

# THE SPRINGFIELD WHEELMAN'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

PRESS OF SPRINGFIELD PRINTING COMPANY.

Vol. II.—No. 10.

SPRINGFIELD, MASS., FEBRUARY, 1885.

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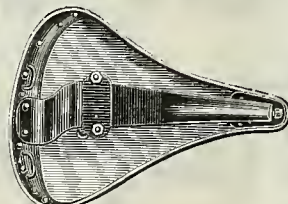
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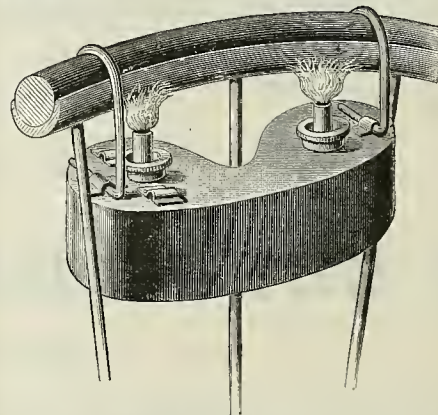
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HENRY E. DUCKER,	- - -	Editor and Manager.
CHAS. A. FISK,	- - -	Treasurer.

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## A CYCLING CIRCUIT.

Spring with all of its glory will soon be with us, and with the blossoming of the trees and the advent of our well known and much admired friend, Robin Redbreast, we get out our wheel for its annual spring cleaning and repairs. The wheelman will soon be out, speeding his way through the quiet nooks and shady dells of the country, in search of some dainty arbutus. Our racing friend will set aside the dumb bells and gymnasium practice for his daily walk and out-door exercise, preparatory to his trial for glory on the narrow but circular path, beginning nowhere and ending the same; but on certain festive occasions a white tape is drawn across the circular path, and then the path has a beginning and ending; it is then that the athlete who has devoted his winter to getting into proper form, tries to excel his brethren, not so much for gain, as for honor and glory.

Regarding our amateurs a great deal has been said, pro and con, to which, perhaps, we had better not try to add to or take away from; but it is on the other side of which we wish to speak, viz.: The holding of tournaments. We would suggest a *cycling circuit* to be composed of a number of our leading clubs, and to bring *all* of the prominent meetings close to each other, so that our racing men could devote a month or six weeks' time. The minor meetings could be held at any time, and not conflict with the larger meetings. The circuit managers could hold a meeting at some central spot, arrange a schedule of prizes, contract for general advertising and getting up special bills, and arrange the whole on a systematic plan, which could not prove otherwise than advantageous. The meetings could begin, say, at Chicago, the first week in August; Cleveland the second week, Albany the third week, New Haven fourth week, Hartford first week in September, Springfield second week, Boston third week, Philadelphia fourth week, making a two months' circuit, and no traveling back and forth by our racing men, but all in one straight line. By this method a general interest would be created in cycling, and the daily press would devote more or less space to its doings, all of which must redound to the advantage of cycling as a sport, pleasure, and a practical means of locomotion.

## TO BE PRINTED AT SPRINGFIELD.

Those of our readers who are subscribers or intending purchasers of "Ten Thousand Miles on a Bicycle," will certainly be pleased to have us announce that Karl Kron's contract for manufacturing the book has been awarded to the Springfield Printing Company, and that the electrotype plates for the same will be made from the identical clear-cut brevier type, whose handsome appearance is so familiar to them in the pages of the GAZETTE. This type was bought specially for our paper; and—having been reserved entirely for the making of plates, and never put to actual wear upon the printing press—its sharpness of outline remains the same as when new. A handsome and accurate typography is thus ensured for "the great American road-book" by this fortunate selection of printers; and the size of sheet that has been determined upon will admit about 570 words to the page.

As we have mentioned this contract we may as well say that all the liberal advertisement which the GAZETTE has been giving, and intends hereafter to give, to the road-book scheme, is a thing quite independent of the contract. Before we began recommending the scheme to wheelmen, in our first issue of last spring, we had been definitely assured by Mr. Kron that, "in spite of his having had satisfactory business relations with our establishment for many years, he should give the book-contract to New York printers, in order to keep it under his immediate personal supervision and to avoid the intolerable annoyance of correcting proofs sent by mail from another city." We are glad that he has changed his mind; and we shall take a direct personal pride in ensuring the typographical excellence of his book,—if for no other reason than because it will announce to wheelmen the elegant typography which characterizes the GAZETTE.

Nevertheless, if the author's first determination had been adhered to, and the printing contract awarded in his own city, the GAZETTE would continue to support "X. M. Miles on a Bi" just as heartily as it now proposes to support it,—just as heartily as it has supported it during all the months when the contract seemed destined to go elsewhere. We have recognized, from the outset, that the success of this elaborately-planned "colossus of roads, guide to active club membership, and directory of hotels" would necessarily give a great boom to American cycling; and that the GAZETTE, and the annual tournament of the Springfield Bicycle Club, must reap their proportionate share of the benefit therefrom. Hence, as a mere matter of "intelligent selfishness" we have pushed the scheme with all our power; and hence (without pretending to deny a friendly interest therein) we will lay claim to no higher inspiration than "intelligent selfishness" in once more recommending our readers to help close up the gap of 600 names now lacking in Kron's projected "list of 3,000 immortals."

## L. A. W. MEET.

We shall soon arrive at the time when the officers of the League will have this problem to solve: "When and where shall we hold our next meet?" That upon the wisdom of the selection will greatly depend the success of the meet cannot be denied, and the first question of importance to arrive at is the time of holding the said meeting. No better time, to our mind, can be set than May 29 and 30 or thereabouts. It is then the wheelman, who has been penned up for months, is ready for a journey. It is in the spring-time that wheelmen can get the full enjoyment of outdoors,—neither too hot nor too cold, but just right. A journey in May is always enjoyable. Thus we have the weather in our favor. The theory advanced to hold the meeting July 3 and 4 should be dismissed at once. It has no arguments in its favor save one, *i.e.*, the accommodation of the "Big Four Tour"; otherwise everything is against it. The weather is too warm for comfort, and wheelmen could not be induced to parade. Traveling in cars to place of meeting would be irksome, no enjoyment of the wheel could be indulged in on account of the heat, and the number of wheelmen would be small who would leave home on the great national holiday. We have had experience in handling meetings on the Fourth of July, and while we have always found the populace ready to turn out in large numbers, we never could induce persons from a distance to visit us. Nearly every city or town has a celebration of some kind on that day, and the event being of a local nature, wheelmen as well as others will stay at home. Should the League be induced to hold its meeting on the 4th day of July, at any of the places named, the meeting will be characterized by an attendance of less than 400 members, which would be a deplorable outlook for the cycling year of 1885.

Buffalo of all the places named so far has the advantage, and, as we speak from experience, we can say that Buffalo wheelmen are of the most hospitable character, and would entertain the League in a princely manner. Good hotels, fine roads, pleasant runs, etc., the wheelman will find in abundance at Buffalo, and we would respectfully submit that the next meet be held at Buffalo, May 29 and 30, and we feel sure that the meet would prove advantageous to the L. A. W. and to wheelmen in general.

The Springfield tournament has been over and past for nearly four months, and yet we are reading in portions of the cycling press, "*Springfield hired amateurs*," "*paid managers*," etc. It is about time this silly talk was dropped, or else let some one come out and name the charges and who has paid the money, for we consider the expressions referred to a slur upon and insult to the wheelmen who participated in the races here, and as contemptible, mean, and cowardly, and up to the present time unworthy of notice. They are usu-



ally written under a *nom de plume*, which shows the cowardice of the writers. We now challenge any one of the writers to name a single instance in which Springfield has paid or offered any extra inducements to amateurs to compete at Springfield other than was advertised in all of the leading cycle papers. The reputation of the Springfield Club is such that it is not necessary to resort to any underhand means to insure the attendance of the leading racing men at its meetings. In behalf of the wheelmen we simply ask that justice be accorded them. "*Fiat Justitia, ruat cælum.*"

In common with all true Americans and members of the League of American Wheelmen, we do earnestly protest against any scheme which has for its object the defrauding the United States Government or the evasion of its laws, whether it is for the interest of the L. A. W. or not, and it is with regret that we see one of our officers, and the editor of the official gazette, make an announcement in the columns of that paper, in its issue of January 8, to the effect that,—

As to the suggestion that "a scheme can be devised whereby we can overcome the postage difficulty," we wish to say that we believe that such a scheme has been devised. We will not make it public just now as it would only lead some of our cycling contemporaries to vain attempts to plan means to overcome it.

The same statement was made in public at Washington last May, and by the author of the above, who afterwards found out that it was no easy matter to evade the laws of the United States Government.

We have no wish to deter the L. A. W. from publishing its own paper, and, furthermore, we do not wish to see an organization of the size and respectability of the League attempt, even in a feeble way, to evade the laws of our country. It is not a wise movement and should not meet with the approval of enough wheelmen to give it the semblance of life. Should it survive its birth, we join hands with those who believe that the "good die young," with the hope that this illegitimate offspring may follow the good and be spared the disgrace that would be sure to follow its maturity.

#### FROM OUR BRITISH CORRESPONDENT.

Christmastide being past, we are now looking forward to another season; the New Year denoting the actual mid-winter period, very fairly, with us. Of "seasonable" weather we have had none. Save one solitary fall of snow in November, Londoners have not seen their native earth enveloped in the traditional white mantle of winter. December was a "muggy" month, with excessively heavy roads, but after Christmas day we had a spell of fine dry weather, with cold north winds, which made us expect snow, instead of which nothing came but steady breezes, which dried up the road surfaces and gave us gloriously hard and smooth running clear away for a fortnight. Now, alas! the rain is descending pitilessly, and January threatens to deluge us as a sort of meteorological black-draught and blue-pill to follow the pleasant Christmas fare.

Since the date of my last letter, the all-absorbing topic of conversation, in wheelmen's circles, has been the questionable authenticity of the long-distance records claimed by Webb and Nixon for their Land's End to John O'Groat's journeys, and by Sutton for his London to Edinburgh ride. Webb is accused of taking the train from Abington to Edinburgh; and Sutton is accused of resort-

ing to the rail at more points than one, and of falsifying the details on post-cards *en route*. Nixon is not distinctly accused of anything; but only challenged to submit the proofs of his ride to public examination, which he refuses to do unless asked direct by the National Cyclists Union. Webb and Sutton have willingly submitted all details to examination, and the Edinburgh Local Center of the Union has given a decision adverse to Webb's claim; but the London Scottish Bicycle Club has investigated Sutton's proofs and brought up such evidence as bids fair, as far as it at present goes, to substantiate the genuineness of Sutton's journey. Both these cases are still in abeyance at the time I write. Nixon has taken a rather peculiar course which does not commend itself to the public opinion, since it is unusual for the Union to spontaneously challenge road-records, although our legislative body is prepared to investigate cases which are brought before it; and although Nixon's case may be perfectly honest the general view taken of his conduct is that it is not straightforward.

Whilst these three long-distance tricycle riders are thus on trial to test their integrity, the cycling press is alive with righteous wrath at the flagrant absurdity of the post-card system of checking such journeys, and on all hands it is agreed that no more 24-hours or other road records can be accepted unless substantiated by some more reliable evidence than the mere word of the rider and mailing of cards.

Adams's journey to John O'Groat's, on the Facile, and Lennox's subsequent beating of that record on an ordinary bicycle, seem to have escaped the epidemic of incredulity; and Adams's ride of 266 miles in a day has been pretty fairly substantiated, the doubts as to distances from point to point being satisfactorily laid at rest.

Of actual riding done during the past few weeks, the only noteworthy event was the race on safety bicycles at the Westminster Aquarium. Since the celebrated 100-mile race, on Kangaroo safety bicycles, the demand for this class of machine,—having small driving-wheels geared up by means of cog-wheels and chains, so arranged as to place the rider's feet close to the ground,—appears to have made a gigantic bound, and numerous makers of cycles have brought out more or less close imitations of the Kangaroo. That some riders, exceptionally strong in the hands, arms and shoulder muscles, can make these little bicycles go fast, is evidenced by Smith's performance in the Kangaroo race; but for ordinary men, even though thoroughly accustomed to the high bicycle or the tricycle, the excessive vibration and strain on the arms which these small bicycles entail is insufferable, and I anticipate a very short life for the so-called "safety" bicycle boom, the machines being less safe, and infinitely less comfortable, than tricycles. Nevertheless, just now there is a run on the type under notice, and the Westminster Aquarium management found out the fact, and determined to use the craze for purposes of profit. A six-days' walking race had been held at the Aquarium during November, on a built-up trestle-track, ten laps to the mile, about ten feet above the ground-floor level, and consequently the same distance below the gallery-level. For a walking-race, this was endurable enough, but for ordinary bicycle racing it would obviously have been impracticable, the width on the straight being about six feet. The idea that small "safety" bicycles could race round the construction—which re-

sembled a wooden aqueduct more than anything else—without danger, was ridiculed by those who had seen the track; but, notwithstanding the risk, some ten professionals actually started for a 48-hours' race. By forty-eight hours it must not be supposed that two consecutive days were meant; that would have spoiled the gate-money receipts. The forty-eight hours were ingeniously spread over six days, three hours being devoted to the race in the forenoon and five hours in the evening of each day. The result more than justified the prognostications of those who had uttered warnings against the dangerous exhibition. Most of the starters fell within the first hour, and throughout the week collisions and headers were of such frequency that the place received the nickname of "The Cropperies." It was a miserable exhibition altogether, the distance covered by the winner—630 miles—being a very poor record for a covered board track. We have plenty of amateur riders of bicycles and tricycles who could do a better performance on the road under similar conditions as to hours of riding and resting.

The half-yearly general meeting of the Cyclists' Touring Club was held December 13, in London, about four hundred members—including eight ladies—being present. Intense interest was manifested in the proceedings, especially with regard to one motion brought forward by Mr. J. B. Marsh. This tricyclist had been publishing a series of articles, in several of our weeklies simultaneously, signed "Anti-Humbug," fiercely attacking the ways and means pursued by the Council, and animadverting most strongly upon the Secretary. A very animated discussion took place upon the motion to form an Executive, possessing autocratic powers of governing the club, to sit perpetually in London; and in the result Mr. Marsh was defeated overwhelmingly, only some six or seven persons voting with him. The only other business of note consisted of a republican scorn for aristocratic patronage being evinced, and the system of Chief-Consular districts being revised so as to relieve those officers whose districts are too large for them to manage.

In the near future, we are anticipating the "Stanley Show," which is to be held at the end of this month and the beginning of February, despite the opposition of a powerful clique of former exhibitors. A mutual agreement not to exhibit at any show in London during 1885 was signed by a formidable array of the leading firms, but the Stanley Cycling Club has already let all its space to other makers and agents, and has taken means to secure standard patterns of the absent firms' manufacture being also on view, so that it looks as though the malcontents will be left out in the cold with a vengeance. The annual exhibition is far too popular among riders for it to be possible for the trade to "boycot" it. Lack of suitable accommodation has this year led the Club to take a novel move, and, instead of hiring some known hall, the Stanleyites have contracted for the erection of a wood-iron-and-canvas building on a piece of land abutting on the Thames Embankment, so that centrality is secured. John Keen is also engaged to perform on a newly-introduced water-bicycle, on the river opposite the building; which latter, by the way, is to be christened "The Wheeleries."

Annual balls are out of fashion this winter, very few being held. Cyclists find that a long night of dancing results in so much subsequent unpleasantness, to men of business, that the "Cinderella



dance," beginning at seven or eight and terminating before midnight, is much more popular, every cycling club of note organizing at least one such gathering, some enthusiastic waltzomaniacs even going to the length of weekly Cinderellas.

Annual dinners, too, are becoming less and less numerous. Several of the clubs who have not altogether given up the annual dinner have compromised the matter by dining "in camera"; that is to say, they make private and unostentatious reunions of what used to be stiff and formal speechifying-dinners.

I notice in the December GAZETTE you gave a journey of one hundred and thirteen miles as the best on record for a lady tricyclist. You have overlooked the fact that Mrs. Allen, of Birmingham, rode one hundred and fifty-two miles within twenty-four hours, on a single tricycle, during the summer of 1883; this is the record, and is likely to remain so for some time, very few of our ladies seeming to appreciate the delights of "scorching."

Another error in regard to a record I observe in your *Bicycling World*. The sociable records for one mile and two miles are, in reality, held by Wilson & Pallin. By referring to my first letter to you, the *Bicycling World* will see an accurate description of the race in which the records were made. The papers which gave Corsellis and Webb as leaders at the mile were in error, as was pointed out in *The Tricyclist* at the time.

Yet a third American paper claims my attention. This has been sent by mail to some of our manufacturers and dealers, postage unpaid, with grandiloquent announcements as to the ———'s pre-eminent value as an advertising medium. In the specimen copy which one of the recipients showed me there were some verses, vaguely relating to cycling, couched in language which would not be tolerated in this country. I almost hesitate to quote the word here, but I am told that a certain class of Americans credit Britishers with a fondness for the word "bloody." In our journals, it would invariably be excised editorially, even if quoted from another publication, and no Britisher, above the lowest of street-loafers ever uses the term.

Mr. Corey's narration of his impressions whilst in our country has been eagerly read here, and been voted very interesting. It is a pity, I think, that your countryman did not spend more time in the Metropolis, instead of vegetating in the eminently dull town of Coventry; had he made himself known here he would have been warmly welcomed by our clubmen, and would have carried back with him pleasanter impressions of London cyclists.

The members of your Nemo Cycling Club must be phenomenally æsthetic, to allow the peculiar appearance of tandem tricycles to prejudice them so radically in favor of sociables. Tandems increase and multiply in such rapid proportions now, that a sociable is becoming almost as much of a rarity in proportion as the tandem was three years ago. We are promised some improved patterns at the forthcoming exhibition, and with defects removed and virtues improved the charms of easy-riding on tandems cannot fail to eclipse the feeling of dignified but laborious crawling on sociables.

Our Union will shortly promulgate a new code of racing rules, upon the compilation of which the executive officers have been engaged for some months. Time-keeping is one of the matters that will be dealt with, and it is hoped that our some-

what slipshod method of procedure will in future be reformed.

The Tricycle Union has made its last kick, and is now "indisputably very dead." "The Society of Cyclists," which was to have been reared on its skeleton has made no sign of life as yet.

The mutual-recrimination style of cycling journalism holds sway to a terrific extent just now. *Wheeling* slangs *The Cyclist*, *Wheel Life* sardonically quotes the lapses contained in *Wheeling*, the editors and contributors slate each other to a lively tune all round, and things generally hum in a fashion that must be very merry for those who like this sort of thing, but is rather depressing for cyclists who want cycling information.

The Christmas numbers will, perhaps, have reached you ere now, and of their merits you will be able to speak independently. *Wheeling's Annual* consists very largely of reprint, some acknowledged and some not; and its original matter is mostly of a kind interesting only to the novice who has not perused cycling literature before. *The Cyclist* people have struck out an original line in *Our Camp*, which is a connected narrative burlesquing all the prominent cycling events of the time. The former book is considered "a frost" here, and old stagers won't read it. The latter is just the reflex of the age, and, while being a trifle over the heads of the novices, is dear to the hearts of those who are in the swim of cycling matters; in America, your readers will have to be satisfied without appreciating a great deal of its covert humor, although most of the fun can be seen on the surface, and the occasion for the satires can be easily imagined.

The postal officials at your end require some vigorous waking-up, I think. The GAZETTE for December was not delivered until Boxing Day at the abode of  
WAVERLEY.

#### STEEL-HORSE STATESMANSHIP.

Noticing that the editorial overture of the January number of the GAZETTE discusses the correspondence of Dr. Strahan in the *London Lancet*, I beg leave to banish forever the dread suspense of breathlessly waiting cyclers, by contributing a few rectangular chunks of experience-begotten wisdom bearing on the physical and economic advantages and disadvantages of cycling. The retiring modesty of unenlightened bachelorhood renders it inexpedient for me to essay a learned exposition touching upon the telling, overshadowing testimony of the Massachusetts Benedict mentioned as being "doubly blessed" by eighteen months' wheeling; nevertheless, as Dr. Strahan appears to have been building principally on the unsatisfactory foundation of theoretical conclusions, one can at least "sass back" with the same weapons, even concerning the pith and point of the subject; and after my three months' straight-away wheeling from San Francisco to Boston, I unhesitatingly take sides with Dr. Reilly and the editorial conclusions of the *Lancet*; notwithstanding I rode perhaps an aggregate of 500 miles where the steel-horse "jumped stiff-legged" over decidedly unsand-papered roads.

Whilst ruminating on these matters, it might not be injudicious to likewise consider cycling exercise in its bearing upon the equally important subject of national economy. Luckily I can throw off all reserve, and scatter wads of enlightenment broadcast on this latter subject,

based upon the more satisfactory foundation of personal experience. Whilst wheeling through the predominantly agricultural State of Iowa, I remember conversing with a farmer concerning the disposition of the State's surplus agricultural products; the farmer was lamenting the insufficiency of home markets to absorb the supply and assure satisfactory prices, and I straightway advised him that the quickest and most positively certain way to create a home market for everything the western farmers could produce, was to build good roads and thereby encourage cycling. This nationally important advice was given conscientiously, being based upon the recently acquired knowledge, that three weeks' continuous cycling invariably doubles a person's absorptive capacity, and converts his internal departments into a howling wilderness of gnawing g-need—echo: indeed. I have dim, shadowy recollections of being an individual of becoming abstemiousness the day I left San Francisco to its own resources; three weeks afterwards, whilst crossing the Salt Lake mud-flats, the chance circumstance that favored me with two separate and distinct suppers within two hours is vividly portrayed among the incidental recollections of the tour, as a red-letter occasion, exceedingly gratifying. If continuous cycling doubles one's absorptive capacity every three weeks, the road supervisors and produce producers of agriculturaldom can figure out for their own edification, that, by constructing an extensive system of sand-papered highways throughout the length and breadth of the country, the great question of home consumption would be satisfactorily solved in a few short months by the 40,000 wheelmen already mounted in this country; saying nothing of the wide safety-margin of probability overlapping their side of the question by the multitudes that would be speedily recruited by the improved highways. A persistent cycling tourist, whose gastronomic performances cause a drain on his resources of \$10 weekly for the first three weeks, would doubtless begin to feel rather financially uneasy at finding a leakage in his small change of nearly \$500 a week for plain substantial eatables, towards the end of a year, with every succeeding day increasing the responsibility; and probably an occasional wheelman of meditative mood and financial timidity would quietly drop out of the ranks; but that a brilliant future awaits the agricultural States by immediately acting on this wisdom-permeated suggestion, is plainly undeniable—echo: deniable.

THOS. STEVENS.

#### WHEEL WISHES.

That the coming year may be a happy one for every wheelman.

That there may be no more disputes about track measurements.

That the League may find its proper sphere of action, and fill the place that belongs to it in this country.

That America may keep her present records and win many more.

That Buffalo, Springfield, Memphis, and all the other large meets may fully realize the expectations of their promoters.

That Corey, Claffin, Ahel, and other good racers in temporary retirement may again be seen on the track.

That twenty miles within the hour may be made in this country.

That there may be a unity of action between the cycling and the sporting world.—*Boston Herald*.



## AN INTERESTING EVENT.

## THE SMALLEST TRICYCLISTS IN THE WORLD.

A short time ago an interesting event took place in Coventry, by which the smallest people in the world became tricyclists. We refer to the Midgets, who have, during the past week, been visiting the "city of the three spires." During their stay, it occurred to some one that it would be a happy idea to make a tricycle especially for them, and the suggestion having been made was readily taken up by D. Rudge & Co., and on Monday Mr. Phillips, the manager, put the matter in hand, and on Friday morning a little sociable was completed, and in the evening presented to the tiny people.

The machine is a miniature of the "Coventry Convertible," without, however, the hinge joint in the model, which, of course, would not be needed, as it would only be used on a boarded floor or stage. As the other part had to be made specially, the four days which it occupied were none too long, and an immense amount of trouble must have been spent upon it. The driving wheels measured 20 inches, and the steering wheels 8 inches. Both wheels, cranks and pedals are fitted with ball bearings, and the machine is as complete and perfect as possible, the only parts used of the same size as in ordinary machines being the chains (Morgan's patent) and chain wheels, there having been no time to get them specially made. This naturally made the machine rather heavier than it would be otherwise, and it scales 25 lbs., but taken altogether it is a wonderful little model, and is, we may safely say, the smallest rideable tricycle in the world. To those who are interested in the question, saddles *versus* seats, we may remark that both sides are fitted with saddles, these being made promptly by Messrs. Brooks & Co.

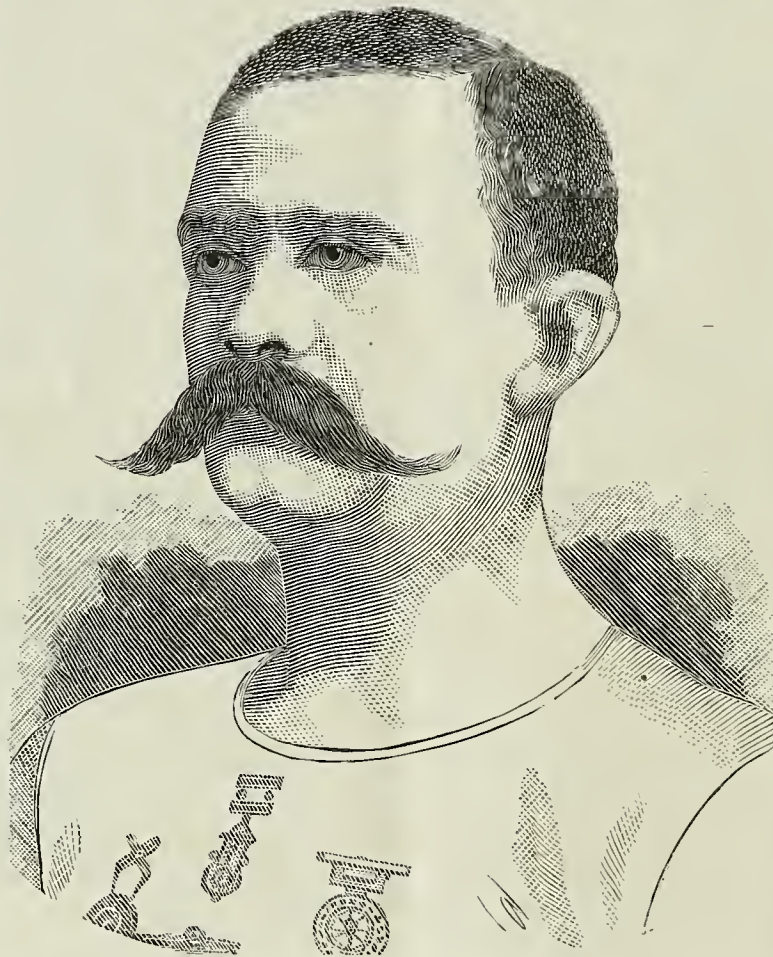
The machine was exhibited in a local shop window during the day, and attracted considerable attention, and in the evening it was presented to the little people by Mr. Baker, on behalf of the Rudge Company. They seemed pleased with the idea, and for the first time managed the machine very well, their appearance on wheels being greeted with great shouts of applause from the public present. The following day they had some practice with it in the morning, and in the evening were able to manage it quite nicely. Let us hope that these tiny tricyclists will be the means of introducing wheels into parts of the world and places where they have been hitherto looked upon askance or are almost unknown.—*Cyclist*.

A novel feature at a recent cycling tournament at Melbourne, Australia, was the offering of a special prize to the wheelman appearing in the most ridiculous costume. We know of a wheelman residing in Ohio who will take first prize every time.

## ASA DOLPH.

The subject of our annexed sketch was born February 13, 1854, and is consequently just about thirty-one years of age, a trifle older than the majority of racers we have hitherto presented to the readers of the GAZETTE, but still enjoying the advantages of an age when man's best work may be done, a task Mr. Dolph will attempt to accomplish the coming season. Asa Dolph is a resident of New London, Ohio, and on his shoulders rest the responsibilities of the captainship of the resident club, one of Ohio's crack bicycle organizations.

His height of five feet eight inches rather precludes his riding a 54-inch Rudge, which, nevertheless, is the size of his racing machine; and by clever management he reduces his regular weight



ASA DOLPH—THE NEW LONDON (OHIO) FLIER.

of one hundred and sixty-five pounds some fifteen pounds—making his weight when in trim one hundred and fifty pounds.

To Asa Dolph belongs the credit of forcing Sanders Sellers at Hartford to the famous record of 2.39. His mode of racing compares favorably with that of the famous English racer, R. H. English, who firmly believes in going from start to finish. Mr. Dolph is confident of beating 2.39 this season, and it can be safely said of him that had he been in the best of health at the last tournament of the Springfield Club, we should have had a record of less than 2.39 to our credit. Mr. Dolph's present record is 2.40 1-2. To the winner of many events the past season, including the championship of Ohio, we predict a brilliant future.

## THE BIG FOUR BICYCLE TOUR.

A meeting of the managers of the Big Four Bicycle Tour was held at the Genesee Hotel, Buffalo, on the eighteenth instant to perfect organization, elect officers, and settle upon the route. The following were elected: B. B. Ayers, Chicago, manager; Fred G. Bourne, New York, commander; Frank H. Taylor, Philadelphia, commodore; Fred Jenkins, New York, general agent; H. F. Fuller, Chicago, secretary; J. P. Maynard, Chicago, quartermaster; Geo. R. Bidwell, New York, captain New York division; W. G. E. Peirce, Chicago, captain Chicago division; E. G. Whitney, Boston, captain Boston division; W. S. Bull, Buffalo, captain Buffalo division; Geo. H. Orr, Toronto, Canadian convoy; J. W. Clute,

Schenectady, Mohawk Valley convoy; H. R. Bryan, Hudson, N. Y., Hudson River convoy. The route selected is as follows: Leave Buffalo July 6, wheeling to Lockport, N. Y., for dinner; thence to Medina, N. Y., for the night. Next day through Albion to Rochester. Next day, wheel down the Genesee river to Charlotte, thence by steamer across Lake Ontario, to Cobourg, Ont. Next day wheel along the north shore of Lake Ontario to Belleville one night, and to Kingston by the next evening. Thence the party will take steamer to the Thousand Islands, spending three days among the islands in canoeing, sailing, steam-boating and fishing per programme arranged, under guidance of Commodore Taylor. From the Thousand Islands the party will take the evening train for Amsterdam, N. Y., thence wheeling down the Mohawk valley to Albany, N. Y. From Albany wheel first day to Catskill, and next day to Poughkeepsie, along bank of the Hudson river. Afternoon boat will be taken from Poughkeepsie down the Hudson to West Point for the night. Next morning's boat will convey the party to Tarrytown, from which point New York City will be made before noon, on bicycle. Elaborate arrangements are made for enjoyment all along the route. Hops, recep-

tions, canoeing, and bicycling will furnish the elements for a grand two weeks' sport. A full illustrated circular is now being prepared. Arrangements for one hundred tourists will be made. For information connected with the tour, address the manager, 56 Kinzie St., Chicago.

The following description of an entrance to an English club house is thus given in the *Cyclist*: "The method of entrance into the club house is thus:—Through a gate into a field belonging to the Board of Guardians, through another gate, a private garden (which has been much tampered with lately), over a fence, through a hole in some railings, and then into the house either by the window or the door."



# BARGAINS IN BICYCLES

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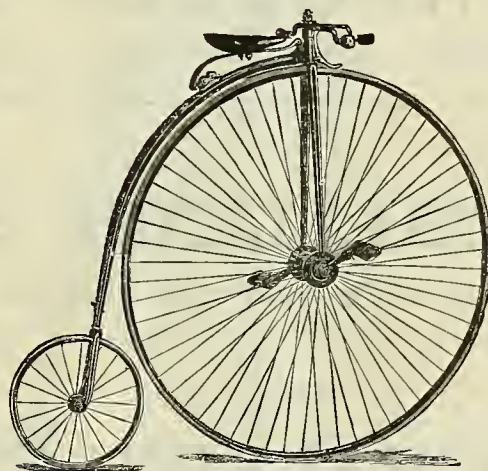
As we have given up the agency of Messrs. SINGER & CO. of COVENTRY, ENGLAND, intending to devote all our time and energy to the sale of Messrs. **D. RUDGE & CO.'S** Celebrated Bicycles and Tricycles, we have made arrangements with our licensors to place the few remaining British Challenge Bicycles we have in stock on the market at a reduction of \$10 from the list price. These are all perfectly new, of the very latest pattern, and are finished either in Harrington's Enamel or Nickel.

Riders intending to purchase new machines in the spring cannot do better than to take advantage of this unusual offer, as our stock is limited.

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**SEND STAMP  
FOR  
CATALOGUE.**

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BRITISH CHALLENGE.

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**SEND STAMP  
FOR  
CATALOGUE.**

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**NEW PRICE, 50-INCH, ENAMELED AND NICKELED, COMPLETE, \$126.50.**

When Money is sent in advance, the Freight will be prepaid by us.

Machines can be sent C. O. D., but orders must be accompanied by enough money to pay express charges both ways. In case the goods are not accepted from any fault on our part, the money will be returned.

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

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Bicycles and Tricycles specially adapted for AMERICAN RIDERS.

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The Finest Roadster Known. Contains Important Alterations for 1885.

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A Really SAFE Geared-Up Bicycle.

Do not be misled by assertions as to the safety of certain Bicycles which are MERELY SMALL!

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*N. B. --- We have found it necessary to entirely withdraw our Agency from Messrs. STODDARD, LOVERING & CO., our late Agents for the United States.*

*Arrangements for supply will shortly be announced.*

*Meanwhile, applications FOR LATEST PATTERNS must for the present be addressed ONLY to*

**SINGER & CO., COVENTRY,**

THE LARGEST CYCLE MANUFACTURERS IN ENGLAND.



## MLLE. LOUISE ARMAINDO.

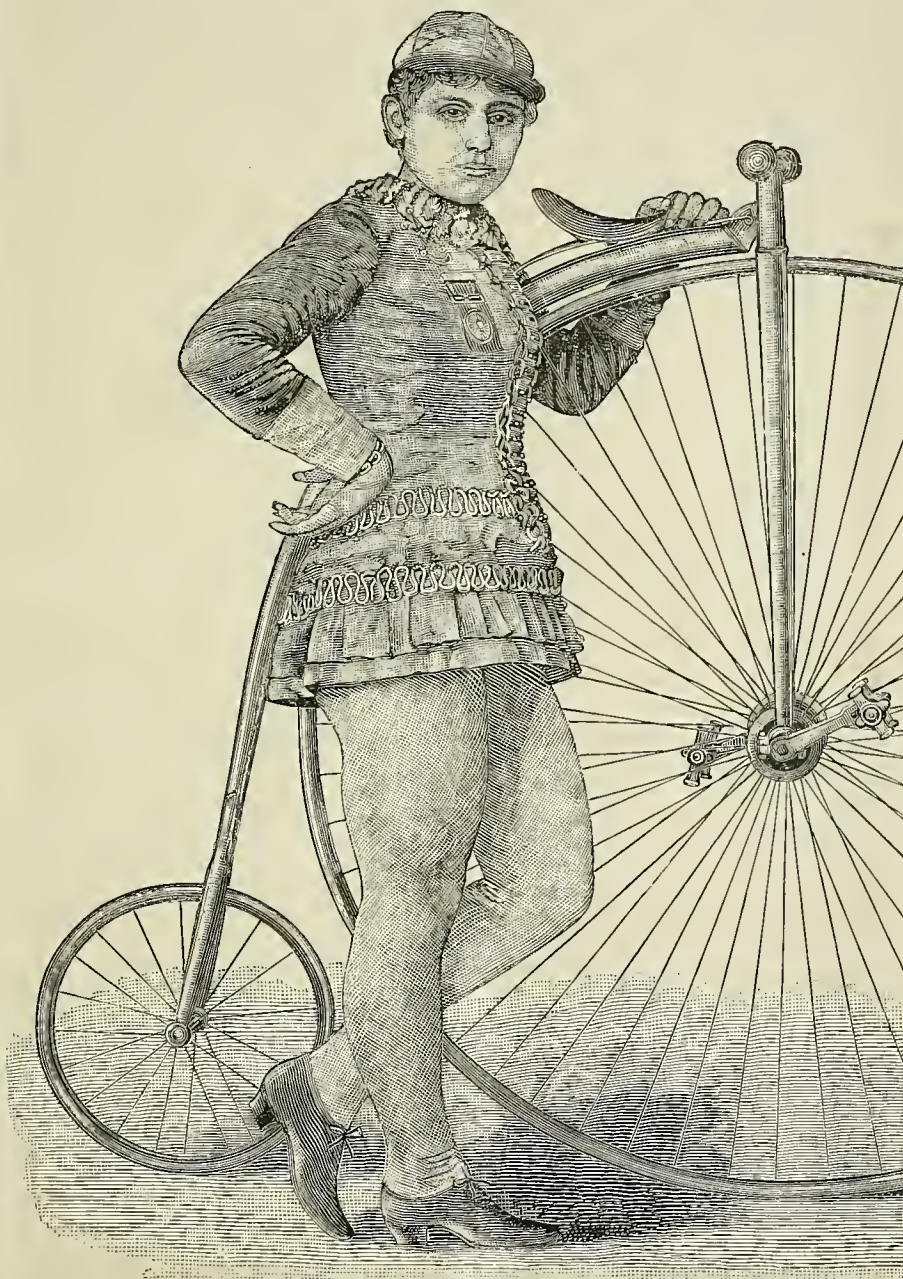
Mlle. Louise Armaindo was born at St. Anne, near Montreal, Canada, Oct. 12, 1860, and is 5 feet 2 1-2 inches in height, and weighs 131 pounds. She first learned to ride the bicycle Oct. 20, 1881, and on Feb. 4, 1882, made her first appearance in a race against Rollinson at Louisville, Ky., distance twenty-five miles, receiving four miles handicap, and winning by a mile and a half; time, 1h. 38m. 30s. Feb. 25, at Cincinnati, O., she again defeated Rollinson in a twenty-mile handicap with two miles start, making eighteen miles, while Rollinson rode nineteen; time 1h. 15m. 39s. She also defeated Rollinson at St. Louis, March 4, in a twenty-mile handicap, track seventeen laps to the mile; time 1h. 19m. 49s. March 9—14, at St. Louis, she commenced the feat of riding 600 miles in 72 hours, twelve hours each day, and was credited with riding 617 1-2 miles, at that time the best long-distance performance in America. At Toronto, Can., April 6, she defeated T. W. Eck in a ten-mile race, Eck stopping at seven miles; time 42m. 13s. Same place next day, she won a twenty-mile race, with one mile start, defeating Rollinson and Eck; time 1h. 21m. 48s. At Montreal, April 21, she won a ten-mile race; time 40m. 17s. April 23, same place, she won a hundred-mile race, defeating Eck and Rollinson; time 7h. 55m. At Boston, April 29, she defeated Ida Blackwell, five-mile race; time 19m. 50 1-8s. She was defeated by John S. Prince, at Boston, May 25, in a fifty-mile handicap, in which she was allowed five miles, Prince winning by thirty feet; time 3h. 12m. 38 1-2s. At Baltimore, June 12—17, six hours daily, she defeated W. J. Morgan by twenty-one miles, making 351 miles; track 14 7-8 laps to the mile. At Philadelphia, July 17, she defeated Elsa Von Blumen, in five two-mile heats; best time 7m. 38s. At Coney Island, Aug. 5—10, she and Von Blumen were defeated in a thirty-six hour race, Mlle. Armaindo making 236 1-2 miles in her eighteen hours. Same place, Aug. 18, she defeated Elsa Von Blumen by twelve miles in a fifty-mile race, making then the best outdoor record in America—3h. 31m. 14 1-2s. At the Polo Grounds, New York, Sept. 2, she was defeated by John S. Prince in a twenty-five mile handicap, receiving three miles

start; time 1h. 38m. 40s. Sept. 20, at Springfield, Mass., she won the ladies' race, riding against T. W. Eck, no lady competing with her; time 20m. 55 1-2s. She is said to have ridden sixty-seven miles in six hours at Norfolk, Va., on a track measuring twenty-six laps to the mile. At Cleveland, Ohio, Dec. 25, she rode a hundred miles against time on a track eighteen laps to the mile, stopping thirty minutes to supper; time 8h. 54m. 10s. At Chicago, Jan. 1, 1883, she won a twenty-

mile. She took the lead, and won by three laps, gaining one lap each night. At Milwaukee, Wis., June 18—23, she won a handicap race, three hours each day, receiving thirty miles start, Morgan twelve miles, Woodside being at scratch. Score: Armaindo, 294 miles 2 laps; Morgan, 285 miles 3 laps; Woodside, 277 miles 7 laps. At Milwaukee, June 28—30, two hours each evening—Morgan, five miles start, first, 103 miles 2 laps; Woodside, second, 102 miles 2 laps; Ar-

maindo, third, 101 miles 7 laps. At Chicago, July 3, she beat Miss Wallace of New York. This race was to have been twenty-four hours, twelve hours each day, but Miss Wallace quit after going 23 miles, when Louise had done 40 miles in the same time. July 4, at Chicago, she attempted to beat W. C. Young's record of 149 miles in twelve hours forty-five seconds, riding 149 1-2 miles in eleven hours fifty-five minutes.

The lady's most remarkable performance was in the twenty-six hour race at the Mechanics' Pavilion, San Francisco, with John S. Prince, H. W. Higham, T. W. Eck, Charles Hull, and Frank Hart, when she succeeded in breaking the twenty-six hour record, making 268 miles, and taking third place. In the great Horse vs. Bicycle contest, same building, John S. Prince as partner, they succeeded in beating Charles Anderson, the champion equestrian of the world, and his fifteen running horses, making 1,073 miles, twelve hours per day, relieving each other every hour. Many other exhibition races have also been given by the lady, and her pluck and endurance are well known. Miss Armaindo rides a Royal Mail racing wheel, weighing 22 pounds, full nickel plate. The probability is that Louise Armaindo has ridden more miles on a bicycle than any other person in America, hav-



MLLE. LOUISE ARMAINDO.

one mile race; time 1h. 39m. 24 1-2s. At Chicago, May 21—26, she was the winner of the first real long-distance race for the championship of America, defeating W. M. Woodside and W. J. Morgan, and making 843 miles 1 lap; the best long distance performance in America; Morgan, 820 miles 1 lap, and Woodside 723 miles 2 laps. She again defeated Woodside and Morgan in a 120-mile race at Janesville, Wis., riding forty miles each evening; track twenty-three laps to the

ing taken part in nearly all the long distance races, against horses and men. Mlle. Armaindo assures the GAZETTE that she is riding faster than ever, and her wheel will illuminate the war path for some time to come.

E. R. Shipton has an elaborate article on "timing" in the *Cyclist* of December 24, in which he credits Americans with a more thorough system of timing than our English brethren.



## SPRINGFIELD BICYCLE CLUB.

ANNUAL REPORT OF THE SECRETARY FOR 1884.\*

*Gentlemen of the Springfield Bicycle Club:—*

The questions, "Of what ought the Secretary's report for the year to consist?" "What ground should it cover?" "What questions embrace?" and "What suggestions may it be within his jurisdiction to make?" have been of more or less uncertainty to the present incumbent, for, while there may be much to be said under each of the above heads, we would not overstep the boundary of good taste and give offense by tendering a report too full of suggestions, overrunning with criticisms, nor yet of so minute and dry detail as to be void of interest. We will therefore endeavor to strike the happy medium, criticising but a kindly amount, suggesting only what seems imperatively for the best, and outlining briefly as possible the events of the year just closed.

The close of '83 and beginning of '84 found us in a deplorable financial condition. Somewhat in arrears in our current expenses and struggling under a heavy debt, it seemed to those who looked soberly at the situation as if the club of whose achievements we had been justly proud would soon go to pieces. It was during this period of oppression in club affairs that the question of becoming incorporated was agitated. After some discussion it was voted to take the step, and with this end in view the seven corporators met, January 23, '84, to sign the necessary papers and elect their officers. The system was new, the situation demanded faithful service combined with hard work, and those chosen seemed to take hold with a will, determined that at the end of their year's labor they could look back upon a year of success. Any of the members present at all conversant with club affairs then and now can readily see how well the comparison of conditions bears the closest scrutiny. Our present system of placing the club's power and authority, and the management of club affairs with a board of five directors has stood the year's test, and it is safe to presume, most sincerely to be hoped, that no other year in our existence will bring any more severe. The inclination somewhat noticeable at first to grumble, when the members awoke to the fact that the directors were endowed with absolute power to control, has gradually and sensibly given way to a more satisfied and contented feeling, until the man who growls at club rule has become a rare exception.

The second event of note was the successful undertaking and carrying out of our annual ball, February 22. There is little need to refer to the event, for a simple turning back of the mind will recall how in the midst of a succession of stormy days the sun shone for our benefit; it was in fact a regular "Ducker day," and brought an assemblage to witness our exhibition and participate in our dancing, leaving in our coffers the handsome profit of a little over \$550. We ask the committee in charge of the next annual ball, now so near at hand, to give us no better weather, to furnish no better entertainment, to draw no larger crowd, but trust they will profit by the experience of last year on the programme question, providing something, which, though it may not be so elaborate and so valuable as a souvenir, yet may be more serviceable as a dancing card, and thereby spare a good deal of silent profanity. Or better yet if they will order a few hundred of last year's cards

struck off, the Secretary will furnish three hundred which members, after ordering, left on his hands, and will make no charge for one year's storage. In connection with our ball may be mentioned the termination of the Jenkins affair, which for months had been a subject of newspaper controversy, for at the spring meeting of the Board of Officers of the L. A. W. held in New York that day, Messrs. Ducker and Fennessy, who had been suspended at the instigation of Mr. Jenkins, were reinstated, and the bone-of-contention Jenkins, expelled.

Although not strictly a club affair we desire to make pleasant mention of the annual ball of the Greenfield Wheel Club, March 1, which some twenty-five of our members attended by special train in company with members from the Holyoke and Northampton Bicycle Clubs, as well as sundry individuals of the petticoat order who were seen to board the train at South Deerfield under escort of young men attired in the uniform of our own club.

In casting about for a third event of note we select the banquet given at Hotel Warwick, May 6. This departure was taken with a view of introducing a more social element into our somewhat monotonous life, and proved to be all that could be expected of such an occasion. The number of social fellows, guests included, who lined our mahogany, the pleasant-faced, banged-haired toastmaster who presided, and the loaded tables made the event one to be remembered. It is with pleasure we recall the toasts given after imbibing a proper quantity of those invigorating though not intoxicating beverages, water and coffee; we cannot forget, nor would we if we could, the vigorous style in which our staid and dignified Vice-President delivered his recitation, thereby causing many a surprised and questioning glance to be cast toward his corner of the dining hall.

The same month brought with it the long-talked-of and much-anticipated annual meet of the L. A. W. at Washington. This time and gathering had been looked forward to as the one when the wrongs received from the hands of Mr. Jenkins and his friends should be redressed by the League as a body; as the time when the mass of wheelmen comprising the League should endorse the action of their Board of Officers. This was done in a most gratifying manner; but in no other respect have we cause to thank the League, either for benefits received or courtesy shown. Even the attention due and usually shown to one of the oldest and strongest League clubs was in most instances withheld. The large delegation we brought, and the distance traveled were lost sight of entirely, and petty little discriminations between others and ourselves were made which only served to irritate instead of soothe the bitter feeling toward the League and some of its officials existing among us. The failure to place THE SPRINGFIELD WHEELMEN'S GAZETTE before that august assemblage as its official organ was but a drop in the bucket, and, while the present organ pales when compared to our own paper, we feel thankful that the League saw fit to disgrace itself by voting to leave the choice to a committee and that that committee further disgraced the League and itself by contracting for that farce of a paper called the *Amateur Athlete*. In some respects, however, the Washington trip was the most enjoyable event of the year. To those of us who had never been there, it was a rare treat. The courtesy extended by the Washington wheelmen was hearty in the extreme; quite a marked contrast to

the freezing demeanor of the N. Y. fraternity; the novelty of riding mile after mile on asphalt pavements, the public buildings, the well kept parks, and last, but far from least, the pretty girls, all gave an air of enchantment whose spell we were loath to break. The winning of the one-mile bicycle and tricycle races came as a matter of course to our champion, who bore his triumph modestly as ever. The opportunity to gaze upon the kind face and shake the hand of our nation's chief magistrate after a two hours' wait, during which time we studied the likeness of George Washington attired in the uniform of the New Haven Bicycle Club, was secured through the kindness of Congressman Rockwell. The trip to and from in company with our good friends, the New Haven boys, as well as the scenes enacted on the streets, in the hotel, and very possibly in other places, partook of a grand lark in which every man strove to outdo his neighbor in having a good, noisy time. If some of the squibs culled from the following numbers of the S. W. G. be true it may be well to keep an eye on the married men of the next delegation. Bear in mind the experiences of a long-suffering and much-abused secretary, who, on returning from caucuses and business meetings to his hotel, a little late perhaps, but unavoidably so, found a generous sprinkling of sugar and tacks in his bed, or a layer of cracked ice between the sheets, or a mixture of cracker crumbs and flour where he longed to lay his weary head. Gentlemen who intend attending the coming meet of the L. A. W., prepare yourselves for the occasion.

On our return from Washington we began to mature plans for the September tournament, a most promising field for work. The construction of a half-mile track on Hampden Park with a lease of the same for three years was satisfactorily accomplished; and, if the testimony of racing men may be regarded as reliable, we have to-day a track second to none. The weeks before the tournament were busy ones for those who chose to make them so, and the excitement and worry, and anxiety all told in the grand result. Little need is there to recall the events of those four days, they are yet fresh in our memory. Suffice it to say that barring the one mar on our enjoyment, the defeat of the one to whom the eyes of all Springfield and vicinity were turned, nothing more could have been desired as a result.

From that time to the present we have been drifting with the tide and resting from our labors preparatory to entering upon the work which another spring will surely bring with it.

Some suggestions might well be offered that will bear careful thought, but our report has already occupied so much time that we will make mere mention of two or three which seem the more important.

Sufficient dissatisfaction with the quarters which we now occupy has arisen to warrant the appointing of a committee to look up the matter of renting new rooms or building a club house. What the report of that committee may recommend, we do not know. The building of a club house, while the rage among clubs just now, and a most desirable thing to accomplish if feasible, should be well considered before undertaking.

Some of the furniture in our present quarters—notably the billiard tables—are in very bad repair, and need immediate attention.

The rental paid for Hampden Park last year will surely be duplicated the year to come. If we could rent or purchase a plot of ground located at

\*Printed by vote of the Club.



Brightwood or on the hill sufficiently large to allow the construction of a half-mile track and to accommodate a few thousand people, the present price demanded yearly for two or three days' rental of Hampden Park would in a short time pay for a park of our own, and make us independent of an association so arbitrary in its demands.

Club runs for two years past have been but a farce at the best, and it would seem better to discontinue them altogether than to be persistent in weak attempts.

And so with parades; should the falling off in our parade next summer be as marked as it was this year over last, and we see no reason to think otherwise, we should much prefer to see such empty shows done away with.

And so, gentlemen, closes the year '84,—with us it being the first of incorporation and the third of existence,—a year of creditable and well merited results, while before us lies '85, its possibilities just as great, its demands equal in every way to those of the four years gone by. Let us pause for a moment on the threshold of a new cycling year to indulge in a little pardonable self-congratulation, and then turn to the work before us with the determination that when the records of '85 be compared with those of former years and are weighed in the balance they be found not wanting.

Respectfully submitted.

SANFORD LAWTON, *Secretary.*

## Correspondence.

GALVESTON, TEXAS, Jan. 23, 1885.

*Editor Springfield Wheelmen's Gazette:—*

The professionals left Memphis, January 19. The party includes John S. Prince, the champion; W. M. Woodside, the record breaker; T. W. Eck, the old man; Mlle. Louise Armaindo, the bicyclienne; W. J. Morgan, the senator; and Brownson Wallace, Woodside's manager. The trip from Memphis to New Orleans was thoroughly enjoyed, notwithstanding the crowded condition of the cars. A day was spent in the Crescent City, and the party, with the exception of Woodside and Wallace, left there Wednesday night and arrived at the Beach Hotel here, on Thursday. Races will be given here, commencing February 3. Exhibitions will be given at Houston, Austin, and San Antonio, before leaving Texas. A full account of the entire trip in my next.

"SPOKES."

NEW YORK, Jan. 17, 1885.

*Editor Springfield Wheelmen's Gazette:—*

In your issue I notice in advertisement of Overman Wheel Company that the Victor tricycle won all races in '83 and '84. If my memory serves me right, yours truly won the 100-mile road race of the Boston Bicycle Club, October 4, on a Columbia tricycle two-speed or power gear. My wheel was geared to forty-five inches only, while my three competitors rode Victors, viz.: Burnham's geared to fifty-one, Wood's to fifty-one, and Dudley's to sixty. Not one of these contestants finished. Wood changed his tricycle at Beverly for a power gear. The writer met him six miles this side of turning point, making twelve miles between us at fifty-nine miles from the start. One word more in regard to the power gear. I found it invaluable in climbing hills, as it gave me a rest by reason of its greater leverage and a less expenditure of strength.

My actual riding time for the 100 miles and five miles over distance ridden was 10 1-2 hours. Had I been properly coached the whole distance, I honestly feel that I could have covered it in one hour less time.

In justice to the Pope Manufacturing Company please publish this and oblige,

Fraternally yours,

WILL R. PITMAN,  
*Captain Ixion Bicycle Club.*

NEWTON, Jan. 24, 1885.

*Editor Springfield Wheelmen's Gazette:—*

As the season of 1885 is soon to open for bicycling, and as some opinions have been already expressed as to the best bicycle, I wish, for the benefit of those intending to secure a new mount this year, to add my testimony and experience, which I have obtained only by constant riding and practice for my races. I will say that I own several different makes, and have ridden nearly all the prominent ones that are in the market, and I unhesitatingly decide in favor of the Royal Mail, and consider it the finest quality wheel which has yet been brought to this country, and far ahead of any other I know of, for perfect work, fittings and true running qualities. Its rigidity is very marked. I have never met its equal in this respect. After a deal of hard riding the last year, my wheel is as perfect as when first received and needs no repairs whatever. Its weight is 34 pounds. I can truly recommend it, and I have had a somewhat extended experience with most all makes for several years, having ridden last year over 3,000 miles. If my opinion is of any value, I am glad to record it, as I know choosing a wheel is a perplexing question, and I feel so truly a first-class machine as the Royal Mail ought to receive the acknowledgment of its worth where, as is the case, it has gained it so fairly. I am respectfully,

EDWARD P. BURNHAM.

MINNEAPOLIS, MINN., Dec. 31, 1884.

*The Springfield Wheelmen's Gazette:—*

Cycling matters in the "Flour City," or, as some call it, the "Sawdust City," have been rather quiet for some time back, but everything points to a boom of large dimensions the coming season.

The case of Mr. F. E. Read against one Willson, for deliberately running into the former while slowly riding his bicycle along one of our streets, has awakened quite an interest in the rights of bicycles. Through some mismanagement of the plaintiff's attorney, two horsemen were allowed to serve on the jury; as a consequence, the mighty twelve disagreed, and the case is not settled yet.

At the last regular meeting of the Citizens' Wheel Club, it was voted to hold a mid-winter tournament at the North Minneapolis skating rink, which has a floor 65x320 feet. Enough entries have already been made to assure a success. We have material here which is developing into something quite speedy. Should not be surprised if Minnesota figured in the Springfield tournament next year.

S. F. Heath & Co. will, in about two weeks, have in full working trim a bicycle riding rink, having secured Armory Hall, with its magnificent floor, which they will make their headquarters. Besides keeping a stock of rink machines, they will keep a full stock of first-class wheels, also boys' bicycles, tricycles, and velocipedes.

Will write you later of anything that may be of interest to your readers.

X.

WEEDSPORT, N. Y., Jan. 27, 1885.

*Editor Springfield Wheelmen's Gazette:—*

The Weedsport Bicycle Club will hold a two days' tournament the 17th and 18th of next June. Preparations are already begun, for the club proposes to "take time by the forelock." Weedsport has every requirement for a first-class tournament. It is situated in Central New York, on the lines of the New York, West Shore & Buffalo R. R., the New York Central & Hudson River R. R., and the Southern Central R. R. It is an important railroad point, having about thirty passenger trains daily. Weedsport has excellent hotels, providing ample accommodations for wheelmen, and a very fast half-mile track for racing.

The Weedsport Bicycle Club was organized May 6, 1884, being at first known as the "Cayuga Bicycle Club." It is an enterprising and pushing body, and will leave no means untried to make the coming tournament a grand success.

A valuable array of prizes will be offered, such as will bring the crack racers together from all parts of the country. There will be class, time, and record races, races for tandems and races for tricycles. In short there will be chances for everybody, from the fastest to the slowest. Of course we cannot give full particulars at this writing, but there will be nine or ten events each day, none being of more than five miles.

Wheelmen are requested to send their addresses to Charles Townsend, Secretary, who will mail them full particulars as soon as ready. We are united in our purpose to make this the most successful tournament ever held in New York, and ask the hearty co-operation of the cycling fraternity to accomplish our aims.

Yours truly,

THE WEEDSPORT BICYCLE CLUB.

CHRISTCHURCH, N. Z., Jan. 2, 1885.

*Editor Springfield Wheelmen's Gazette:—*

We are now in the midst of the wheel season. It is surprising to notice the rapid growth of cycling in all parts of the Colony; there is no telling what it will grow to in a few years' time.

The annual race meeting of the Dunedin Cycling Club was held on December 13, in the presence of a considerable number of onlookers. The programme contained fifteen events. The whole of the races were well contested; the principal event, however, was the New Zealand Cyclists' Alliance five-mile championship. The following account of the race I take from the *Otago Daily Times*:—

### NEW ZEALAND CYCLISTS' ALLIANCE.

#### FIVE MILE CHAMPIONSHIP.

F. A. Cutton,	1
T. C. Fisher,	2
H. J. Jenkins,	3

The only other entry for this event was that of F. W. Holworthy, who, however, very wisely did not start. Cutton led at the start, but allowed Fisher to pass him and make the running. The three traveled in close company for the first mile, which was done in 3m. 32s. when Cutton resumed the lead. Here Jenkins began to tail off, and the two others had ridden half a lap away from him by the second mile (7m. 20s.). At two miles and a half Fisher again passed Cutton; and about this time Jenkins let himself out, and made a plucky effort to get upon terms with the others. By the third mile (11m. 13s.) he had reduced the gap considerably, and his spurt was warmly cheered. However, before the fourth mile he dropped back again, and his chance was evidently gone. In the 17th lap Cutton spurred past his antagonist again, but the latter stuck well to his work, and there were plainly two in the race until the very finish. Time for four miles, 14m. 57s. The final spurring was very good on both sides, but Cutton managed to hold his position and win by half a length, both lap-



ping Jenkins in the last round. Fisher's riding showed a very rapid and decided improvement. The time for the five miles was 18m. 34 1-2s. The winner rode a fifty-eight inch machine, Fisher a fifty-six inch, and Jenkins a fifty-four inch.

The next principal race meeting will be the Interprovincial one to be held at Christchurch, on January 24, at which all the principal riders in the Colony are expected to compete. The programme comprises fourteen events and includes the New Zealand Cyclists' Alliance one-mile championship. An account of the meeting I will send in my next.

"PAKEHA."

#### PRINCE VS. HOWELL.

MEMPHIS, TENN., Jan. 19, 1885.

*Editor Springfield Wheelmen's Gazette:—*

Your January number of the GAZETTE came to hand this morning, and among the thousand interesting things noticed by me in it, was another effusion from that alleged encyclopedia on bicycling, and racing in particular, viz.: Mr. H. D. Corey. Mr. Corey seems to have a mania to the effect that Mr. Richard Howell has been and is still being done a great injustice through my not giving him another race after his "Waterloo" by me in the mile at Springfield. My reasons have appeared in more than one paper, for not meeting Mr. Howell immediately after or during the last day of the Springfield races. The first reason is this, \$60 is not enough money for me to run Mr. Howell a race (that being the amount Mr. Corey would have us race for, as Mr. Howell acknowledges in his letter); and the second and strongest reason is that, two weeks previous to the Springfield races, I raced twelve hours per day in Chicago, against Anderson and horses, in the open air, encountering a burning sun and stormy weather during the week, which completely unfitted me for short racing; all the requisite preparation I received was one week, which was not enough in my worn-out condition. On the other hand, Mr. Howell had several weeks' careful practice, precisely the kind of work for fast short-distance racing; having the advantage of a professional trainer to look after him. Certainly I surprised myself in the mile, knowing my own condition, which was poor compared to Howell's form. Mr. Corey's letter to your paper is only a second edition of his many self-advertising schemes, which I can and must ignore.

Regarding Mr. Howell's letter to the *Sporting Life*, offering to give me starts in races, viz.: twenty-five yards in the mile, all thinking and thoroughly posted people will laugh at the idea of a man whom I defeated with ease, and in doing so beat the world's record for one mile, offering me a start in any race. Considering our individual fitness before the race, in every probability, if I had been as fit as Howell was, 2.35 would have been the figures, instead of 2.39.

Mr. Corey says that my truthfulness is not as well known in this country as in England, and that Lees, DeCivry, Keen and others will be over here this year, and will make me prove some of my recent statements. Glad to hear it, Mr. Corey, I will give them the right hand of fellowship and a warmer reception than I gave your "Dick" in the mile.

Mr. Howell says in his letter to the *Sporting Life*: "Prince was considered a good second-class man here five years ago." Well, sir, considering I defeated all the names mentioned by Mr. Corey five years ago, what can I do now, allowing for their improvement and my own, which is 200 yards in the mile faster?

I will meet Howell, probably, before '85 is out, and will accept the starts he generously offers, and I can raise not only \$2,500 but \$5,000 right here in Tennessee, to say that I can beat Howell, or any other man in the world. I will also bet Mr. Corey that I can beat the world's record again, this year.

Mr. Editor, I will now bring my somewhat lengthy reply to Mr. Corey to a close. I ask of you the same generous treatment as given Mr. Corey. "Enemies I hope to have none, but friends, legion."

Respectfully yours,

JOHN S. PRINCE,

*One-mile Champion of the World.*

#### OUR HARTFORD LETTER.

OUR CORRESPONDENT'S FURTHER VIEW OF THE  
L. A. W.

HARTFORD, CT., Jan. 30, 1885.

*Editor Springfield Wheelmen's Gazette:—*

If your present correspondent continues to write Hartford letters to the GAZETTE during the riding season of the present year, he promises that between now and the date of the Connecticut Club's second annual race meeting, the GAZETTE readers shall be given a good account of many Hartford happenings, but just now certain topics far more important than the mere chronicles of the local doings of Hartford cyclists seem to merit the attention of the cycling fraternity, and the writer begs the indulgence of your readers, while in this and perhaps one or two succeeding epistles he gives his view of some of these more important questions.

One local event, however, has, during the past fortnight, so visibly dispelled the soporific effect of winter upon the action of the Connecticut Club, that it is especially worthy of being here recorded. The cause of this enlivenment has been the club's removal from its old quarters on Trumbull street to its new and commodious parlors over Merrill's café on Central Row. The new rooms were opened with an informal reception on Wednesday evening, Jan. 21, and the impression seemed to prevail among the many friends from this city and other places, who honored the club with their presence, that the new rooms were all that the most fastidious could desire, and moreover it may be said that their approbation seemed to extend to the entertainment and refreshments provided by the club for the festive occasion. The rooms proper consist of two large parlors divided by a curtained archway. Both are elegantly furnished with every convenience that could be devised for the use and comfort of the active and associate membership. The south room contains a new combination pool and billiard table, and there is no describing the zeal and diligence with which certain members devote themselves thereto outside of business hours. In this room also may be found electric bells, speaking tube, and dumb waiter, connecting with the restaurant below, and members who lunch down town may do so here in as much privacy and seclusion as they would enjoy at home.

It will be remembered that my letter in your January number was mainly devoted to considering the affairs of the L. A. W., and that it endeavored to show that the slow progress now being made by the League is owing not so much to any especial lack of administrative ability or want of diligence on the part of its officers, as to general apathy and want of interest in the work

on the part of its members; and that the responsibility for this state of affairs rests mainly with a few members of the cycling press who, by continually keeping before the eyes of the League a series of unwarrantable criticisms and querulous complaints, are doing much to destroy confidence in the usefulness of the organization, among such members as may choose to have their opinions directed by these editorial pilots rather than use their own reasoning powers, and steer for themselves.

It seems even more apparent to the writer now than it did a month ago, that the bone of contention, the rock on which we seem to be in danger of splitting, is nothing more nor less than our little beggarly sheet of a L. A. W. gazette, made beggarly advisedly, in order that its publication might not interfere with the circulation of our older and more pretentious weeklies. Do our esteemed weekly contemporaries "want the earth"? Apparently. True, their treatment of the gazette has not been at all times conspicuously libelous, scurrilous, or exactly venomous; indeed a few compliments have been interjected now and then, although invariably accompanied by substantial evidence that the gazette, small as it is, nevertheless is large enough to intercept a portion of the light shed by these larger luminaries, and that its removal would be necessary to permit all wheelmen to bask in the full and unobstructed rays of their greater effulgence. When such an able paper as the *Bicycling World*, a paper whose clear and intelligent presentation of sound and practical common-sense articles has made it almost indispensable to cyclists who wish to keep up with the events of the day, gets to arguing for a monthly instead of a weekly gazette, without in a single instance giving a satisfactory reason to show that such a publication would be anything but practically useless *officially*, it looks very much as though its diplomacy incident to its self-loyalty had gotten so far ahead of its sincerity as an adviser on League matters, that it might reasonably be doubted whether the latter quality existed at all. The *World* professes much solicitude for the League's welfare; its criticisms are all "advanced in a friendly spirit," etc., but to my thinking it furnishes in itself good documentary evidence to prove that its influence during the last six months has not been such as would induce many undecided outsiders to risk their dollars by becoming members of the League. I am not one of those who think the League above criticism, neither do I seek to "repel without answer" as unjust attacks upon it, any fair minded suggestions for bettering the organization in any way. Such criticisms as were "repelled" in these columns last month were in every instance accompanied by what seemed to me good and sufficient reasons for characterizing them as useless. With the single exception of its attitude towards the League, I greatly admire and esteem the *World*. Of the half dozen American and foreign weekly cycling prints which meet my notice, I consider it easily the best, and believe that to no other one source are our cyclists indebted for so much valuable information, and its general excellence and good sense only make it the more to be regretted that it allows the shaping of its own ends to so manifestly qualify its support of the League. I notice that the *World* emphatically denies throwing its gazettes into the waste basket unwrapped, and declares my statement that it professes to do so to be "without a semblance of truth." I fail to see how a comparison of this denial with an editorial in the *World* of



Dec. 19, 1884, can do otherwise than convict the editor of inconsistency out of his own ink bottle.

I have not taken the trouble to allude to any of the *Wheel's* vigorous and vicious onslaughts upon the League. It seems to be pretty generally conceded that since that little matter of an autograph letter a few weeks since, the *Wheel* is beneath criticism.

The L. A. W. is evidently in sore need of solid typographical support from some source. The battles of an organization covering so large an extent of territory must be fought on paper or not at all. The limited space in the present gazette affords little room for other matter than official notices, and, as far as I know, THE SPRINGFIELD WHEELMEN'S GAZETTE is the only other paper whose comments on League affairs can always be taken as sincere; but the GAZETTE being a monthly publication, and having always had special local interests demanding its attention, cannot reasonably be expected to make a specialty of championing the League. I maintained in my last letter that our present gazette carried out its intended purpose admirably, but when its present purpose was decided upon it was supposed that its non-interference with other cycling publications would guarantee to the League ample outside literary support; but it appears that the gazette is, nevertheless, the *bête noire* of our journalistic brethren, and the outside support is not forthcoming. By issuing the gazette monthly it could be given more the character of a newspaper, and would doubtless be much more acceptable to many members than it now is, and it would no longer be considered an intruder by our weekly press; but as an *official* gazette it seems to me it would be a decided failure. Supposing the League, in addition to being an organization for the advancement of cycling, should also become a syndicate for the publication of a first-class weekly newspaper, to cover all the ground of the present gazette, and at the same time to be devoted to cycling matters at large. I see no reason why the League should not be able to conduct a weekly newspaper with a *bona fide* list of paid subscribers, and I understand that any such publication may be admitted to the mails as second-class matter, at the rate of two cents a pound. Should such a scheme be adopted, of course it would be necessary to reduce the membership fee, and to make subscription to the new paper one condition of membership, the subscription rate being made as low as possible, consistent with the cost of publication, and the subscription list not necessarily limited to League members. If the assessment of each member under such conditions should amount to \$2.00 per annum, or double the present fee, it is by no means certain that most of our present members would not be better pleased with the condition of things than they are now, or that many wheelmen who do not join the League now on account of dissatisfaction with the prospective return for their \$1.00, would not do so readily at an expense of \$2.00, if, in addition to the other benefits attaching to League membership, they were to receive a bright and entertaining weekly cycling journal. To make the League more of a success all that is needed is peace and harmony in the camp, and hearty co-operation in its work. Unfortunately League members are by no means rare who seem to consider the gazette the embodiment of about all the League accomplishes; and to such, a more attractive paper would be a stimulant to greater exertion in what

ever work might be expected or demanded of them.

As the time approaches when the League must decide upon what course to pursue during the next League year, it is to be hoped that our officials will give the gazette question careful consideration and endeavor to get a general expression of opinion on the subject, throughout the membership. To get its members thoroughly interested and willing to work, the League must cater to all their wants as far as possible. If they want a monthly gazette let them have it; if it appears that a weekly newspaper is indicated, some such plan as I have mentioned would, I think, work successfully. In addition to the advantages, already mentioned, which such a paper would have over a monthly, it would also be a far better advertising medium, and the income to be derived from this source would do much towards maintaining it.

The embarkation of the League in the newspaper business might result in the death of one or two existing weeklies, but can the present generous policy towards these papers be safely continued when it works so manifestly to the League's disadvantage?

H.

## Among the Clubs.

THE MERIDEN WHEEL CLUB attended a complimentary game supper, which was tendered to it by J. F. Ives, at the Meriden House, Wednesday night, December 24. The supper was the handsome manner in which Mr. Ives expressed his gratitude for the assistance given him by the Wheel Club at his races, last fall. After the knife and fork chorus had been sung for an hour, President C. L. Lyon of the Wheel Club, who occupied the chair, opened the literary part of the entertainment. He made a short address and remarks were also made by Messrs. Collins, Foster, Ives, and others, when the party broke up in the wee small hours, returning home with many kind remembrances and in the best of spirits.

THE CITIZENS WHEEL CLUB, of Minneapolis, met on the 15th at the bicycle school of S. F. Heath, and decided to hold a mid-winter tournament, Wednesday evening, February 4. The following programme has been arranged and enough entries are assured to make the meeting a success: 1. five-mile open; 2. one-half-mile, hands off; 3. three-mile club championship; 4. one-mile bicycle against roller skates, skater to have one lap start, (1-7 mile); 5. fancy riding; 6. club drill. The races will be run in the Washington Avenue rink, seven laps to the mile. Frank Alger, champion of Minnesota, will skate against the bicycle.

THE GERMANTOWN CYCLING CLUB, of Philadelphia, has opened its new club house at 2314 Fairmount avenue. 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 upon the walls. It is expected that the membership of the club will be largely increased before the opening of the spring season.

THE FORT SCHUYLER WHEELMEN (Utica, N. Y.) held a very enjoyable entertainment on New Year's evening. Supper, speeches, etc., being over, the lady friends of the club presented a handsome black satin banneret with the figure of a wheelman embroidered in gold, which showed off well on the black ground.

THE GENESEE BICYCLE CLUB held its semi-

annual meeting, Tuesday evening, January 6, it being the occasion of the opening of its new quarters. The reports of the different officers were presented. The treasurer's report, which was accepted, shows a handsome balance on the resource side of the ledger. The secretary's report shows an active membership of forty-eight and an honorary roll of ten.

THE ALBANY BICYCLE CLUB has filed an inventory of its property and liabilities. The assets, including \$1,238.82 cash on hand, foot up \$1,854.82, while the liabilities only amount to \$94.01.

THE MARYLAND BICYCLE CLUB entertained its friends with a reception at its house, 10 North avenue, Christmas, during the day and until 11.30 in the evening.

THE BERKSHIRE COUNTY WHEELMEN gave a concert and ball on Thursday evening, December 18, at the Pittsfield skating rink, which was a grand success.

THE NORTHAMPTON WHEEL CLUB will hold its first annual concert, exhibition, and ball, at the skating rink, Wednesday evening, March 4.

THE RUTLAND (Vt.) BICYCLE CLUB is finely housed in its new rink, the floor of which is used for practice every Thursday evening.

THE BALTIMORE CYCLE CLUB received some 300 of its friends at its club house, 648 Druid Hill avenue, on Christmas day.

THE BUFFALO BICYCLE CLUB, of Buffalo, has filed a certificate of incorporation in the office of the secretary of state.

THE NORWALK (Ct.) WHEEL CLUB held a very enjoyable sociable at the Athenæum, Tuesday evening, January 20.

THE CHICAGO BICYCLE CLUB is to give a wheel tournament in the Exposition building, February 22.

THE LAFAYETTE WHEELMEN, of Baltimore, have assumed the name of the Baltimore Cycle Club.

THE WEEDSPORT (N. Y.) BICYCLE CLUB will hold a two days' tournament in June.

THE IXION BICYCLE CLUB (New York) received its friends New Year's day.

## CLUB ELECTIONS.

ARIEL WHEEL CLUB (Poughkeepsie, N. Y.)—President, I. Reynolds Adriance; secretary and treasurer, Charles F. Cossum; captain, Frank J. Schwartz; lieutenant, Graham L. Sterling; bugler, Frank H. Adriance; executive committee, Hiram S. Weltsie, A. N. Shafer.

BOSTON BICYCLE CLUB—President, E. C. Hodges; secretary, E. W. Hodgkins; treasurer, W. B. Everett; captain, L. R. Harrison; first lieutenant, W. H. Edmunds; second lieutenant, D. N. C. Hyams; club committee, J. S. Dean, F. A. Nelson, R. J. Tombs, George A. Doane, Jr., and T. N. Hastings.

BRIGHTON BICYCLE CLUB (Cincinnati, O.)—President, Alvin Smith; secretary, William Bahmann; treasurer, H. Kessler Smith; captain, James Barclay.

BROCKTON BICYCLE CLUB (Brockton, Mass.)—Captain, W. Hayward; first lieutenant, Herbert Carr; second lieutenant, Charles Cherigney; first bugler, Frank Dernuth; second bugler, Fred C. Smith.

CAPITAL CLUB (Washington, D. C.)—President, John W. Wagner; vice-president, Henry M



Schooley; treasurer, Joseph E. Leaming; recording secretary, Thomas A. Berryhill; corresponding secretary, John M. Killits; captain, DeLancey W. Gill; sub-captain, Edson B. Olds; junior sub-captain, Charles H. Burnett.

CHARLESTOWN (Mass.) BICYCLE CLUB—President, F. S. Nelson; secretary and treasurer, M. K. Kendall; captain, J. W. Vivian; first lieutenant, J. E. Corey; second lieutenant, Charles E. Gill.

CHICAGO BICYCLE CLUB—President, T. S. Miller; vice-president, J. P. Maynard; secretary and treasurer, S. H. Zowell; captain, W. G. E. Peirce; quartermaster, A. G. Bennett.

COLUMBIA CLUB (North Attleboro)—President, W. E. Lull; vice-president, H. A. Hall; secretary, C. E. Sandland; treasurer, C. F. Kurtz; captain, W. C. Ames.

ELIZABETH (N. J.) WHEELMEN—President, R. W. Woodward; vice-president, C. H. K. Halsey; secretary and treasurer, John C. Wetmore; counsel, Frank Bergen; members of executive committee, D. Blake Bonnett; captain, G. J. Martin; first lieutenant, G. Carleton Brown; second lieutenant, Harvey Floy; bicycle division color bearer, L. P. Bonnett; tricycle division color bearer, Miss Eliza G. Suydam; bugler, A. S. Roorback.

FORT SCHUYLER WHEELMEN (Utica, N. Y.)—President, Edward M. Glenn; vice-president, Hugh White; secretary, George Bidwell; treasurer, W. T. Damon; captain, Charles W. Metz.

GENESEE BICYCLE CLUB (Rochester)—President, Robert Thomson; secretary, A. B. Rapalje; treasurer, Fred E. Cowan; captain, Henry M. Stillwell; lieutenant, Louis C. Piper; first guide, James M. Harper; second guide, A. H. Mixer.

HUDSON BICYCLE CLUB (Hudson, N. Y.)—President, H. J. Baringer, Jr.; vice-president, R. W. Evans; secretary and treasurer, C. A. Van Deusen, Jr.; captain, H. R. Bryan; lieutenant, C. H. Evans, Jr.; standard-bearer, F. S. Stall; bugler, C. A. Van Deusen, Jr.

IXION BICYCLE CLUB (N. Y.)—President, O. G. Moses; vice-president, M. G. Peoli; corresponding secretary, E. S. Robinson; recording secretary, Will Veitch; treasurer, Wm. DaCamara; captain, Will R. Pitman; first lieutenant, P. M. Harris; second lieutenant, F. C. Ringer; governing committee, O. G. Moses, M. G. Peoli, E. S. Robinson, and B. G. Sanford.

KNOCKABOUT WHEEL CLUB (Gardner, Mass.)—President, L. C. Travers; secretary and treasurer, M. J. Greenwood; captain, C. W. Greenwood.

LEBANON (Pa.) WHEELMEN—President, J. H. Cilley; secretary, J. C. Bucher; treasurer, M. B. Blanch.

LYNN CYCLE CLUB (Lynn, Mass.)—President, S. S. Miller; vice-president, J. D. Kimball; secretary, F. A. Lindsey; financial secretary, E. M. Bailey; treasurer, F. M. Sanderson; captain, E. G. Gordon; first lieutenant, Edward L. Story; second lieutenant, George E. Cain; bugler, Charles H. Field; color bearer, George E. Butler.

PEABODY BICYCLE CLUB (Peabody)—President, Cornelius J. O'Keefe; vice-president and captain, William H. Friend; secretary, Lewis McKeen; treasurer, Alfred L. Poor; first lieutenant, Roslyn H. Hardy; club committee, C. J. O'Keefe, Gordon McKee, and George Allan.

PENN CITY WHEELMEN (Philadelphia)—President, C. D. Williams; vice-president, William C.

Wetherill; secretary and treasurer, T. E. Cookman; captain, Charles R. Paul; first lieutenant, H. B. Thatcher; second lieutenant, George De Silver Getz.

RAMBLERS' BICYCLE CLUB (New Haven)—President, A. Royce; captain, Legrand Canon; first lieutenant, G. Humphrey; second lieutenant, E. Manville; standard bearer, Harry Kelsey; bugler, A. L. Hine; secretary, E. L. Manville.

READING BICYCLE CLUB (Reading, Pa.)—President, J. Frank Myers; captain, George I. Bechtel; lieutenant, William P. Sweeney; secretary, J. L. Henritzy; treasurer, Harry McCall; directors, J. Arthur Curtis, George I. Bechtel, William P. Sweeney; bugler, Will Dotter.

RUTLAND BICYCLE CLUB (Rutland, Vt.)—President, A. S. Marshall; treasurer, F. G. Tuttle; secretary, G. H. Emery; directors, A. S. Marshall, Wayne Bailey, F. G. Tuttle, N. R. Bardy, G. H. Emery, J. R. Bates, C. G. Ross, H. C. Townsend, F. H. Richardson, W. W. Burr, and F. W. Knapp.

SHARON (Pa.) BICYCLE CLUB—President and captain, C. W. Test; secretary, D. P. Porter; treasurer, H. J. Filer; lieutenant, W. S. Palmer.

SOMERVILLE CYCLE CLUB (Somerville, Mass.)—President, Herbert E. Foot; vice-president, William Maxwell; captain, Frank Norwood; lieutenant, Eugene Sanger; second lieutenant, George Beales; secretary and treasurer, George Steele; bugler, William E. Hill; club committee, H. S. Worthen and George Shaw.

SPRINGFIELD (Mass.) BICYCLE CLUB—President, Henry E. Ducker; vice-president, W. H. Jordan; secretary, Sanford Lawton; treasurer, Chas A. Fisk; directors, Messrs. Ducker, Jordan, Lawton, Fisk, and W. C. Marsh.

STAR BICYCLE CLUB (Washington)—President, J. M. Grady; vice-president, W. H. Benton; secretary, W. C. Sharpe; treasurer, M. D. Rosenberg; captain, E. J. Watts; lieutenant, J. C. Grey.

WAKEFIELD BICYCLE CLUB (Wakefield, Mass.)—President, Clarence Knight; vice-president, Frank Nichols; captain, G. P. Aborn; secretary and treasurer, George Silver.

WATERBURY (Ct.) WHEEL CLUB—President, F. C. Upson; secretary and treasurer, N. C. Ovaite; captain, J. H. Hurlbutt; lieutenant, C. E. Turner.

WEEDSPORT (N. Y.) BICYCLE CLUB—President, H. D. Brown; vice-president, W. H. Lee; secretary, Charles Townsend; treasurer, H. E. Rheubottom; captain, J. R. Rheubottom, Jr.; lieutenant, C. C. Teall; commissary, W. R. Brock.

WHIRLING WHEELMEN (Baltimore, Md.)—President, Dr. P. G. Dausch; captain, Wash. B. Booz; lieutenant, Harry B. Davis; secretary, Phil. W. Reiter; treasurer, Edwin J. Mabbett; color-bearer, J. Weisenfeld; bugler, Harry L. Shaffer; club committee, Edwin D. Booz, Thomas M. Booz, and Fred R. Shaffer, Jr.

WINNIPEG (Man.) BICYCLE CLUB—President, David Young; vice-president, Captain Whitla; captain, A. C. Mathews; first lieutenant, W. C. Slater; secretary and treasurer, C. B. Keenleyside.

WORCESTER (Mass.) BICYCLE CLUB—President, Charles S. Park; secretary, Frank H. Martin; captain, Lyman A. Isham; first lieutenant, W. Rolston; second lieutenant, G. F. Warren; bugler, C. M. Santon.

## OHIO NOTES.

The Wanderers, of Avondale, Ohio,—Cincinnati's beautiful suburb,—contemplate the erection of a four-room club house on their lot next spring. The club is at present in a flourishing condition, its limited membership of fifteen being complete. The present board of officers are: President, Larz Anderson, Jr.; captain, F. W. Scarborough; secretary and treasurer, J. K. Scudder.

New London, Ohio, can well be proud of its local bicycle club. Although consisting of but nine members, they have the requisite spirit of treble that number. Its able secretary ranks as an excellent slow race rider, and the reputation of its racer captain, Asa Dolph, is too well known to admit of eulogy. So by clever management the club succeeds in holding nearly all available records in its native State. A few more such clubs and Ohio like ancient Rome would rule the world, that is in cycling.

Southern Ohio Cyclers will rejoice to hear that the Kenton Wheel Club, of Covington, Ky., will shortly issue what is promised to be a road guide for Kentucky and that part of Ohio lying in the vicinity of Cincinnati. The reliability of the publication is assured with Mr. P. N. Meyers as managing editor, and, as it will fill a long-felt want in that locality, we hope its pecuniary recognition among the fraternity will be sufficient to amply repay the club for its active devotion to the best interests of cycling, namely, assisting riders to locate good roads; besides, the prospectus informs us, the book will also contain a list of League officers and consuls of the Kentucky division, along with a list of railroads carrying wheels free, and such other information as would seem desirable. The Kentons are hustlers, every one of them. When it comes to action, the blue grass boys are way ahead of another club not many miles distant.

## RETRIBUTION.

"No! I repeat it, darling, since what you have just said, I can never be thine."

December—cold, as the icy blast that remorselessly swept with unabated vigilance along the deserted avenue, fell the dread utterance which opens this chapter, on the ears of Early D'Otten.

Perhaps once in a lifetime you may see it, may be the face of the dying soldier, on the blood-stained fields of Shiloh, presented an equal agony of despair as that which settled on his face, but pale as the driven snow was the countenance of Minerva LeBlynn as she pronounced Early D'Otten's doom.

Softly the ten-dollars-a-ton, coal firelight shaded the angelic features of the beloved, petted, and caressed heirress of LeBlynn Place, but softer yet was the measured tread of Early D'Otten as he noiselessly approached the object of his rejected love.

"Tell me all," he pleaded, "turn me not from you lest I die."

"Mr. Early D'Otten, Esq., Sir, shattered and wrecked on the rocks of despair are my future hopes of happiness. The love which thou hast conjured from me, I return, take it back,—at eight per cent. interest payable quarterly in advance,—and when in after years you have cause to repent and consider what might have been, remember, by your own confession, you love another, and that other, God forbid it, is—a 54-inch, full nickeled, Expert Columbia bicycle."

WILLHELM.



## News Notes.

Ho!  
For  
Springfield!  
September 8, 9, 10,  
Bicycle tournament,  
Springfield Bicycle Club!  
The course of events: a race course.  
Sociables are called love incubators.  
Gone but not forgotten—Good wheeling.  
Uneasy sits the wheelman that fears a "header."  
R. James wants a match with Howell on Safeties.

A small road-riding club is to be formed within the Boston Club.

"Wait" is the present motto of the Overman Wheel Company.

Cycle riding, like good sweet milk, tends to strengthen the calves.

At Christchurch, N. Z., the lamplighters are mounted on tricycles.

J. T. Trowbridge, the celebrated juvenile story writer, is a tricycle rider.

Athletic clubs in general are catering to the needs of wheelmen. Why?

The *Cycling Times* begins the new year in an enlarged and improved form.

A fourteen year old son of Baron Rothschild has purchased a nickel silver bicycle.

Cyclists visiting New Orleans are loud in praise of the hospitality of the local club.

Maxwell has given up racing, but takes an active interest in bicycling, however,

Tom Moore has associated himself with Harry Etherington in conducting *Wheeling*.

The latest novelty in the cycle market is a combination screw-driver and spoke-grip.

Subscriptions are rapidly coming in for the testimonial to John Keen, the veteran racer.

The membership of the C. T. C. now numbers 16,625. Members in the United States 559.

Richard Howell went into training with the new year and expects to eclipse all former efforts.

The new Victor bicycle will be on exhibition at the annual ball of the Springfield Bicycle Club.

To a wheelman the roads of America are like the course of true love, "they never run smooth."

And now it is the king of Siam who has ordered a tricycle, and will henceforth ride a three-wheeler.

Wheeling is said to have received a great impetus in Italy since the great tournament at Turin.

Crawford, the Western flier, is now in training and expects to open the eyes of his Western friends.

H. Leeming, Howell's and Sellers's trainer when in this country last fall, has left the Rudge Company.

Hamilton, of Yale, is in active training for next year's races, and will without doubt make it lively for the boys.

Stoddard, Lovering & Co. will devote their entire attention this year to the Rudge bicycles and tricycles.

Every wheelman should have one of the bicycle chromos of the Pope Manufacturing Company.

Send five two cent stamps and receive one by return mail.

Chelsea ladies take a deep interest in tricycling, and next season will undoubtedly find many of them on wheels.

England promises us some surprises in the way of fliers for this year. A number of dark horses are in the stable.

"Skinney," of the Buffalo Bicycle Club, sends his regrets at being unable to attend our annual ball, February 23.

The *Canadian Wheelman* comes to us as bright and crisp as a new dollar. It is a charming paper, well edited.

Englishmen hold that coasting a hill legs over makes a rider liable for any accident occurring during his descent.

Morgan claims to have ridden a mile in 2.51 and Woodside doubts, in fact says, he never will ride as fast as that.

The last public act of the late Hon. Schuyler Colfax was to induce the C., R. I., & P. R. R. to carry bicycles free.

The Overman Wheel Company will remove its office and sales rooms to 179 Tremont street, Boston, February 1.

W. J. Morgan (the senator) is indignant to think any one should say he was riding any other wheel than the Rudge.

London has opened several of its parks to wheelmen, subject to certain conditions as to time, speed of progress, etc.

D. H. Huie, the famous Scotch racer, will be heard from the present year. He is going for the Englishmen, and then!

An enthusiastic wheelman has lately become the father of a bouncing baby boy and has named it "Wheelman Jones."

At the annual ball of the Springfield Bicycle Club, Messrs. Frazier and Finley will play a game of polo on Star wheels.

Stoddard, Lovering & Co., of Boston, have subscribed \$50 towards defraying the expenses of the L. A. W. meet at Buffalo.

Hendee will commence training soon, and if no small boys get in his way while training will ride in better shape than last year.

Captain Fred Benton, of the New Haven Club, resigned on the 1st of January from the club, his business claiming his attention.

William Read & Sons are out with a new cut of the Royal Mail bicycle, which much better represents the wheel than formerly.

Mr. T. J. Richardson, superintendent of drawing in the Minneapolis public schools, makes his professional rounds upon a bicycle.

The latest novelty introduced into the English market is a milk carrier tricycle, and a Manchester milkman is the first to use one.

G. D. Gideon and A. B. Powell, the two leading amateur racers of Philadelphia, have joined forces and gone into the bicycle business.

Considerable enjoyment in bicycling on the ice may be had by removing the rubber tires, and the bicycles are said to run very nicely.

The Spaulding bicycle is looked forward to as one of the coming wheels. It has many valuable features which are worth considering.

John Brooks will race Prince or Woodside any

distance from ten miles to six days on any fair track, Springfield or New Haven preferred.

Asa Dolph, the Ohio flier, says: "I am hard at practice in a gymnasium this winter, and 2.39 will have to go at Springfield next summer."

L. D. Copeland gave a very successful exhibition of his steam bicycle at the tournament of the Bay City Wheelmen, San Francisco, January 10.

A ten-mile race for the championship of Oregon was held at the Pavilion rink, Portland, Saturday, December 13, and won by F. T. Merrill, in 36m. 30s.

F. L. Bates, of Albion, N. Y., has invented a liquid cement for fastening rubber tires to bicycles, which will come handy to touring wheelmen and others.

"United we stand, divided we fall," is as applicable to the wheel as a drunken man, but when that man is a wheelman the liability to fall is increased.

The bicycle firm of Stall & Burt has dissolved on account of limitation of partnership, and the business is in the future to be continued by W. W. Stall.

One of our leading sporting papers in speaking of a certain club says: "They have put down a good track and intend to have races in it." There will be no 2.39 there.

Miss Elsa Von Blumen proposes to ride a bicycle race of one hundred miles against one or two horses, the proceeds to apply to the basement of the Bartholdi statue.

The Facile bicycle for 1885 will have a speed gear attachment, which may be used or left off at will, and can be applied to any of the old Faciles as readily as to the new.

The discussion of the various road records in England has led *Wheeling* to remark, "that records may come and records may go, but the doubter goes on forever."

Rex Smith, says the *Sporting Life*, is still counted among the amateur fancy riders, though a thorough inquiry into his last year's trip would probably result in his disqualification.

H. J. Webb, the famous English tricyclist, has been suspended for one year by the Edinburgh Center of the National Cyclists' Union, for alleged fraud in his recent road ride.

The number of clubs who now propose to eclipse the Springfield Club next season in the way of tournaments is large. In fact, more than there will be when the season opens.

Messrs. Cunningham & Co., being settled in their new quarters, are now in good sailing again, and we may look for a grand revival in the celebrated Yale and Harvard wheels.

The Columbia wheels are certainly popular in and about Philadelphia, for it is stated by good authority that at least six to one of the bicycles in use in that city and vicinity are Columbias.

The new Star step invented by Messrs. Zacharias & Smith, Newark, N. J., is meeting with favor among Star riders. It overcomes the difficulty of mounting and saves the machine in event of a fall.

Though Boston may be a "cycling center" and may "take great interest in road-riding," as distinguished from racing, it has only "put up" \$64 in support of the American road-book, whereas the city of New York (including Brooklyn) has



pledged \$270; even the modest little inland town of Springfield has \$67 as its cash representation on the list.

A river velocipede has been invented by M. L. Bollee, of LeMans, France. It has been propelled on the river L'Huisne with great success, and probably may turn out very practical with a few further improvements.

William M. Woodside, the Irish champion, has challenged John S. Prince, of Washington, the one-mile champion of the world, to ride five races, 10, 15, 20, 25 and 50 miles, for \$500 a side and the title of champion of America.

The Minneapolis bicycle school was opened on the 15th with an attendance of twenty wheelmen and a great many spectators. Mr. Heath, the manager, has put in a stock of seven Ideals for rink use, ten Columbias and three Stars.

The rumor is current to the effect that Dr. Mary Walker contemplates joining forces with Mlle. Louise Armaindo, champion female bicyclist of the world. If Dr. Mary rides as fast as she talks Armaindo will be beaten in their first race.

Sylvester Baxter succeeds Charles E. Pratt as editor of *Outing and the Wheelman*. Mr. Baxter was formerly of the Boston *Herald* staff. He is one of the oldest wheelmen in Boston, and was at one time a member of the Middlesex Bicycle Club.

The wrath of the Pacific coast wheelmen knew no bounds upon the order of the park commissioners excluding wheelmen, but the persuasive influence of Messrs. Cook and Mohrig caused the order to be revoked, and all is serene and happy once more.

A cycling journal of the highest class is promised from Philadelphia, having for its object the furnishing the L. A. W. the coming year with an official gazette. The bid will be a strong one and it will have many supporters. The first number will appear in February.

Twenty miles within the hour will be accomplished in America the coming season, as a number of racers, amateur and professional, have expressed the desire to attempt it at the coming tournament of the Springfield Bicycle Club, September 8, 9, and 10.

The Czar of Russia has purchased a tricycle. It will be easy for him to Russia hill, and the Springfield Bicycle Club will try to induce him to visit our next great meet. Of course he will come. All of the crowned heads are expected; at least heads that expect to be crowned with glory will be here.

Well! Well!! Well!!! Here is news. The *Western Cyclist* says, "The Springfield Bicycle Club will take out a liquor license." There is nothing like going away from home for news, and for a first-class yarn the *Western Cyclist* takes the cake. Give us some more, brother, with a little less fish.

Stoddard, Lovering & Co., who have been awarded a silver medal by the Cincinnati Industrial Exhibition, for a display of bicycles, have recently received an order for a 64-inch Rudge Light Roadster. The rider weighs over two hundred pounds. This is a good test of the strength of this machine.

We are sorry to see the *Mirror of American Sports* assume so dictatorial and arrogant an attitude towards the Racing Board L. A. W., which only acted with the best intents and for the interest of wheelmen in general. There is such a thing

as carrying a subject too far, and thus losing sight of justice.

Still another bicycle club is out,—by its treasurer this time,—in Birmingham, England. When will bicycle clubs follow simple business rules and put the treasurers under bonds for the faithful performances of their duties and the safe return of surplus funds in their hands? This is something not to be overlooked.

Messrs. Singer & Co., of Coventry, England, announce in our advertising columns the withdrawal of the agency of the British Challenge wheels from Stoddard, Lovering & Co. These well-known makers will shortly announce a new American agency; meantime all communications should be addressed to Coventry, England.

Can any one tell how many papers have copied THE SPRINGFIELD WHEELMAN'S GAZETTE's table of times taken to cover a mile in different ways, without a word of credit?—*Sporting and Theatrical Journal*. We give it up. To our best knowledge and belief, we have only seen three, while nearly every paper of prominence copied them.

The unjust discrimination of the New York park commissioners, in dealing out to wheelmen the privileges of riding in Central Park, is a disgrace to the city, and smacks of a favoritism to which the average American will not submit. We have no favored class in this country, and all attempts to introduce it should be frowned down.

He was on a club run, and seeing his girl on the path he instantly dismounted, leaving his friends. The fair maid rebuked him for so doing, and he explained that he had a "stitch in his side." She retorted that a stitch in the hole in his stocking would be much more serviceable; he said he was darned if it would, and the cards are out!

The six days' professional tournament at Memphis, Tenn., under the auspices of the Memphis Cycle Club, was very successful. It has aroused an enthusiasm South for the bicycle hitherto unknown. We congratulate the Memphis Club upon its success, which in a great measure was due to the energy and push of the secretary, W. L. Surprise.

At Erie, Pa., January 6, while the Decoma Brothers, bicyclists and trapeze performers, were performing a hazardous act at the top of the Casino roller skating rink, the bicycle broke and John Decoma fell to the floor beneath, breaking a leg and sustaining serious injuries. The other two brothers saved themselves by catching the wire cable.

W. P. Stevenson, of Alleghany, Pa., proposes to start early next April for a pleasure tour of the old world, visiting Ireland, Scotland, England, Norway, thence to St. Petersburg, through Prussia, Germany, Holland, Belgium, Eastern France, Switzerland, Italy, thence across to Algiers, then up through Spain, France, to Paris, London, Liverpool, and return home.

Of course we shall take in the "Big four" tour. How could we refuse when the genial Burley B. Ayers offers us a "luxurious ambulance that a prince would seek to recline in"? Our friend has an eye to business, and well knows our weakness and aversion to anything that pertains to hard work, so we shall lie back and watch our friends of the wheel toiling in the hot July sun.

A recent visit to the new quarters of Stoddard, Lovering & Co. revealed to us the new and beau-

tiful Rudge racer which George M. Hendee will ride the coming season. It is a 57 inch, weighing only 23 lbs. Upon the backbone is an etching as follows: "George M. Hendee, American Champion." A prophecy—That wheel will beat 2.39 the coming season, and don't you forget it.

Probably no wheelman from America ever visited England, and created a more favorable impression than H. D. Corey. The *Cycling Times*, one of the leading English wheel papers, says: "Although many American riders have preceded him, we think Mr. Corey has had a better opportunity of forming a correct idea of what cycling really is in England than any who visited this country before him."

Scene: Inside house; maiden making pies at low window. Outside, ambitious youth endeavoring to master a bicycle. Result, bicycle starts toward window and, on reaching wall of house, concludes to stop, but A. Y. proceeds on his course through the window and lands on the pies. Crusty remark by maiden, and pious contribution by youth to settle for price of sash, glass and pies. FACT.

A cycling chappie recently told a spirited girl, whom he had been making sheep's eyes at all the evening, that the rim of his front wheel was like his love for her. "How's that?" asked the sprightly maiden. "It has no end, pretty one." "Thanks, very much, dear boy. It also correctly resembles my love for you." "Oh, how's that?" asked the chappie, overjoyed at having made a mash so successfully. Quoth the maiden coyly, "It has no beginning." Then the music started, and another partner claimed his dance.

*Wheeling* does not approve of the club uniform being used in the ball room, for, as it remarks, "Not one rider out of a hundred possesses two uniforms, or at least one which is free from grease spots, untravel-stained, and presentable on such occasions as those under notice. The feelings of a lady elegantly and stylishly dressed may be easily imagined when asked to dance with a wheelist in full touring war-paint." Wheelmen in this country as a rule have more than one suit, but, then, it is only a matter of a few years when we all will be wearing knickerbockers for every day, Sunday, and holidays.

"The Coral Reefs of Bermuda," which appeared in our January issue, has been reproduced in the shape of a sixteen-page pamphlet, for gratuitous circulation as a specimen chapter of "Ten Thousand Miles on a Bicycle." It exhibits exactly the quality of the typography, paper, and ink to be employed upon the volume, as well as its general literary execution. A thousand copies have been printed, several hundred of which have been mailed to English and foreign wheelmen. Specimens will be mailed on application to the editor of the GAZETTE, or to Karl Kron himself, at the University Building, Washington Square, N. Y.

One of our cycling contemporaries has published the following in its editorial columns: "A friend of our paper, personally unknown to us, writes this: 'I am at present endeavoring to get up a club of six; have three names up to date.'" Such instances are so common in our office that we simply pass them along. We have received in one week as many as sixty-two names from one individual, while in a number of cases individual club members have forwarded from their own purse the subscription for each member of the club. In one instance a friend, who appreciates



# 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.



Section of Expert Spindle and Steering-Head.

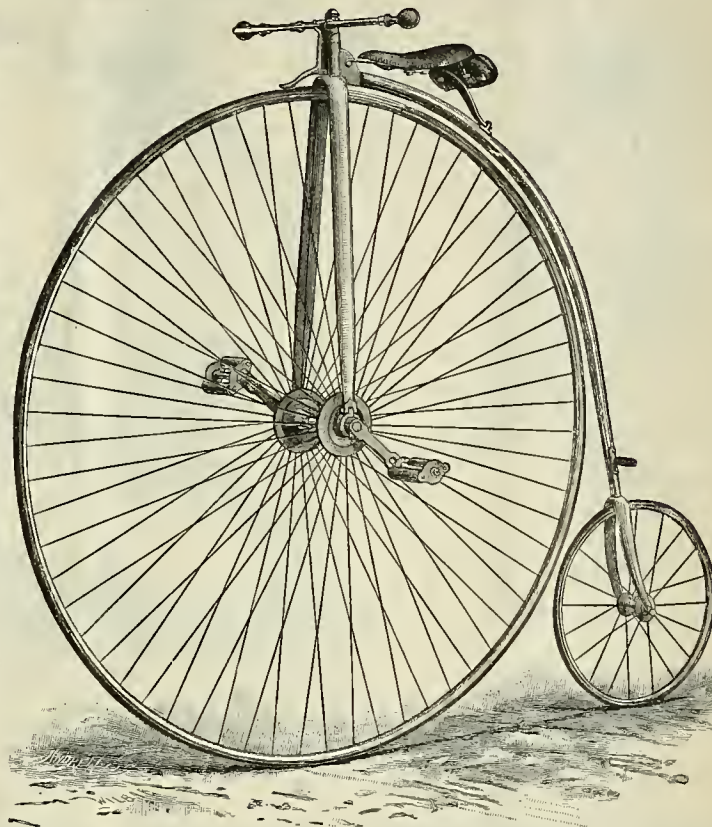
The forgings and all other parts are shaped in dies, a method of construction which secures not only even and elegant finish and form, but homogeneity of metal, and greater strength and reliability.

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.

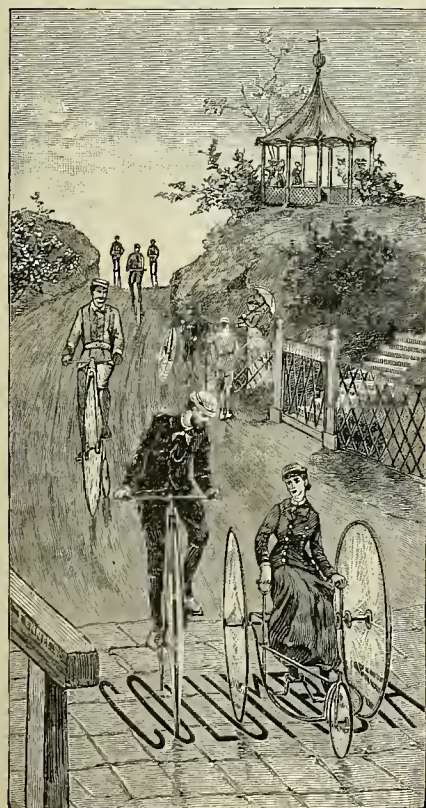
The spring is a rolled-steel plate, formed by patented process, with a new and improved curvature. It is bolted to the neck at the fore end, and slides in a new and improved adjustable clip at the rear end.



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 54-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.

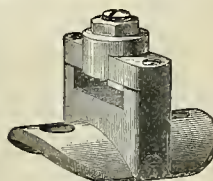
The Columbia Bicycle Ball-Pedal has the same neat and compact general construction as the Columbia parallel-pedal, now so well known. It has also some advantages over other ball-pedals, arising from its peculiarly modified construction as well as from the carefulness with which it is made. The end-plates, 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.



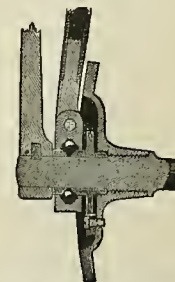
The above engraving shows only the outlines of a large and beautifully-finished chromo of TWELVE COLORS (size 28x13 inches), mounted on cloth, with decorated brass ferrules at top and bottom, and loop for hanging, and undoubtedly the most attractive cycling picture ever published. This chromo will be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



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.

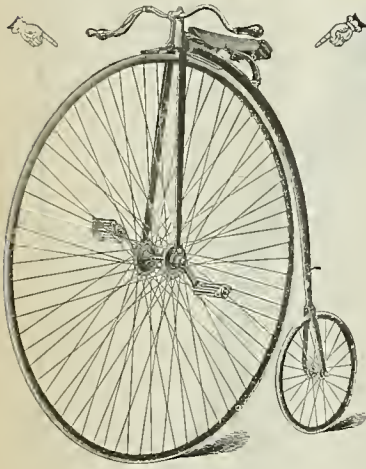
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12 Warren Street, NEW YORK.

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# WILLIAM READ & SONS, 107 Washington Street, Boston, AMERICAN AGENTS FOR THE **THREE \* WINNING \* MACHINES !**

This is a correct cut of the ROYAL MAIL.



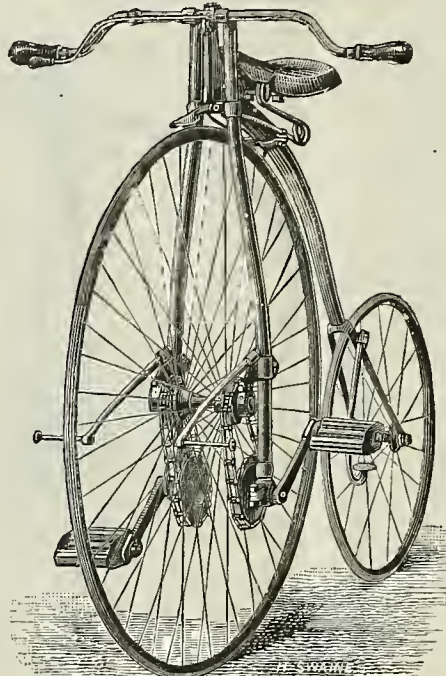
**ROYAL MAIL !**

Fastest Mile Record, . . . . . 2.39  
Second Fastest Mile Record, . . 2.39 2-5

**No Other Wheel in the World**  
Holds two as fast records.

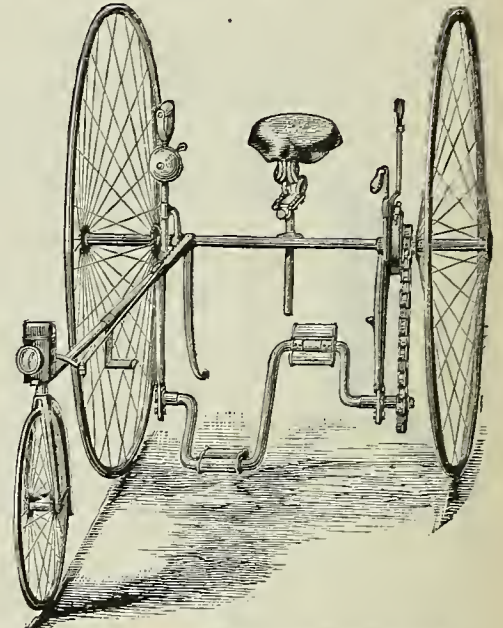
A RIGID, SUPERBLY-BUILT BICYCLE !  
We offer it as the finest quality wheel imported to the States.

Light Roadster, 36 pounds; tangent spokes.



**LEADING SAFETY—THE KANGAROO !**  
100 Miles, 7 h. 11 m. 10 s., Eclipsing All Previous Records !

Features of safety possessed by no other. In great demand already.



**ROYAL MAIL—THE LEADING TRICYCLE !**

Won in 1884 the Records for  $\frac{1}{4}$ ,  $\frac{1}{2}$ ,  $\frac{3}{4}$ , 1, 3, 4, and 5 Miles !

Especially of advantage in country roads, where the small front wheel, if in the center, runs in the rough horse path, causing jolting, also strikes stones and obstacles; in this, such are easily passed over. *Easy of access, especially for ladies. Very Easy Running.*

Send Stamp for Descriptive Circulars of these Three Favorite Machines. Good Agents Wanted.

## THE WESTERN TOY COMPANY,

A. SCHOENINGER, President.

NOS. 495 TO 503 NORTH WELLS STREET, CHICAGO.

### THE OTTO TRICYCLE.

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

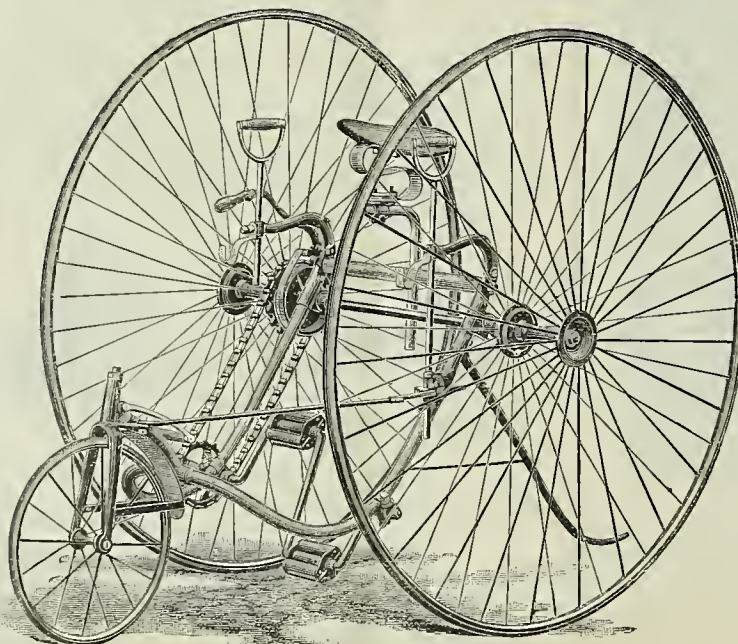
No. 10 has steel wire wheels, with rubber tires, 42-inch hind and 16-inch front.

Price, \$65.00

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

Price, \$85.00

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



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THE CELEBRATED

**OTTO BICYCLES**

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**BOYS and YOUTHS.**

Keep also a Full Assortment of

**Boys' Three - Wheeled  
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**PETITE TRICYCLES**

In All Sizes and Grades.

For Sale by all Dealers and Toy Houses.



the merit of THE WHEELMEN'S GAZETTE, paid for each of the forty-seven members of his club. Our well-known modesty has forbidden our publishing such appreciative testimonials to our merit.

Three years ago Mr. T. J. Richardson, superintendent of drawing in the Minneapolis public schools, Cyclists' Touring Club Consul, for Minnesota, disposed of his horse and purchased a Standard Columbia Bicycle. During the summer of '82 he enjoyed a six weeks' tour through Canada, New York, Massachusetts, Maine, and New Hampshire upon an Expert Columbia, riding fifteen hundred miles, without the slightest breakdown. For two years he has ridden his rounds, as a professional man, averaging ten miles a day upon his bicycle, which summer and winter has taken the place of a horse.

"As I have shown that the profits of selling even so incredibly large an edition as 10,000 copies of a one dollar book would, under ordinary arrangements, where a publisher assumes the risk, bring but \$500 reward to the author of it, I may as well add that the best I can reasonable hope to do (if, by combining the functions of author and publisher, I secure my 3,000 advance subscribers), is to make \$300, and the chance of selling the 2,000 extra copies. Even if I ultimately sell them all, at \$1.50 each, the grand result can hardly be looked upon as a wonderful financial return for two years of labor, and the risk of capital involved."—[Letter from Karl Kron.]

A letter from Karl Kron, dated February 2, says: "I had a pleasant talk, yesterday afternoon, with the earliest return voyager of the Bermuda party, the well-known inventor of the 'Lamson luggage-carrier,' and designer of the League badge. He landed about noon, with a single companion, and reported that the other ten of the party will return a fortnight later. All were charmed with the wheeling possibilities of Bermuda, and he himself is determined to re-visit the place, next winter, to console his conscience for the shortness of his recent stay. The party sailed from New York, January 22, and had a rather rough passage out, but the return voyage was unusually smooth."

A correspondent of the *Mirror of American Sports* in speaking of the *Wheel* says: "My friend asks me where it is published, as he never heard of it. I respectfully wish to inform my not-over-posted friend that the paper alluded to is called the New York *Wheel*, and is published in New York City, U. S., etc., and was at one time a power in wheel journalism. But, alas! one night a year ago, a strong east wind arose in the mountains of New Hampshire and Massachusetts, and sweeping down New York State it reached New York City with such irresistible force that it nearly killed this flower of promise with its chilly blast. And because this did not Gill'im quick enough, they took it down to the East river and gave it a Duck-er too, which nearly completed the destruction of the said flower of promise."

Surprise has been expressed in some quarters that the British Government should enlist a Canadian contingent, for use in the military operations in Egypt; but the "true inwardness" of the matter has at last been divulged: it was simply a scheme of Karl Kron's for securing the attention of Englishmen to the subscription list of his forthcoming road-book! This appears plainly from the published report of his "advance advertising agent" in the land of the Pharaohs, which reads

as follows: "Wada Halfa, 1,000 miles up the Nile, December 16, 1884. Though I am here with the Canadian Voyagers up the Nile for the relief of Gen. Gordon, I have not forgotten 'X. M. Miles on a Bi.'; and, if it comes out before my return, I wish you to keep me a copy. I hope then to be able to write you an interesting letter about bicycling in Cairo and Alexandria, as well as other places I have visited since leaving Canada. You will recollect me as having subscribed to the book at Winnipeg, Manitoba."—[W. H. H. NOURSE.]

"Lewee," in the *Wheel*, speaking of Boston holding a tournament the coming fall, and reviewing the failure of the one last fall, says: "It is true the affair was well worked up in the daily press, but there is a large portion of the general public who do not make a habit of reading the sporting columns of a paper, and the only way to reach them is by posters, etc., in the street, or by direct advertising. If the people here do not take enough interest in a bicycle race to pay for the privilege of seeing one, they can be made to do so by continuously hammering into their heads the fact that there is to be a race at such a time, and that they ought to be there to witness it. It is the same as advertising any business; the first few times one sees the advertisement he may take no interest whatever in it, but if it is forced on his attention day after day, he cannot help but in time become interested in it, be the matter ever so trivial. This is the method pursued by the Springfield Club in advertising its tournaments, and it is the only method that will lead to success." Correct, brother. The above article has the right ring to it, but it is hard work for a club to screw its courage up to the point of spending nearly \$4,000 on advertising a meet alone, but then that was the Springfield's key to success.

#### STAMFORD, CT., NOTES,

The Facile Club has ridden all but eight week days, the season through, to date.

It would be drawing it mild to say that we are pleased with THE SPRINGFIELD WHEELMEN'S GAZETTE, and hope to "see you at Buffalo."

The bugler of the Stamford Wheel Club has promised to let "us" accompany him to Buffalo and Niagara, and see the notorious hackmen, the conscious bridal (veil) falls, etc., etc.

Our fine new roller skating rink came to our relief just as winter set in, and there is some "tall riding" done by the bikers. The Canary Company exhibited there the other week, and were in their usual good form.

There is a growing inclination on the part of the Facile (Solitary) Club to disband and unite with the Stamford Wheel Club, which has no "hoss-tile intentions" toward lone cyclers. We feel impelled to state that the only mortgages held against the Stamford Wheel Club are those of Hymen, who is to foreclose on some of them at an early date.

At the annual meeting of the Stamford Wheel Club, on the evening of January 13, the following officers were elected: President, W. J. Michels; vice-president, H. E. Mackee; secretary and treasurer, W. L. Baldwin; captain, W. A. Hurlbutt; first-lieutenant, C. W. Hendrie; color-bearer, N. R. Jessup; bugler, W. L. Baldwin. The club's finances are in a flourishing condition, and its neat new rooms are pleasant and enjoyable, and were the scene of its first annual reception, on the 15th, which was a delightful social success, and

caused the scribe regrets at being unable to be present. We hear of remarks made by one of the superior officers, who is as yet a bachelor, severely criticising the fruit harvest of certain parties whose habitat was Edenland.

What cyclist will not remember his first ride by lamp-light? Possibly he was on his regular run home, as we were, of three miles into the country, up hill and down on a dusty highway. At first there was a feeling as if some unseen hand carried the light for us, and for a wonder held it where it would do the most good. Then as we left the region of street lamps, and houses, the darkness grew more densely black, and our good little star of the evening seemed to shine with increased brilliancy, and conjured up no end o' ghosts far ahead or on either side, clothing great rocks in the vague middle distance with spectral habiliments that disappeared on closer inspection. The road some distance ahead often showed a dense black bank directly across it, as if it was land's end, and some unknown depths were just beyond, but we felt rather than saw the incline, and soon the mysterious gulf disappeared as the strong light flashed down the other side of the hill as we gained the top. There was confusion of lines and uncertain light as we coasted down the first lamp-lighted hill, and we more than half wished we had walked, but on striking smoother wheeling again everything was serene. The dazed and startled appearance of chance pedestrians, and their "why, hello! I couldn't make out what Jack-a-lantern it was comin'!" was amusing, but this, like all first experiences, came to an end as we safely, and about as quickly as by daylight, wheeled into our own gateway, and dismounted.

STAMSON.

#### Items of Interest.

Over 4,000 Columbia wheels were sold last year.

The new Victor bicycle, 54 inch, weighs 42 lbs., complete.

The Pickwick Club, of England, is the oldest club in existence.

Henry T. Wharlow, North London Tricycle Club, rode 5,915 miles last year.

Mahendr Maharaja, of Bundelkhand, Pannah, an Indian potentate, has taken to the tricycle.

C. W. Brown, Finchley Tricycle Club, England, rode 6,030 miles from March to December inclusive.

A. J. Wilson ("Faed"), of the North London Tricycle Club, covered 6,344 miles during the past year.

E. E. Davis, of the Northampton (Eng.) Bicycle Club, covered 2,778 miles on his wheel during 1884.

The suit of the United States Government against the Cunningham Company of Boston, for alleged non-payment of custom house duties, has been settled by a compromise.

Professor John W. Wilson is said to have ridden a Star bicycle, from which the front wheel had been removed, 61.8 miles in 38 minutes 4 seconds. The feat is the best of the kind on record.

Frank P. Symonds, of the Salem Bicycle Club, covered 2,845 miles on his machine from February 22 to December 10, 1884, an average of about nine miles per day. Eight other members of the same club have ridden over 2,000 miles each, and



the club as a whole between 40,000 and 50,000 miles.

Henry W. Williams, President of the Massachusetts Bicycle Club, has covered 13,179 miles on a cycle since 1880, as verified by a cyclometer, an average of over 2,600 miles a season, divided as follows: In 1880, 607 miles; 1881, 3,060 miles; 1882, 3,559 miles; 1883, 3,453 miles; 1884, 2,500 miles. The record is complete up to January 1.

N. H. Van Sicklen, of Chicago, rode 5,078 1-2 miles in 1884, on his wheel, as follows:—

	MILES.		MILES.
January,	95	July,	438 1-4
February,	91 1-4	August,	703
March,	124	September,	447
April,	385 1-4	October,	578
May,	458 1-2	November,	586
June,	553	December,	319
Total, 5,078 1-2			

On Saturday, Aug. 16, 1884, C. M. Brown, of Greenville, Pa., and George Robinson of Sheakleyville, Pa., made the longest road ride ever made in one day by Mercer County Wheelmen. The route was to Cleveland to attend the fall meet of the Ohio division L. A. W. Brown rode a 50-inch Standard Columbia, Robinson rode a 54-inch Expert. They left Greenville at 5 A. M. and arrived at Cleveland 7.30 P. M. Time on the road, fourteen hours and thirty minutes; stops four hours and thirty minutes; actual riding time, ten hours; distance, 103 miles.

Dr. N. P. Tyler, of the New Haven Bicycle Club, and chief consul for Connecticut, publishes the following road record for 1884, in the *Bicycling World*: Total number of miles ridden, 5,009; total number of riding days, 287; longest straight-away, 130 miles, made October 20, between New Haven and Boston; actual riding time, 16 3-4h.; full time, including stops, 22 1-2h.; longest distance without leaving the saddle, 25 1-2 miles, between New Haven and Norwalk, Ct., time, 2 3-4h. Favorite mount, twenty-nine pounds 51-inch Rudge Light Roadster; favorite saddle, Lillibridge Brothers.

	Total number of miles ridden per month.	Number of riding days each month.	Longest distance ridden in a single calendar day.
January,	107	14	20
February,	85	14	12
March,	34	4	6
April,	395	26	29
May,	399	30	35
June,	370	27	38
July,	582	31	47
August,	470	29	37
September,	574	29	46
October,	699	31	98
November,	813	29	68
December,	481	23	55
	5,009	287	

J. Rolfe, champion bicyclist of Australia, set himself the task of beating his own record of riding 100 miles in 6h. 11m. 45s. for a wager of £25 to nothing, laid by Mr. Fletcher. The event came off in the Exhibition Building, Prince Alfred Park, Sydney, November 15, being well attended. Rolfe had to meet nine of the best men that could be found to ride against him, each taking him ten miles, finishing up the last twenty miles with T. H. Chapman. Rolfe defeated all his men except Grant and Chapman, who defeated him by one and four laps respectively. Considering that Rolfe had injured his knee and elbow from being thrown the preceding week in a trial, his perform-

ance stamps him as one of the best cyclists that ever bestrode a machine; for, in addition to the accident referred to, the track was soft, and the turns very, if not dangerously, sharp. The first ten miles were done in 32m. 34s., twenty in 1h. 8m. 26s., thirty in 1h. 46m. 40s., forty in 2h. 17m. 34s., fifty in 2h. 55m., sixty in 3h. 39m., seventy in 4h. 17m. 15s., eighty in 4h. 54m. 15s., ninety in 5h. 31m. 54s., and the hundred in 6h. 9m. 3s.

### WHEEL FLIRTATIONS.

Taking a header: "My heart is at your feet."  
Riding legs over handles: "Will meet you this evening."  
Riding with folded arms: "Mashed."  
Bending over the handles: "I am gone."  
Ringing the bell violently: "Can't stand a mother-in-law."  
Riding zig-zag in road: "Assist me."  
Paying no attention to the right or left: "My girl's brother is with the party."  
Three attempts to mount: "Crushed again."  
Dismounting legs over handles: "You are to fly."  
Dismounting side saddle on the right side: "You are mine."  
Dismounting side saddle on the left side: "I love another."  
Riding furiously: "I am married."  
Riding with care: "Am willing to be."

### JOURNALISTIC DISSECTION.

The *Bicycling World* offers a month's subscription for ten cents. This is a step in the right direction, as the price of the *World* is too high. The *World* last week had 186 1-2 running inches of reading matter, while the *Wheel* had 251 1-2 inches. Nearly three pages more than the *World*, yet the price is just one-half. The *World* should come down.—*Wheel*.

We took enough interest in this item to investigate how the three representative bicycle papers compared at the beginning of the new year. On examination we discovered that the *Bicycling World* had 240 running inches of matter, the *Wheel* had 242 inches, and the *Cyclist and Athlete* (cycling department), 285 inches. How about the type? The *World* was printed in brevier solid, the *Wheel* in long primer (one-sixth larger type than we use) leaded and solid, and the *Cyclist and Athlete* in brevier leaded and solid. Therefore, the *Cyclist and Athlete* contains more cycling news than *Wheel* or *World*, without considering the quality of the matter. What that quality is, we leave it to our readers to decide.—*Cyclist and Athlete*.

And last, but not least, THE SPRINGFIELD WHEELMEN'S GAZETTE, for January, contained 570 running inches and two illustrations, and a single copy sold for five cents, the same as either of the above. And now, brethren, while on the subject of comparisons, trot out your circulation,—that will be of some interest to the people who support your paper,—and we will give you all a liberal handicap, and meet you on the home stretch.

### A CYCLING VALENTINE.

One of the handsomest and most unique and original ideas in chromo-lithography is the Columbia valentine, just issued by the Pope Manufacturing Company, of Boston, Mass. The design, which is in twelve colors, and mounted upon a panel, is a genuine work of art. The picture, from a painting by Copeland, of Boston, is artistically divided into three scenic sections: the first, a view of early sunrise, with fine atmospheric effect, represents the wheelman's morning ride; the center scene, appropriately framed by the tire of a bicycle, is a strikingly beautiful view of pic-

uresque country, a lady riding upon a tricycle accompanied by a mounted bicyclist, crossing a rustic bridge in the foreground; the last scene is a wheel by moonlight, the bright rays of the hub-lights cutting the semi-darkness. Upon the back of the panel the following descriptive poem is tastefully printed:—

FEBRUARY 14, 1885.

A picture of the early dawn,  
When as I basteen o'er the lea  
With boon companion of the morn  
I counsel hope, but think of thee.

A picture of the laughing noon,  
When o'er the rustic bridge I ride  
And dare interpret friendship's rune,  
For thou alone art by my side.

A picture when the day has fled  
And with it all my fears are gone,  
And troops of stars by Astrea led  
Are marshaled in the heavenly zone.

The story: morn and noon and night  
Bear witness to my love and thine.  
The moral: they who choose aright,  
Shall guard and prize my *Valentine*.

### RACE MEETINGS.

#### BAY CITY WHEELMEN.

The first annual tournament of the Bay City Wheelmen was held at the Mechanics' Pavilion, San Francisco, Saturday evening, January 10. The attendance was large and the affair very successful. Track nine laps to the mile.

#### Seventy Yards Slow Race.

W. H. Gibbons.

#### Half-Mile Scratch.

Edwin Mohrig, first, Time, 1.37 1-4  
H. Tenney, second.  
C. J. Schuster, third.

#### One-Mile Handicap (Boys').

George Dixon, first, Time, 4.23  
Joseph Bley, second.

#### One-Mile Maiden.

H. W. Melendez, first, Time, 3.24  
H. S. Blood, second.

#### Two-Mile Scratch.

F. E. Johnson, first, Time, 6.52 1-4  
S. F. Booth, Jr., second.

#### Five-Mile Scratch.

Edwin Mohrig, first, Time, 18.11  
Thos. L. Hill, second.

#### One-Mile, Time 4.10.

J. W. Nash, first, Time, 4.33  
W. H. Meeker, second, " 4.50

#### Ten-Mile Handicap.

F. E. Johnson, first, Time, 35.30  
W. J. Monroe, second.

#### Two-Mile Grasshopper.

C. F. Thompson, first, Time, 7.58 1-4  
M. Beralysine, second.

### SAFETY BICYCLE RACE.

A six days' race of eight hours a day, open to safety bicycles only, took place at the Westminster Aquarium, London, England, from December 15 to 20. The race was open to all professionals, the following riders competing:—

NAME.	DISTRICT.	MAKER.	SIZE OF WHL.	GEARED
D. Garner,	Leicester,	Rudge,	36	56
S. Vale,	Bloxwich,	Rudge,	38	58
W. Armstrong,	Leeds,	Rudge,	38	58
T. Birt,	Northampton,	Rudge,	38	56
R. James,	Birmingham,	Royal Mail,	38	56
A. Hawker,	Leicester,	Club,	40	64
E. Weston,	Northampton,	Rudge,	42	56
C. Drury,	Cramlingham,	Baylis & Thomas,	35	46
J. Keen,	Surbiton,	Rudge,	40	52 1/2
D. Stanton,	London,	Facile,	44	level

The prizes amounted to \$500, with a special prize daily to the competitor covering the greatest



distance each day. Keen was disabled the first day, and James withdrew after completing one hundred miles. T. Birt, of Northampton, won first prize. The full score was as follows:—

	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Total.
	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.
Birt,	107 6	104 3	109 2	195 5	101 2	102 7	630 5
Weston,	102 8	105 2	109 0	106 2	101 0	102 8	620 7
Vale,	107 6	104 1	108 2	104 3	89 0	103 3	616 5
Hawker,	99 7	105 8	89 0	106 2	90 2	69 2	540 1
Drury,	88 7	96 8	93 7	94 5	85 5	62 7	522 2
Armstrong,	102 2	68 5	99 8	50 1	18 0	24 1	362 7
Garner,	100 0	102 3	61 3	13 8	14 5	18 4	310 3

#### "BICYCLE RACE AT CHESTNUT HILL RESERVOIR, BOSTON."

The following article under the above heading appeared in a well-known story-paper under date of June 21, 1879, which may be of interest to readers of the GAZETTE, as it shows the American one-mile record (3.21 1-2) of that period, as compared with the record (2.39) of the present day.

"The bicycle season in Boston was opened in handsome style on Saturday, May 10. The 'meet' was in Chestnut Hill Reservoir, and the contest was given under the auspices of the Suffolk Bicycle Club. Considering the disadvantage of a strong headwind for half the distance, the time made by the contestants is regarded as quite remarkable. Gold and silver medals were offered as prizes by Amos A. Lawrence, who, after the races, entertained the club at his dwelling close by. The following is a summary of the contests:—

##### Quarter-Mile Race.—Heats.

	First.	Second.	Third.
Russel S. Codman,	3	1	1
George R. Agassiz,	4	2	2
John C. Sharp, Jr.,	2	3	dr.
G. Tappan Francis,	1	dr.	dr.
F. B. Abbott,	5	dr.	dr.

Time.—38 5-8s.; 39 1-2s.; 42s.

First prize, Russel S. Codman; second prize, George R. Agassiz.

##### One-Mile Race.—Heats.

	First.	Second.
Russel S. Codman,	1	1
Edward P. Sharp,	2	2
Frederick S. Whitwell,	3	dr.
George W. Beals,	4	dr.

Time.—3m. 32 1-2s.; 3m. 29 1-2s.

First prize, Russel S. Codman; second prize, Edward P. Sharp.

##### Five-Mile Race.

G. Tappan Francis,	1
Phillip Little,	dr.
John C. Sharp,	dr.

Time.—18m. 42 1-2s.

First prize, G. Tappan Francis; second prize, not awarded.

"A very great and quite extensive interest in bicycling, both as a pleasure and as a means of healthful, invigorating exercise, was manifested in the Eastern and Middle States in 1868—69. Courses were established for contests, the streets were crowded with the two-wheeled vehicles, and it was even proposed to provide them in the post-office department to facilitate the collection and delivery of letters. Bicyclists, having no show in the streets, took possession of the sidewalks, and in a few weeks pedestrians had little show there. In New York the novelty was so overdone that it soon ran its course, and of late years but few bicycles have been seen, save in pawn-shops and junk-stores. In Boston, however, the vehicle has remained popular. With over four hundred in use there, it has not been difficult to organize and maintain clubs, and these clubs, by their summer contests, have greatly increased the interest in the 'bone-shakers.'

"The best mile yet made in this country was by Mr. Agassiz, of Cambridge, last autumn, in the

race of the Boston Bicycle Club at the Chestnut Hill Reservoir, in 3m. 21 1-2s. The quickest forty-mile ride yet made here was by Mr. H. E. Parkhurst, in November last, from Boston to South Framingham and return, just forty miles, in 3h. 36m.; and the best twenty-mile run, on the same gentleman's return trip from South Framingham on the same occasion, in 1h. 36m. The entire run was made without a single rest, and with only one dismount. A 100-mile run has been made by the Jacquith Brothers, of Brookline, within the suburbs of Boston, in 11 3-4h. Of course, all these runs have been outdone in England where the roads are in better condition, while the riders have had several years' experience; whereas most of our riders have practiced the art only from six to eight months, and not more than one or two professionally. Probably the best rider in all respects in this country, as regards endurance, gracefulness of motion, and skill in 'fancy riding,' is Mr. William R. Pitman, of Boston.

"In the six days' professional race at Agricultural Hall, London, which began April 28, Mr. G. Waller rode 253 miles the first day, and at the end of the second day had covered 457 miles. Mr. T. Andrews rode 220 miles on the first day without a dismount. These are the best records ever made, and are perfectly marvelous. In this race they were not allowed to ride over eighteen hours per day.

"The experience of ages has demonstrated that exercise is as essential to good health as proper food. Any one acquainted with physiology and the laws of health will see at a glance that riding the bicycle must be not only pleasant and exhilarating, but highly conducive to health. In this sense bicycling is a hopeful sign of progress. If that man is a benefactor who makes two blades of grass grow where but one grew before, he should come in for a share of praise who teaches a man to go ten miles as easily and as quickly as he previously went four. 'Time is money,' and whatever of it is saved is often so much cash. As the bicycle serves its purpose in this direction, it may be regarded as a good savings institution. Riding the bicycle affords pleasurable excitement, which is what most men drink liquor for, and it leaves no sting behind. It takes men out into the pure air, into God's light and sunshine, and braces their lungs with the very breath of heaven. It is an inducement to young men who work in close apartments to spend more time in the open air, and furnishes them with a means of healthful, invigorating, and, at the same time, pleasant, exercise such as nothing else can possibly afford.

"The bicyclist in New England has now his club, his course, and definitely outlined routes for suburban excursions, and his literature, a capital brochure by Charles E. Pratt, A. M., having been issued by the Pope Manufacturing Company, of Boston. There is no reason why, with the excellent roads in and about New York City, there should not a multitude of clubs find amusement, excitement, and health in this exercise.

"A seventy-two hours' tournament was opened in the American Institute building, New York City, on Wednesday night, May 14, with eight contestants, William DeNoille 'champion of America,' the favorite in the race; William E. Harding, an ex-champion of New York; Professor William C. McClellan, another ex-champion; A. P. Messenger, of Troy, 'long-distance champion'; Charles H. DeNoille, son of the favorite; William Rutland, 'champion of England'; Daniel Belard,

'champion of France'; and Thomas Walsh and W. H. Darling, both of New York, but not 'champions.'

"Following is the complete score at 10.07 P. M., May 16, just forty-eight hours from the start:—

	MILES.	LAPS.		MILES.	LAPS.
DeNoille, Sr.,	378	2	Darling,	198	7
DeNoille, Jr.,	358	5	Harding,	165	1
Rutland,	325	1	Walsh,	146	2
Belard,	275	1	Messenger,	136	5

"Both of the DeNoilles expected to make over 500 miles within the seventy-two hours."

L. F.

THE WHEELMEN'S GAZETTE, published at Springfield, Mass., has become a necessity to all devotees of the cycle. The January number is full of news for the craft, and has portraits of champion cyclists. Fifty cents a year.—*Woonsocket Patriot*.

Chicago should maintain its claim to the touring championship, and send a strong delegation on the "Big Four" trip. A racing path is all that is needed to place Chicago ahead of all other cities except Springfield and Hartford, as a bicycling center.—*Sporting and Theatrical Journal*.

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; \* \* \* which is an excellent illustration of one of the uses that a newspaper would be to the League. \* \* \* For this pithy and truthful presentment 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."—*Official Gazette L. A. W.*

#### A CHINESE LETTER.

爾會其項是這我  
今年其市我  
言平東負其可信  
其月我保亞見  
我騎馬捐  
永興

TRANSLATION.

The Pope Mfg. Co.:—

You make the best bicycle now on the market. I like very well. I thank you to send a letter for me. I am a bicycle rider.

WING HING.



# 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, gun-metal 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.

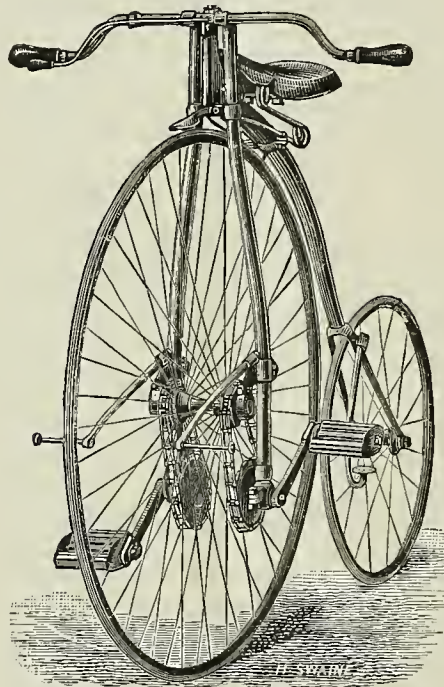
The workmanship and materials are of the highest quality procurable, and no pains nor expense is spared to make the machine the finest on the market.

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

## A. G. SPALDING & BROS.

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108 Madison St., CHICAGO. 47 Murray St., NEW YORK.



## Sale and Exchange.

We have opened a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a trifling expense. It often occurs that a wheelman wishes to exchange or sell his machine, or a newcomer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be *one cent per word, each insertion, cash with the order*. Initials and abbreviations count as words. Remember, it will only cost you 32 cents for 32 words, and such an announcement will be read by 10,000 wheelmen.

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**ONE VICTOR TRICYCLE**, new last September, has not been run 50 miles; \$125 cash will buy it if ordered at once. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

**FOR SALE**—52-inch Expert, full nickeled, dropped bars, balls all round; in fine order; used two months; is too large for ARTHUR MUNSON, STAMFORD, CT.

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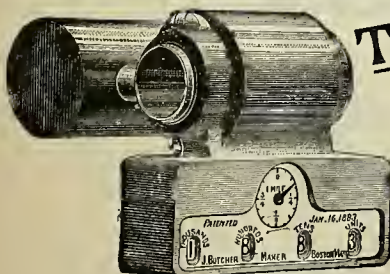
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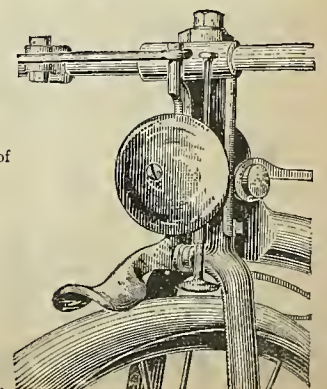
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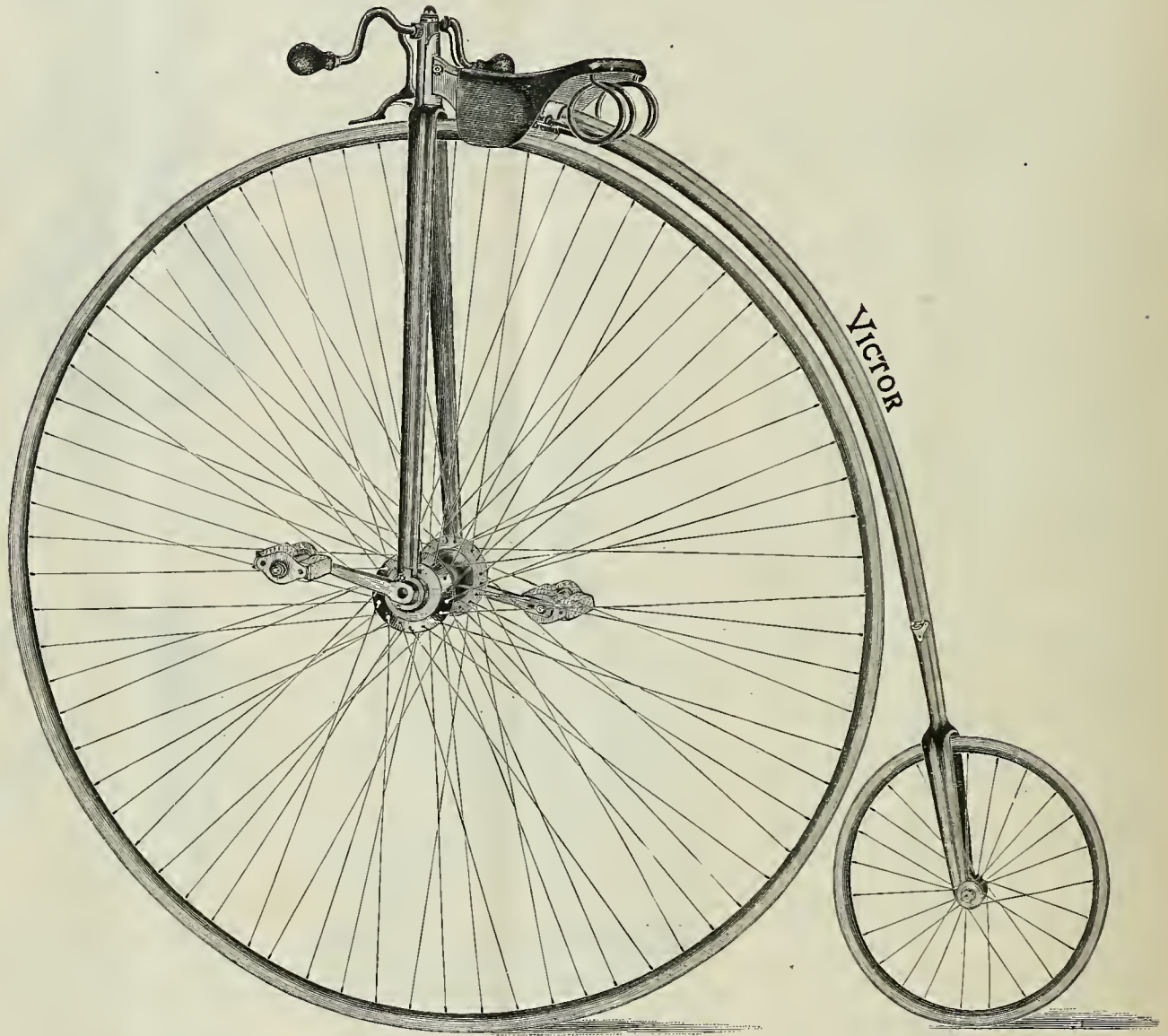
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