such information as may be required; except in States having a regularly organized State Division, applications for membership shall be forwarded to the Division Secretary, together with the fees for admission, the candidate's full name and post office address to be stated in each application. Where applications are received and accepted after the first day of April in each year, the applicant will be entitled to receive a membership ticket, good to the end of the ensuing League year.

22. Objections to the admission of any candidate for membership may be made to the Corresponding Secretary, or to any member of the Committee on Membership, within two weeks after the publication of the name of such candidate, and such objection shall be considered confidential. When no objection is made to the name of any candidate, the approval of the Committee on Membership shall be sufficient for an election. When objection is made to the name of any candidate, the Committee on Membership shall report it, with the fact of objection, to the President or the Board of Officers, who shall act thereon; and any rejected applicant may learn the grounds upon which his name was rejected by applying to the Committee on Membership, through the Corresponding Secretary; and any candidate or member of the League may take an appeal from the action of any meeting of the Board of Officers, in the method provided for in Section 13, by depositing with the Corresponding Secretary an amount sufficient to cover the expenses of such appeal.

23. In passing upon the eligibility of candidates as amateurs, the Membership Committees shall be guided by the following rule, and shall take proper pains to ascertain and determine the facts in any case where objection is made to a candidate on this ground, or when the question may arise on complaint of any five members of the League, or otherwise, viz.:

24. (a) An amateur is a person that has never competed in an open competition, (b) nor for a stake, (c) nor for public money, (d) nor for gate money, (e) nor under a false name, (f) nor with a professional when gate money was charged, (g) that has never engaged in any athletic sport for money, (h) that has never exhibited his skill in any branch of athletics for money, (i) and that is not a paid teacher of any branch of athletics. This rule not to apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle, nor to the acts of minors under sixteen years of age that are not members of this association.

25. Any member suspended shall surrender his membership ticket to the Corresponding Secretary, and in case of his reinstatement it shall be restored to him.

26. Members shall observe all rules and directions of the League and its officers, and all laws in the locality through which they pass, provided the same be not prohibitory to bicycling.

27. Whenever any member of the League shall be expelled from any League Club, the fact of such expulsion shall entail his expulsion from the League. If any member shall be protested in writing by four or more members of the League or by any member of the Board of Officers, his name shall be suspended on the roll of members by the Corresponding Secretary, and his case shall be considered without unreasonable delay by the Committee on Membership, and they shall have power to reinstate or expel him subject to the approval of the Board.

28. Every member shall have the right to apply for and receive from any Chief Consul, Representative, or Consul for his State or district, such aid and information as may be in his power to give, and all circulars and other publications of the League or its officers, upon the terms provided therefor.

29. Members shall extend and accept mutual hospitalities, companionship and assistance, whenever practicable and appropriate, and the production of a membership ticket or badge shall be sufficient introduction.

30. Every member shall receive from the Recording Secretary a card of membership, bearing his name and number, signed by the Recording Secretary and the Treasurer, good for the League year; these cards to be given up upon suspension or resignation from the League. The loaning of a card shall be sufficient cause for expulsion.

31. The emblem or badge of the League shall be a wheel, having upon its side three wings radiating from the hub to the rim at equal distances apart, and the letters "L. A. W." on the spokes between the wings.

The emblem of a Chief Consul shall be two arrows crossed, and a small shield or plate upon them, bearing the initials of the State over which he presides.

The emblem of a Representative shall be a single arrow, bearing a small shield or plate upon it, bearing the initials of his State.

The emblem of a Consul shall be simply an arrow above the badge.

Other officers may be designated by the title of their office engraved upon a bar and worn above the badge.

The wearing of badge or emblems shall be optional.

32. Each member shall pay to the Treasurer of his State Division, on or before the first day of June, in each year following his admission to the League, the sum of \$1.00, as a membership fee, and shall forward therewith his name and address, and the membership number of his old ticket, and thereupon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the rules of the League. Any member failing to comply with the terms of this rule before the following first of July, shall be notified of his delinquency by his Division Treasurer, the notice to contain a copy of this rule. If he shall still fail to comply with the rule until the following first of September, he shall forfeit his membership, and his Division Treasurer shall cause his name to be stricken from the roll. Any one having thus forfeited his membership shall have the right to appeal to the Membership Committee, and their decision shall be final. If rejected, he can again become a member only in the manner provided for in the rules for first admission. Members who are not within the jurisdiction of any State Division shall remit their dues, in the manner above provided, to the general Treasurer of the League, who shall notify delinquent members as above set forth.

33. The League uniform shall consist of a Bedford blouse, with belt, close-fitting knee-breeches, polo cap or helmet, all of home-spun gray, with stockings to match. The wearing of the uniform shall be optional.

34. This Constitution shall not be altered or amended except by a two-thirds vote of the members present and voting at the annual meeting of the League, or by a three-fourths vote of the entire Board of Officers taken by mail, notice of such alteration or amendment having been given in the official organ (or League Gazette), at least two weeks previous to the meeting, or a dispatch of the blanks for the mail vote.

35. The Board of Officers shall be required, through the Corresponding Secretary, to publish from time to time, in the official organ of the League, any and all action taken by them, whether as a Board or Committee or as officials.

RACING BOARD DECISIONS.

BOSTON, MASS., Jan. 6, 1885.

The large number of letters on my file which bear upon one subject, suggests to me that a word of warning is necessary to wheelmen throughout the country who are in danger of losing their amateur standing at the skating rinks. Roller-skating is recognized as an athletic sport, and yet those who are active in promoting it have shown little regard for the distinctions which mark the amateur and professional. I find that money prizes, instead of

medals and trophies, are competed for, and thoughtless young men enter these contests. I also find that polo clubs are attached to nearly every rink, and these are made up of professional ball-players, athletes, and fancy skaters. I find that these clubs travel about from rink to rink, and engage regularly organized clubs, and also picked teams. It is impossible to estimate the number of young men who have been made professionals in this way. One correspondent writes from Pennsylvania: "If all the cities are having the trouble we are, the country next year will be filled with professionals." The amateur rule is very plain, and (*f*) bears directly on these polo games.

(*a*) An amateur is a person that has never competed in an open competition, (*b*) nor for a stake, (*c*) nor for public money, (*d*) nor for gate money, (*e*) nor under a false name, (*f*) *nor with a professional when gate money was charged*, (*g*) that has never engaged in any athletic sport for money, (*h*) that has never exhibited his skill in any branch of athletics for money, (*i*) and that is not a paid teacher of any branch of athletics. This rule not to apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle, nor to the acts of minors under sixteen years of age that are not members of this association. Pace-making for a professional, or accepting such service from a professional will violate this rule.

Wheelmen are warned against engaging in games of the kind referred to without careful inquiry into the antecedents of those with whom they contest.

ABBOT BASSETT, *Chairman Racing Board.*

RACING RULES, LEAGUE OF AMERICAN WHEELMEN.

A. Any amateur willfully competing at races not stated to be held under the rules of the League, or rules approved by the League, shall be liable to expulsion 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 expelled will render them liable to the same penalty. The Rules of the National Association of Amateur Athletes of America are approved by the League.

B. The Racing Board will receive and pass upon all claims for records, and claimants must furnish a statement from the Judges and Timekeepers 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.

The standard of measurement adopted by the League 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.

C. 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.

D. The following National Championships have been established by the Board: 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 under League auspices, at such time and place as the Board may direct. Suitable trophies will be offered, which will become the property of the winner. The two and five mile bicycle championships are held jointly with the National Association of Amateur Athletes of America at the annual games of that association. Suitable trophies are furnished by the N. A. A. A. A. 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 resident in the United States, and no prize exceeding \$50 in value will be allowed.

Privilege to hold State Championships may 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 meeting 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 National, 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.

E. The Board will appoint, at its discretion, a League handicapper, who shall, for a stated remuneration, frame the handicaps of the League, and of such of its associate clubs as shall desire his service.

All handicaps and positions in class races will be judged from the date of entry, and this judgment shall not be changed by any record made between that date and the time of the event for which the entry was made.

Copies of these rules may be had of any member of the Racing Board by enclosing a stamp for return postage.

RULES.

1. Entries and awards in amateur events will 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 Judges that they are not professionals, either by their own statements in writing, or otherwise.

2. (*a*) An amateur is a person that has never competed in an open competition, (*b*) nor for a stake, (*c*) nor for public money, (*d*) nor for gate money, (*e*) nor under a false name, (*f*) *nor with a professional when gate money was charged*, (*g*) that has never engaged in any athletic sport for money, (*h*) that has never exhibited his skill in any branch of athletics for money, (*i*) and that is not a paid teacher of any branch of athletics. This rule not to apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle, nor to the acts of minors under sixteen years of age that are not members of this association. Pace-making for a professional, or accepting such service from a professional will violate this rule.

3. The Officers of a Race Meeting shall be: a Referee, two Judges, two or more Timekeepers, one Scorer, one Starter, one Clerk of the Course.

4. The Referee shall have general supervision of the Race Meeting. He shall preside at all meetings of the Judges, and shall see that protests and complaints are properly laid before them. In case of a disagreement between the Judges he shall hear a statement from each, and decide between them. His decision on all questions that are referred to him shall be final and without appeal.

5. The Judges shall see that the rules are obeyed, and shall decide all points in dispute. At the finish, they shall stand at either end of the mark, and shall decide the positions of the men as they come in.

6. Each of the Timekeepers shall time every event, starting the timer from the report of the pistol. In case of disagreement, the average shall be the official time. In case of a record being broken, the slowest time shall be taken.

7. 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 Timekeepers. Scorers shall have such assistance as may be necessary.

8. The Starter shall see that the competitors are fairly on their marks. He shall announce to the men the distance which they are to run, and start them in accordance with the rules. He shall announce the commencement of the last lap, by ringing a bell as the men pass over the marks for the final lap.

9. The Clerk of the Course shall record the name of each competitor who shall report to him, and see that each is provided with a number to be worn. He shall report the contestants to the Scorer, and shall call their numbers as they cross the line at the end of each lap, so that the Scorer may check the laps and the Timekeepers take the time.

10. No person whatsoever shall be allowed inside the track, except the officials and properly accredited representatives of the press. Authorized persons shall wear a badge. Competitors not engaged in the race actually taking place shall not be allowed inside or upon the track.

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

12. 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.

13. Each competitor will receive from the Clerk of the Course, before the start, a card bearing a number, which must be worn during the race.

14. The drawing for positions in each race will take place at the Judges' stand before the races.

15. All starts will be from a standstill, 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. Any contestant starting before the signal is given shall be placed one yard behind the starting-line, and an additional yard for each repeated false start. The "pusher off" shall not be allowed to step over the starting-line. In case of an accidental foul resulting in a fall within ten feet of the scratch-line, the contestants shall be recalled and the race started over again. The signal will be the report of pistol by the starter, preceded by the words, "Are you ready." Should the pistol miss fire, the start will be made at the word "go." Time handicaps shall be started by the

word "go." There shall be no "push off" in tricycle races. The finish shall be judged by the driving wheel.

16. 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. Failing to have room on the outside, a rider may pass between his competitor and the pole; should a foul be claimed, the Judges must decide if the rider was justified in his course. Riders are cautioned that they must not pass inside, except as a last resort.

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

18. Any protest against a competitor respecting his qualification as an amateur must be lodged with the Judges before the start is effected; and any protest respecting foul riding or breach of rules must be made to the Judges immediately after the heat is finished.

19. 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.

20. The right is reserved to the Judges of refusing or canceling any entry, if necessary, before the start; of adjudicating any questionable entry; of deciding any other point not provided for, and of making any alteration in the programme that they may deem necessary.

21. Ignorance of any of the foregoing will not be considered a valid excuse.

A TOPIC OF THE TIME.

It is now drawing near the time when it behooves all L. A. W. members who take an interest in the proper working of the organization to which they belong, to give some thought as to who are the most fitting parties to represent them on the L. A. W. board. Men who have conscientiously done their duty during the past year, ought to be influenced to retain their positions, while inert or incapable officers should give place to active workers. Much of the success of the Divisions, and through them the League at large, depends upon the representatives chosen in each State, who are supposed to think, speak, and act for their brother members. Many right good fellows—in a certain sense "good"—are forced into these positions from the very fact of their being prime favorites with their "fellows." They owe their elevation to the dignity and duties of a representative, to a sort of sentiment, rather than to a critical and appreciative recognition of their ability or willingness to attend to duties, which are the appanage of the official position tendered them as an honor. It is just about this question of honor in relation to these officers that the great and general mistake is made, of supposing that it is an honor to a man to thrust upon him duties and work which entail time and trouble on his part to attend to and discharge properly.

Truly it is an honor to a nonentity, or to an incapable person, to be thus singled out as a man fit and proper to be trusted with such work. Therefore we find the majority of empty-headed, good-for-nothings who have positions offered them, such as we speak of, accept them. But the man who is really worth something, who turns his time and ability to some account, pursues a course diametrically opposed to this. He feels, naturally, rather disinclined to give up to benefit others, time which he could employ profitably for himself, preferring to discharge quietly and faithfully the ordinary duties which fall to his share, and let positions such as we are referring to look out for themselves. And if by looking at the matter in this light he curbs the good-natured promptings which might impel him to accept obligations and duties which he would feel compelled to discharge faithfully, who can blame him? he acts honestly and in a straightforward manner in declining what many would deem the proffered honor. It follows, from the foregoing, that if we are to arrive at a just and fair conclusion respecting these offices of ours which we want filled—not filled by nonentities, but by good men and true—it follows, then, that we must consider that the acceptor of these positions, which entail much work, and which return no monetary recompense, render a greater service to, and confer a greater honor upon, those for whom they discharge these duties, than they can possibly gain for themselves by so doing. The very idea of the whole question of League work is this then: That the officer confers more honor upon the League by accepting his position than the L. A. W. confers upon him by tendering or entrusting it to him. If the spirit actuated the men who elect our officers, and if it imbued the ideas of our officers themselves, the result would be men in office who would be there, not from a morbid liking for having their names posted half-an-inch higher than those of better men, but from a manly and self-sacrificing wish to benefit the organization to which they belong, and to further the interests of the splendid

pastime which claims their strongest sympathies. Paraphrasing Bulwer's well-known words "Time before thee, what wilt thou do with it?" We might say, There is a chance before us, what will we do with it? and that chance or opportunity is our option of choosing men to overlook League work who are capable of seeing that the L. A. W. not only sustains its present satisfactory condition and standing, but also able and willing to push it on the road to further success.—*Cyclist and Athlete.*

SPRING MEETING AT NEW YORK.

The Spring Meeting of the Board of Officers, L. A. W., was held at the Grand Union Hotel, New York, on Monday, February 23. There were present the following officers:—

Chief Consuls.—E. M. Aaron, Pa.; E. T. Pettengill, D. C.; N. P. Tyler, Ct.; J. R. Torrance, N. Y.; G. C. Brown, N. J.

Representatives.—A. D. Claffin, W. I. Harris, Stephen Terry, C. K. Alley, T. S. Rust, H. E. Ducker, F. P. Kendall, J. G. Burch, Jr., J. W. Clute, W. S. Bull, Geo. R. Bidwell, A. G. Coleman, C. D. Williams, E. W. Adams, John C. Gulick, K. L. Clapp, R. F. Hibson, A. E. Fauquier, W. H. Parsons, F. B. Graves, H. S. Kidder, F. A. Egan, Geo. Dakin, Dr. Edwin Field.

President Beckwith presided, supported on either side by Sec. Aaron and Sec. Alley.

Recording Secretary Aaron presented his report, giving a detail of his work of the year, and stating that 4,737 tickets had been issued. He read an invitation from the Buffalo Club asking the League to hold its annual meet in Buffalo, July 2, and 3. The report was accepted.

Treasurer Terry reported a balance on hand of \$1,489.62.

The Corresponding Secretary presented a report, and stated that he had answered 600 letters since the last meeting. The following is a list of the States and their members:—

New York, 906; Pennsylvania, 700; Massachusetts, 660; Ohio, 484; New Jersey, 406; Connecticut, 308; Illinois, 235; Maryland, 180; New Hampshire, 97; Michigan, 87; Indiana, 76; Iowa, 68; Vermont, 61; Kentucky, 60; District of Columbia, 58; Minnesota, 39; Maine, 63; Colorado, 38; Rhode Island, 37; Wyoming, 31; Louisiana, 25; Missouri, 21; California, 12; Wisconsin, 11; British Provinces, 10; South Carolina, 10; North Carolina, 8; Dakota, 8; England, 6; Nebraska, 4; Tennessee, 4; Kansas, 4; W. Virginia, 4; Georgia, 2; Montana, 2; Utah, 2; Texas, 2; Virginia, 2; Alabama, 1; Washington Territory, 1; Oregon, 1; New Mexico, 1; Mexico, 1; Germany, 1; Total, 4,737.

PEEKSKILL, N. Y., February 21, 1885.

Editor Official Gazette:—

SIR: The Cortlandt Wheelmen, of Peekskill-on-the-Hudson, held their annual meeting on Friday, February 20, at which time the following officers for 1885 were re-elected: Captain, D. C. Hasbrouck; lieutenant, S. A. Mead; secretary and treasurer, A. D. Dunbar; bugler, E. A. Hodgkins.

The club also unanimously adopted a resolution nominating Mr. Ed F. Hill for the office of Chief Consul, at the coming spring election of the League, and instructing the secretary to publish said resolution in the OFFICIAL GAZETTE, calling on all New York members of the L. A. W. who desire an efficient, business-like management of State affairs, to see that Mr. Hill's name is at the head of the ticket they vote next month.

Mr. Hill, known to the League members as the present Chairman of the Membership Committee, is a charter member of our club, enthusiastic wheelman and a loyal member of the L. A. W., whose affairs in this State, if committed to his care, cannot but prosper.

Very respectfully,

A. D. DUNBAR,

Secretary Cortland Wheelmen.

HARTFORD, Ct., February 23, 1885.

Editor Official Gazette:—

As I am about to make a southern trip, to be absent about a month; I desire to inform the League members that letters may be addressed to me, during the first week in March at Arcola, Louisiana.

STEPHEN TERRY, Treas.

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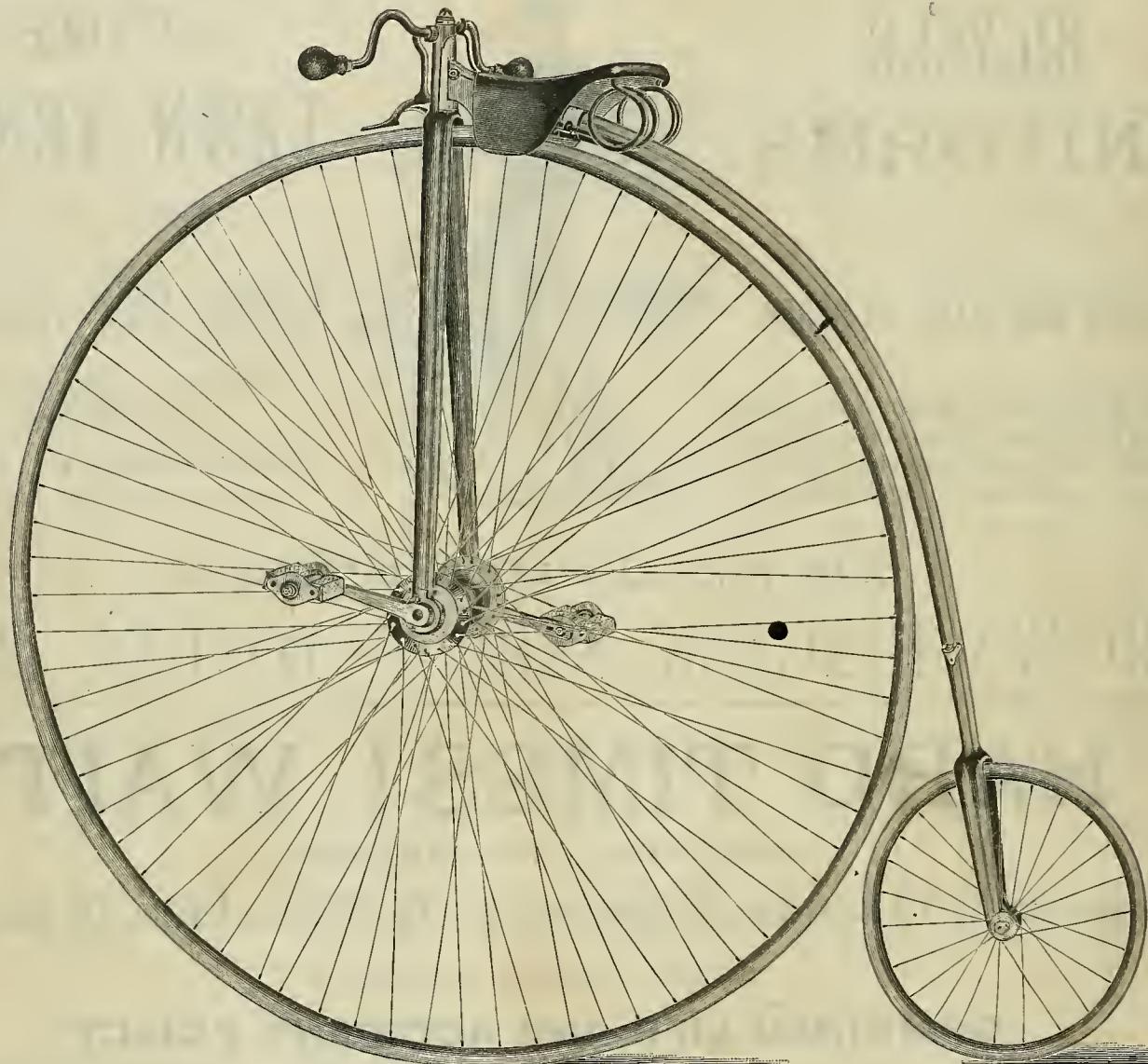
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