

# THE WHEEL

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All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the Company. Make all Checks and Money Orders payable to THE CYCLING PUBLISHING COMPANY. We cannot use stamps other than the two or one cent issue.

It may not be generally known:

That Editor Aaron is overworked.

That Harry Etherington, of *Wheeling*, thinks he has got the lead.

That the Springfield B. C. has a member named H. E. Ducker.

That John S. Prince could have discontinued 2.39.

That 2.39 will be nowhere next year.

That the Official Gazette committee is open to suggestions.

That President Beckwith, M. D., is a musical director, *i. e.* a dentist.

That druggists are on the lookout for towns in which a bicycle boom is expected.

Rich is par excellence the board-floor champion.

The Cincinnati Bi. Club has joined the C. T. C. in a body.

What machine does he ride? Oh! he's a Kangarooster. Patent applied for.

F. R. Cook, the Pacific Coast champion, may come East for the Springfield Tournament.

The one mile L. A. W. championship will be contested at the Memphis Tournament, which commences April 30th.

The editor of the CYCLIST AND ATHLETE writes an editorial on vanity, conceit, etc. This is a broad illustration of the "mote and the beam" story.

The English amateur one mile bicycle championship will be contested at Aston Lower grounds on June 13th.

An exchange says that Frazier has accepted Grant Bell's challenge for a five mile race, to be run off at Minneapolis Rink.

Ladies are joining the L. A. W. in force. The latest addition is Mrs. Chas. K. Alley, spouse of the esteemed Cor. Sec'y.

M. Puyut, of Lyons, France, who has attained considerable renown as a Tourist, is about to engage in a tour through Algeria.

And still they come. The *Californian Athlete*, devoted to athletics and cycling, is the latest addition to a large and struggling family.

The Coventry Machinist's Company have hired a store at No. 239 Columbus Avenue, Boston. They will commence business early in May.

At the Citizens' races the safeties showed up in force. But the ordinaries were too much for them, and they were badly "shown up."

It will be a frigid day when K. Kron gets left. He has an article on "X. M." on the editorial page of the first number of the *Californian Athlete*.

The music stand at the Knickerbocker Rink, being situated in the centre of the building, was a great drawback to the enjoyment of the Cit's races. It should be "elevated."

Young husband who has just acquired a wife, and a sociable; the former by cheek, and the latter by checks: "My life's felicity, where shall we tour on the honeymoon, in Paris or Porkopolis."

Twenty-nine wheelmen applied for membership, in the L. A. W. last week, and in the C. T. C. *Gazette* for April are printed the names of over one thousand applicants who wish to join that organization.

The Philadelphia Amateur Athletic Club will hold monthly field days, the first being on May 18th. Among the events are a one, two and five mile races. Handsome prizes will be given.

Enthusiastic wheelman to a chance acquaintance: "Do you wheel?" C. A. "No, but Pa does." E. W. "What does he ride?" C. A. "Bricks; he is employed by a builder." Moral: There are wheelmen and wheelmen.

LeMars (Iowa) Wheelmen are endeavoring to form a 'Cycling Club in that city. It is thought that a sufficient number of members could be obtained to ensure its success.

The League Uniform will be ready by the 29th inst. Samples of cloth and directions for self measurement may be obtained by addressing Messrs. Brown, King & Co., 408 Broome Street, New York City.

Pres't Henry Williams (Massachusetts B. C.) road-record of 13,500 miles, was made with only a single fall, caused by the stupidity of another rider. It shows that with careful riding one need not experience the shock of a "header."

Messrs. Webster & Ryrie, of the Toronto B. C. are projecting a tour of Great Britain, to occupy seven weeks and to cost \$200 per man. The start will probably be made from New York about July 16th. About 1400 miles will be wheeled.

Hamilton's unlucky star was in the ascendant last Friday night. It is very rare that so good a man is compelled to see his inferiors sail away from him. However it was novel to Hamilton, and therefore must have furnished some little enjoyment.

Among the machines which W. B. Everett & Co. have in stock is the "Speedycycle;" in appearance much like the Rudge Safety, but they disdain to call it a Safety, believing that the only ones which deserve this name are the 'Xtraordinary and Facile.

T. W. Eck denies the story that Rollinson tells regarding his (Eck) having caused the arrest of Rollinson, and also states that Rollinson owed him at the time of his imprisonment, and yet owes him forty-five dollars, for which he retained Rollinson's wheel as security.

Buffalonians are confident that the 1885 League meet will be the biggest kind of a success. The committee, who meet every week, are arranging for all sorts of agreeable surprises. They will secure accommodation for 2,000 wheelmen and issue a programme of the meet that will surpass anything of the kind hitherto published.

Among the latest additions in saddles is the "Cricket," manufactured by L. S. Copper, of Cleveland, Ohio. It is provided with tubes or sockets for the reception of the ends of the springs. Springs of any size or length may be

used. The advantage claimed for the long springs is that it yields outward and downward, removing the sag produced by the rear spring yielding inward.

About 2,000 people attended the bicycle races at Montgomery, Ala., on April 10th. F. X. Mudd won the first heat of the one-mile handicap in 3 m. 52s., and the final in 4.22. A five mile race between John Prince and a trotter named Fred Tyler, the horse winning by a length. Prince's times were 3.16, 3.27, 3.53, 3.43 and 3.25; total, 17m. 44s.

A Salem, Mass., wheelman is perfecting a bicycle which is to combine all the principles of the Ordinary, Kangaroo and Star. It will be absolutely free from headers or falls to the rear, as the rider will be seated midway between two wheels of equal size. The power will be obtained by a series of pulleys and endless chains, which will give great power in hill climbing, lightness, durability, etc. The machine will be exhibited shortly.

It is definitely settled that Chicago will have a new track ready for the Illinois State Division meet. To be held May 30th. A guarantee fund is to be raised by subscription among the wheelmen, and prominent sporting goods and bicycle manufacturers promise to make good any deficiency. The track will be five laps to the mile, eighteen feet wide on the straights, twenty-five on the turns, and as fast as money can make it.

"Twas twilight, and the glorious king of day was smiling behind the grand old hills of ——— Jersey. Along the principal street of M——— softly stole a cyclist furtively casting his eyes from under his cap, now on one side then on the other. At last a smile lit up his face. He has found the object of his search. Quickly dismounting, he gives one last cautious look, and disappears through the doorway and whispers to the astonished clerkess: "Give me five cents worth of doughnuts."

At the first meeting of the Society of Cyclists, which was organized for higher aims, on April 8th, Dr. B. W. Richardson, the President, delivered an address on 'Cycling as a Natural Development.' In the course of his remarks he exhorted cyclists to note the country in which they were riding, their historical associations, the dialects and habits of the people etc. He was sure that cycling could be made an important ally of science if engaged in intelligently.



The Cits' programme was a model.

New Haven boasts of 600 wheelmen.

Col. Pope spent two days in Chicago last week.

When will New York get the track fever?

Oakland, California, boasts of a Columbia two-track trike.

The Somerville C. C. has adopted a shamrock for its emblem.

In the Spring a young man's fancy lightly turns to thoughts of touring.

Mr. S. T. Clark, of Baltimore, was on a short visit to Gotham last Monday.

The untutored English small boy calls a wheelman "a masher on a grid-iron."

The Somerville, Mass., C. C. will start on a three days tour to Portsmouth on May 30th.

Oakland, Cal, is an Eden City for tricyclists, and possesses more three wheelers than bi's.

The annual General Meeting of the Cyclists' Touring Club of England will be held May 9th.

It is expected that all the fast men of the "Ixioms" will participate in their road-run on Decoration Day.

J. W. Drown, of Brattleboro, Vt., has secured the agency for the Rudge bicycles and tricycles for that vicinity.

Some members of the Massachusetts B. C. are forming an orchestra. W. G. Lewis will be leader and first violinist.

Duryea Saddle Riders should send 25 cents in stamps to the N. Y. Toy Co. for the new rubber buffer (for style A.)—*Adv.*

Englishmen are already deep in the racing vortex. Dozens of meetings have been held, but fast time is held at a premium.

It is strange that some enterprising London paper does not start out a correspondent to Egypt mounted on a wheel.

It is rumored that new bearings will shortly be put on the English market that will far outstrip the present ball-bearings.

H. O. Duncan promises to come out strong this season. His "win" in the fifty mile championship shows that he is improving.

Although Hendee is said to be training for an onslaught on the record on May 30th he is heavier than we have ever seen him.

Rumor has it that the Toronto Wanderers, the largest club in the Canadian Wheelman's Association, will withdraw and join the L. A. W.

There is talk of a helmet for Summer wear in the Citizens Club, and a committee have been appointed to secure a draft of Mr. Parsons' ideal.

We have received a cabinet size photo of Prince and Morgan. They are represented in full racing costume with a racer between them.

Messrs. Sabel and Chebbuck, of the Massachusetts B. C., will endeavor to

ride 100 miles between sunrise and sunset on Decoration Day

We read that 40,000 people witnessed John Keen's finish with a horse in a ten mile race at the Crystal Palace Track. 40,000 were's Springfield.

The Maryland B. C., of Baltimore, has put in a swimming tank in its new house. They evidently believe in depositing the soil they acquire on their tours.

The 'Cycling Championships of France, to be run off at Bordeaux on May 31st promises from present indications to be a very successful meeting.

R. Cripps, it is said, has an admiring eye for pretty maidens and often takes a header when on the track while trying to get a glance at some bewitching face.

An enthusiast says "Every revolution of the wheel lengthens life." What a collection of ancient curiosities will meander on this globe six hundred years hence.

The last *Cyclist* issued a pink two-page supplement wherein Messrs. Singer & Company apologize for their delay in supplying their Easter orders. A good advertising wrinkle.

The improved appearance of THE WHEEL is due to the efforts of W. N. Oliver & Co., whom we recommend as artistic printers to clubs and individuals desiring good work at moderate prices.

In our illustration of the Columbia Light Roadster, last week, we substituted a cut of the Royal Mail by mistake. While it was a ludicrous blunder it was a compliment to both makes of machines.

In describing the effects of an exciting bi. race, an exchange informs us that "the crowd went all to pieces." Future historians may come across the arena that held this little crowd and rack their brains to locate the bloody battle.

An English exchange wonders at the enthusiasm we display over club drills and fancy riding. If they could get a glimpse of Kaufman, Tufts, Maltby, or of the Brockton or Kings County Wheelmen's drill their wonder might evaporate.

The second number of the *Star Advocate*, published by E. H. Corson, of Rochester, N. H., is at hand. If there was some general news interspersed with the notices of the Star machine one might be induced to read it.

The fifty miles English professional championship was run on April 4th, resulting in a win for the French ex-amateur, H. O. Duncan, who lay behind till the last lap and then outpaced all the champions. The time was 3h. 17m. 14s.

The new uniform of the Dorchester B. C. is of dark brown, with standing collar bearing the initials of the club in silver. The officers are designated by white braid on their caps with silver wreaths and letters on their sleeves indicating their rank.

The cycling press is discussing the propriety of the use of the termination er or ist. In our opinion there is no basis for one or the other, euphony and usage being the important elements in the selection. We shall use both cyclist and cycler.

Cycling is making giant strides on the Continent. Clubs are being formed. wheel papers started, and wheel songs written. These last two are conclusive proof of its advance. Your average cycler will have a wheel paper and will write wheel doggerel.

Roads.—If each and every cycler would write an article entitled "Roads; Their Relation to Cycling; Their Construction and Sustenance," and send it to the local newspaper, what a vast amount of public attention would be attracted to the subject.

The *Cycling Times* says Americans could not fill even a monthly were it not for the English news. This will be information to many, and the denizens of the "effete old country" should feel happy that only for them the American cycling press could not exist.

Capt. Ford had twenty-five men in line last Saturday at the opening run of the Citizens Club. The route led through Central Park, Riverside, and the Boulevard to Trinity Cemetery. The pace was satisfactory although some "fell by the wayside" on the homeward journey.

R. Chambers, the tricycler who visited Springfield last year, says that the American climate is specially adapted for the making of fast time. We predict that when America leads "Old England" in the matter of records, as they soon will, all the credit we shall get is that, "It's the air, you know."

We are extremely sorry for the sentence that has been passed upon H. J. Webb by the N. C. U. restricting him from racing for one year. Many records might have been expected from this brilliant rider during 1885, but his untimely death, so to speak, leaves us but the consolation of "waiting for 1886."

The Rock City and the Nashville Bicycle Clubs of Nashville, Tenn., have consolidated under the name of the latter. The club has already thirty-two active members and will hold a race meet in June. This is a move in the right direction, and to the managers of clubs in small cities we would say "Go ye and do likewise."

The Annual Spring Meeting of the Ninth Regiment Athletic Club will be held at the armory, 221 West 26th St., on Saturday evening May 16th. Among the events announced is a two mile bicycle race—handicap—open to all amateurs. Gold and silver medals will be awarded, 1st and 2d in each event. Entries close May 8th with Sergeant D. P. O'Connor, at the armory.

A new athletic club has been formed in New York City called the Olympic A. C. They have hired the Manhattan A. C. grounds at 86th Street and 8th Avenue, and as the track is a quarter mile cinder path it possesses great advantages to cyclers. The initiation fee is \$5, dues seventy-five cents per month. The secretary's address is G. D. Baird, 86th Street and 8th Avenue.

Now is the time that the facetious editor gets off something smart about the lean, long-haired and wild-eyed poet who invades the sanctum with his annual offering to Spring. We will not inflict our readers this Spring, however. Time was when we thought we had the material for a Dickens or a Mark Twain within

our breast, but a short journalistic experience induced us to give up all hopes of becoming a funny man.

How such papers as the *Bicycling World* and the *Springfield Wheelman's Gazette*, who rely on amateur wheelmen for existence, and who try to make their respective papers as interesting as possible to that class of cyclers, can tolerate such correspondents as "Wallace," "Spokes," & Co., and put into black and white such trashy manuscript as these parties send them is beyond our comprehension.—*The Bicycle South.*

The craze for safety machines, which has reigned supreme since the introduction of the Kangaroo and Rudge, has subsided very palpably if the number that appear on our roads is taken as evidence. True, they are good road machines and can climb a hill with comparative ease, but wheelmen thinks that "appearance" counts a good deal with the public, and still stick to the big machine. With racers, these small mounts can never become popular. Many occasions have shown that sufficient speed cannot be obtained, for instance, L. B. Hamilton at the Citizens Race Meet.

One of the strong points of the Democratic stump orators during the latest unpleasantness was that the Republican administration had so unnecessarily and so heavily taxed the people that there were millions and millions of dollars lying idle in the treasury and inviting extravagance and even speculation. The Republican Anthonys held that had the Democrats been in power the treasury would have had on the wrong side the balance that it now has on hand. Suppose some winged sprite should fly in at the President's window, alight on his shoulder during an afternoon nap and whisper the mystic symbol "Roads." However, we shall have to wait until a wheelist occupies the Presidential chair.

When will we ever hear the last of those wild tales. How a bicycle coasted down an eleven mile mountain in thirteen minutes and saved the villagers from being drowned by informing them that the dam had broken and a tidal wave was rapidly approaching; or how while riding near a forest ten miles from every human habitation a cyclist was attacked by wolves, and after being hotly pursued for seven miles his hair became short and thick and his breath stood on end, while every fibre of his knickerbockers perspired with the agonizing struggle, when just as he was about to cash his checks, a champion wing shot springs from behind a tree and gives the wolf who has the most staying powers his quietus by sending a bullet on an exploring tour through his aorta.

Notwithstanding all reports to the contrary in our English contemporaries, Mr. A. Kennedy Child is at present in America. Mr. Child is a man of some note, both in this country and England, being an executive on the N. C. U., and as he is an American by birth, attracts a great deal of attention as the only foreigner who has ever attained that honor. During his long residence "over the pond" Mr. Child has gradually contracted the peculiar manner of speaking, noticeable in most Englishmen. He expresses much doubt as to the authenticity of the 2.39 record, and deems even Sellers unequal to that time. While in America Mr. Child will attend all the prominent race meets and



examine the most noted club houses. He admires our system of timing, etc., but thinks that none of our racing men can ride a mile under 2.40.

John S. Prince's 2.39 for the mile is attributed by Prince himself to his saddle. He writes to the makers of that article as follows: "My best American record, previous to using the Duryea saddle, was one mile in 2m. 59., which you know I've reduced 20s., cutting the world's record. Since the day I first tried the Duryea (now nearly two years) I have used no other saddle, and have won during this period over two hundred prizes in cash, cups, medals, etc., representing a moneyed value of over twelve thousand dollars (\$12,000). I consider the Duryea the best bicycle saddle made; in fact, perfection; and recommend it to all wheelmen who desire ease, comfort and safety." If the Duryea is all Prince says—in fact the prince of saddles—why do not some of our English cycle saddlers take up the making of it?—*Cyclist*.

The English Patents of the Duryea Saddle are for sale on liberal terms, N. Y. Toy Co., 14 Howard St., N. Y. —*Adv.*

The May *Outing* is as usual full of interesting matter. Thomas Stevens gives us the second installment of his trans-continental trip. He relates his trip across Nevada, and gives a very lucid idea of the character of the whites and Indians and the natural history of the country. His reception on his arrival in Reno is a characteristic far-west welcome. A sporting man writes him to stop a day, or two and help him paint Reno red, and all at his expense. But Thomas never indulged in painting towns red, and he repays the hospitality of the Renoite by taking a drink with him.

Another article possessing unusual interest to cyclers is a description of the Chicago B. C.'s 1,200 mile 1884 tour. On this tour each rider averaged a gain in weight of 2 1-2 pounds. Many amusing incidents are given. After cycling articles are a burlesque entitled "Will Jackson's Ride," by Ninon Neckar, "Tricycling in Italy," by Joe Pennell; "Cycling in Ireland," and several minor articles.

## HUB HAPPENINGS.

A LIVELY AND PROGRESSIVE CYCLING SEASON PUTS THE MAKERS BEHIND THEIR ORDERS—DISSERTATION ON SUNDAY WHEELING—BOSTON'S LACK OF INTEREST IN RACING LAMENTED—POINTS AND GOSSIP.

The Boston cycling season may now be said to be under full headway, and moving along at a lively rate too. The weather is delightful, the roads are splendid and nothing could be more favorable for cycling than is everything at present. Notwithstanding the increased number of dealers established here this season, they all seem to be doing a rushing trade, and even at this early day is heard the old Cry of "can't keep up with our orders," and it is gradually growing louder and louder. I doubt that this boom is caused by the local trade, for I have seen but few new riders on the roads this season. It is not strange that there should be a less number of beginners this season than in previous years, for since the Pope M'fg. Co. discontinued their rink, there has been no place in the city where one can

learn to ride, and it is a well known fact that but few persons can be induced to purchase a machine until after they have learned, and thus tasted of the delights of cycling. Pope cannot be blamed for closing up his rink, as for years he has instructed the customers of the other dealers without receiving much benefit in return and has now come to the conclusion that if the other dealers can get along without a rink he can also. There should be a rink in Boston, however, and it would well pay the different firms to join together and conduct a rink for their mutual benefit. If it is true that few care to purchase wheels until they know how to ride, it is equally true that but few who have once learned to ride can resist the temptation to buy a wheel. The track on the Union Athletic Grounds could be made to answer the purpose of a rink; but what really is needed is some place where riding can be taught during the evenings after business. I should advocate the rink being kept open on Sundays but I know that would shock the good people of this city awfully. Our local wheelmen really have a great respect for the Sabbath, and dislike to do any anything that may tend to put their sport in disfavor with church-goers and other good people. There are a number of wheelmen here who ride every Sunday and who would not discontinue doing so for a good deal. As long as nothing is said about it they are happy, but if an item appears in the cycling gossip columns of the Sunday paper to the effect that Mr. so and so, of such a Club, rode so many miles last Sunday, they immediately feel very badly and cry out that their own and their clubs reputation is being ruined. Really too bad is it not. I'll not say that they are not right in desiring to have their Sunday doings kept from the public, but it seems to me that if I professed to be truly good I should not do anything which I thought was wrong or ashamed to have known. It was long since declared that formal club runs on Sundays were wrong and would not be tolerated, and it is amusing to recall the efforts made by some of our clubs to get around this matter. Last year the Ramblers Club since deceased, satisfied their scruples by having the captain issue a monthly circular on which the weekday runs were announced as club runs, and those occurring on Sunday classed as "informal rambles." The members of the Newton Club this year wanted to have Sunday club runs very badly, but when the wickedness of such runs was explained to them they voted that they did not want them. Instead the Captain is to send out a circular stating where he is to ride on a certain Sunday, and cordially inviting the members to accompany him. This of course would not be a club run, and the club is thus relieved of all blame. Verily righteousness shall prevail over all things. Now I do not wish to be understood as advocating Sunday club runs on which banners are waved, bugles brayed and cheaply gilded officers displayed, but I do claim that there is nothing wrong for a party of modestly dressed cyclists to wheel quietly through the city streets or along the country roads and that it is none the worse because these riders were "formally" called together. Indeed the fact that the run is formal is a point in its favor, for quietness and order is likely to be preserved. It was not so very long ago that it was considered wicked to carriage-ride on Sunday, but how many think that way at the

present time? A few perhaps, but a very few. Why is cycling any the worse? I believe that the Sabbath is the Lord's day, and that the Lord appropriated the day unto himself, not from any selfish motives, but because he wished us to have a day on which we might rest from the cares and trials of the past, and prepare for those of the future. Thus is the Sabbath intended as a day of recreation, and we should spend it in the way which we deem best. Those who think they get the greatest rest and benefit by attending church or moping around the house all day, let them do so by all means; for myself I think that after having been confined for six consecutive days in a close and unhealthy office, that it is a duty that I owe to myself to spend the seventh in the pure fresh air or in a way that will best invigorate my tired self for the work of the next six days. These are my opinions and I am not ashamed to own them. The old Puritanical ideas regarding the observance of the Sabbath are happily fast dropping into oblivion along with their originators and upholders.

It is reported that bicycle races are to be run on the Union Athletic Grounds May 30. This may or may not be true, as yet I have personally heard nothing about it. The management of the grounds has certainly received but little encouragement to continue their efforts towards promoting an interest in cycle racing in this city. Thousands of dollars have been lost by the company on account of cycling. It is said that they do not give cyclists a good track and proper facilities for racing. They give the best that they can afford, and if for this they receive no support from wheelmen, how can it be expected that they will go to further expense in providing anything better? The track, to be sure is not one on which records can be broken but it is good enough on which to hold some very interesting races, and should the clubs and wheelmen show their interest by helping races along that are held there, it would not be long before a better track was laid, either on the Union Grounds or some other location. An excellent four lap track could be laid on the Boston Base Ball Grounds and the management would be willing to lay one could they see their way clear towards making it a success. How much interest was taken in the three days tournament on the Union Grounds? none at all, and in consequence the promoters were several thousand dollars out of pocket. The clubs did nothing to assist towards its success, the local cycling paper did nothing, the dealers (with one exception) did nothing, while its success would have been a direct benefit to them all. The failure of that tournament did much towards lowering the public estimation of the importance of cycling in Boston. Almost every day I am asked by some one if I do not think that cycling is dying out here. When asked why they think so, they reply that there are not as many races held as formerly and that even when any are held the attendance is very small. That's why they think we are dying out. We who do not race may think that there is better work for cyclists to do than race, but we must all acknowledge, as editorially stated in THE WHEEL of last week, that racing is the introducing medium between the public and the wheel, and that more converts can be made to cycling by a single large race-

meeting than by innumerable quiet tours. What other than its tournament has made Springfield the cycling center it is? Certainly it is not the excellence of its roads, for they are just good enough to discourage one from riding. Boston is better adopted for the enjoyment of cycling than is any city in the country, and there should be many times the number of wheelmen here than they are. A few good race meets would soon bring up the number of new riders, and it seems strange that the cycle dealers do not appreciate this fact and endeavor to promote races, instead of discouraging them as certain of the dealers have done.

## POINTS.

The Mass. Club is to elect a color bearer at its next meeting. It is not likely that there will be any very great struggle for the office.

The drill squad of the Brockton Bicycle Club gave an excellent club drill at the Soldiers carnival Saturday afternoon.

A couple of members of the Boston Bicycle Club were a few days since enjoying the rather doubtful pleasure of racing down the steep hill with the feet on the pedals when a little stone was the cause of one on the racers receiving two black eyes, a scraped forehead, a crooked nose, a bruised cheek, a torn lip and a gash in the chin that required six stitches. The moral is plain.

W. B. Everett and Co.'s stock of machines has arrived and on Wednesday afternoon and evening the firm will give a reception to wheelmen.

Gaskell has established his American branch of the Coventry Machinist Co., at 239 Columbus Avenue and his stock of machines is expected shortly. The location is an excellent one and is sure to soon become a popular resort for local wheelmen.

The new two track Columbia tricycle is now on exhibition at the rooms of the Pope M'fg. Co.; where it is receiving much attention from would be tricyclers. All who have seen it agree that the Company have rather excelled themselves and that the machine is just about the correct thing.

A prominent Boston cyclist was riding on Harrison Avenue Friday evening last, on a Columbia tricycle, with a large hamper attached and labeled with an advertisement of the Columbia machines. He was attended by an enthusiastic committee of twenty urchins from the 12th ward, who were not sparing in their criticisms.

Mr. F. Alcott Pratt, secretary of the MASS. club is the grandson, not the nephew, of A. Bronson Alcott, as stated by the World.

## THE DURYEA BUFFER

The new rubber buffer to be applied to front of Style A Duryea Saddles is now ready for delivery by the N. Y. Toy Co. 14 Howard St. and their agents throughout the Country. It gives more spring to the famous Duryea, and is just what is needed for touring and long distance riding, price 25cts. with the usual liberal discount to the trade, free by post on receipt of price. P.O. stamps received in payment.





THE COLUMBIA LIGHT ROADSTER.—SEE THE WHEEL OF APRIL 17.

## WESTERN NOTES.

The Indiana Legislature has adjourned without attending to "that bill."

Cincinnati is the "pokiect" city in the Union in cycling matters.

There will be some fast time and fine sport at Memphis, Tenn., April 30. 1st and 2d May.

Likewise at St. Louis, 23d, and Louisville 28th May.

The Big Four is to be the biggest kind of a success.

The new League uniform should be taken up and adopted by clubs throughout the country, as it is a neat suit made of lasting goods.

April is an uncertain sort of month. One never knows what is coming next, as it is cold, warm, rainy, dry, and every thing else in one week.

Roads are composed of any of the following beds named in the order of their fitness for cycling: Gravel (when hard) macadam, clay (hard), plank, and sand. Soft clay, dry gravel and sand are the tourists worst enemies. Macadam roads are the stablest, and if well taken care of are undoubtedly the finest for both rider and machine. Gravel wears rubber tires very fast, as does cinder, while sand is to be avoided unless training for a pedestrian contest.

We will also state that there are some roads we know of which are most elaborately constructed of an unvarying succession of steep hills and deep unridable valleys or gulches.

In traversing this kind of a road (only found in the fastnesses of Kentucky and the northeastern part of Ohio) the cyclist mounts steadily on foot towards the zenith, the azure blueness, the ethereal mildness of the Italian sky; and when he gets up where he can scrape cobwebs off the gates ajar, and hear the tramp of dray horses in the golden street, he takes a plunge downward, and woe is him if he tries to ride to the foot of the hill, for great is the incline thereof. He goes down, down, down, until verily he seems to be descending Dante-

like into the realms of Pluto; he can almost see the lost souls squirming in tropical heat, or stiff in arctic frigidness. He can almost imagine he sees the soul of Karl Kron lamenting the loss of his last fifty subscribers by death and disease; and when he gets down, there he comes to a valley which indeed is a Slough of Despair, for sand and howlers impede his faltering way, and just before him leans another mountain, the top of which is four miles away—but enough, we have been touring in Kentucky, and when we get well can maybe write intelligently about it.

Since it is supposed that every wheelman who is anybody knows, from day to day, the exact state of Karl Krons subscription list down to fractions and dead subscribers, we presume that, when the "life and death chase" runs up the number to about 2,990, and the toiling Karl announces in his "I am" way, that only ten more are needed to secure the long looked for volume, there will be a rush of names and a general exclamation of thankfulness that the strife is over, and that the cycle paper readers may now rest and recuperate their wasted brain tissues.

The races of the Memphis Cycle Club, to be held April 30th, 1st and 2d May, at Memphis, Tenn., promise to be a big thing—in fact the event of the season in southwestern cycling. The prizes offered are exceedingly handsome, and under the efficient management of W. L. Surprise, secretary of the club, are being pushed with a pushiness that smacks of Springfield. Polhill, of Macon, Howell, and others, of Nashville, besides many of note from the North, will attend. Last, but not least, come the professionals. Don't mention it, boys, but "Johnny" is to make an attempt on the record, with Morgan coaching him. NORR.

## HINTS ON CLOTHING.

We give the following remarks of Dr. Sargent of the Harvard gymnasiums on wearing apparel. Though they contain nothing original, they sum up all

that can be said on the subject, and they are peculiarly appropriate just at this season:

With most persons clothing is more a matter of display, the relation of the garment to health being considered last of all. The primary object of a perfect dress is to protect the body at all points, and to provide a proper ventilation. The idea that we wear clothing to keep the cold out is erroneous, the real object being to keep the warmth in.

The temperature of the body averages from 90 to 99 degrees. It is very necessary to keep the body at this normal temperature, and clothing should be worn with that object in view. Woollen is considered the best for winter clothing, as it best retains the heat. The warmest materials are always the most porous, and consequently allow the greatest evaporation. In this respect flannel, as compared to linen is as 100 to 58.

There are some objections to flannels or heavy woollens. When moisture is long retained in woollen garments it forms a solid substance, which in itself is very irritating to the skin. Flannels are oftentimes objectionable, owing largely to our artificial mode of living, being conducive of colds and ill health by enfeebling the condition of the skin. In such cases the wearing of merino or cotton in winter is recommended, and the network gauze in summer next to the skin, supplying the deficiencies with extra outer garments when exposed to the cold air.

Cotton nightshirts should be worn by persons who wear woollens during the day, in order that the skin may have a chance to recover from the irritating influences of the woollens. A very light and well ventilated covering should be worn on the head. The hair is really sufficient protection. Baldness is chiefly caused by closely fitting hats. Helmet shaped hats are the best, as they protect the back of the neck. The neck should be well protected, but not bundled up closely, as circulation is prevented, and this acts directly upon the brain. Most people wear too much about the trunk of the body. The temperature is there the highest, and less clothing is needed than on the limbs. There is nothing worse for a man than to wear a tight belt around his waist, but if the belt is worn around the hips below the waist it will do no harm. The weight of the lower clothing should be supported by the hips instead of the shoulders. Closely fitting garments should be avoided on all parts of the body.

## THE CITIZENS RACE MEETING.

Everything looked promising for the Second Annual Race Meeting of the Citizens Club. A beautiful spring day brought the out of town wheelmen to the city in full force. Towards half past seven the elevated railroad trains were overcrowded with ladies and gentlemen who, with few exceptions, alighted at the wooden station of the American Institute. By eight o'clock the immense hall was filled to overflowing. Nearly all the reserved seats were sold at a premium, and "standing room only" was the war cry. Indeed one chair was all that the poor officials could capture. Among the visitors was Mr. A. Kennedy Child of the London Athletic Club, who can truthfully tell some startling stories of

American fancy riding upon his return. Recording Secretary Aaron beamed benignly over a pair of spectacles and H. S. Wood, of road-book fame, Frank S. Harris and several other Philadelphians represented the Quaker City.

The races, as a whole, were interesting and the audience apparently enjoyed the evening's entertainment thoroughly. Upon their completion the officials, contestants, and visiting wheelmen were invited to the Grand Union Hotel by the visiting club and enjoyed a light supper. Everyone seemed well pleased and the affair was voted a success.

The officers of the meet were: Referee—Stephen Terry; Judges—Arthur W. Guy, Arnold E. Fauquier, R. F. Hibson, Frank A. Egan. Official Reporter and Handicapper—George D. Baird. Starter, Elliott W. Johnson. Time keepers, G. A. Avery, Manhattan A. C., and A. H. Curtis, N. Y. A. C. Scorers—Frank Douglass, E. A. Canner, Fred Jenkins. Clerk of the Course, George R. Bidwell. Assistant Clerk of the course—H. W. Saegendorf.

One mile bicycle Novices:—Eugene Valentine, New Rochelle, N. Y., 3m. 31s.; B. J. Lingle, Bordentown, N. J., by two yards; F. B. Jones, Brooklyn B. C., 0; C. E. Kluge, Hudson Co. W. fell; W. H. J. Guest, N. Y. City, fell; Wm. Whiteside, N. Y. City, fell; C. L. Meyers H. Co. W. fell; In this, the first race of the evening, all but three of the riders fell. The two winners immediately went away from the rest, Valentine leading from start to finish, although pushed all the way by Lingle.

One Mile Bicycle, Club Championship—W. M. V. Hoffman (champion of 1884) 3m. 18s.; W. H. Mc. Cormack, by a half wheel; Phil. Fontaine, by 100 yards. This was an exciting race, Hoffman and McCormack fighting all the way. On the seventh lap, McCormack, who had been several lengths behind Hoffman, moved forward, and a neck-and-neck struggle ensued, exciting much enthusiasm. Hoffman came away up the straight and won as above. Fontaine was never in the race. This 3.18 was, with Rich's mile, the best mile time of the evening, although in a subsequent two-mile race Rich must have beaten it.

One mile bicycle, scratch, first and second in final heat: A. B. Rich, K. C. W., 3 m. 23 s.; L. B. Hamilton, Yale B. C., by 100 yards; G. H. Illston, Conn. B. C., 0; T. R. Finley, Smithville, N. J., 0. With these fast men entered, a good race was to be expected, but Finley's Star keeled over on the third, while Illston broke a pedal on the seventh lap. Rich went away very fast at the start, leading Hamilton by 75 yards. The latter's 58-inch racer was both too large and too light for this track, and he was obliged to go at a snail's pace. After Finley and Illston had fallen, Rich and Hamilton took matters easy. Second heat: H. J. Hall, Jr., K. C. W. 3 m. 23 2-5 s.; H. E. Bidwell, East Hartford, Conn., by thirty yards; Chas. Frazier, Smithville, N. J.; by a wheel. This was a veritable fight of the "makes," Hall riding an ordinary, Frazier a Star, and Bidwell a Rudge Safety, but contrary to all preconceived notions the "nonheader" machines misbehaved themselves, both of them giving their riders nasty falls. Hall made the pace, leading till the fifth lap, but closely pressed by Frazier, who was riding easily, and Bidwell, pushing his little wheel at a great rate. At this point Frazier went



forward and showed in front of Hall. They maintained this order till the last turn of the last lap. While rounding into the homestretch, Frazier fell, and Hall, who was several lengths behind, veered quickly, and passing him, spurred up the homestretch a winner by thirty yards. Meanwhile Bidwell, who was but a length or two behind Hall, while trying to pass to the outside of the fallen Frazier, collided with the side wall and croppered. He and Frazier both rose simultaneously, but while Frazier mounted his Star and rode in, Bidwell lost no time in running up the short homestretch, winning by a scant length. He did not compete in the final. Final heat: Rich, 3 m. 18 s.; Hall by fifty yards; Hamilton by 100 yards. Rich, by careful turning and fast work on the straights went away at the start, and was never headed. Hamilton, who has forsaken his first love (the 58) for a Safety, put in some fine work, not to win, however, but to prevent himself from being lapped. He cut a queer figure on the little wheel.

One mile tricycle, scratch: L. H. Johnson, Orange Wanderers, walked over in 4 m. 32 2-5 s.; the other entries, Messrs. Illston and Pitman, not starting. After this race Tommy Finley aroused the spectators' enthusiasm by some graceful and difficult fancy riding.

One mile, Kangaroo vs. Roller Skating Race: W. H. McCormack on the wheel and E. A. Hoffman on the skates, both of the Citizens B. C. competed in this, the skater being allowed a half lap start. Hoffman led till the seventh lap, while McCormack gained all the way. Two laps from home he caught Hoffman, and though the latter held him for half a lap, the wheelman gradually went away and won by several yards in 3 m. 31 3-5 s.

Two mile bicycle handicap: A. B. Rich (30 yards) 6 m. 25 1-5 s.; E. C. Parker, Harlem Wheelmen (140 yards) 6 m. 25 2-5 s. Dr. N. P. Tyler, New Haven (40 yards) by twenty-five yards; S. E. Gage, Mercury Wheel Club (115 yards) by several lengths; P. M. Harris, Ixion B. C. (55 yards), 0; H. J. Hall, Jr., (35 yards), 0; M. L. Bridgeman, K. C. W. (100 yards), 0; E. W. Candidus, K. C. W. (90 yards), 0; E. Annan, Jr., Brooklyn B. C. (120 yards) 0; G. H. Illston, Conn. B. C. (20 yards), 0; C. E. Kluge, H. Co. W., (110 yards), 0; L. B. Hamilton (scratch) 0. This was one of the most exciting races of the evening. Hamilton started on a Kangaroo and was left by the rest of the field. Rich overhauled Gage and Kluge and the three had a grand struggle for laps. Turning into the homestretch Rich made a final struggle and won by a scant wheel.

One mile "Safety" race: Hamilton first, in 3 m. 38 3-5 s.; Bidwell by a half wheel. This was indeed a novel race. Bidwell fell five yards from the start, but Hamilton generously came back to scratch, and another machine having been procured for Bidwell, the two started off again. On the fifth lap, while rounding the turn, Hamilton took a header, and Bidwell slowed up till Hamilton had mounted and resumed the same position he had held at the moment of the mishap. The race from this point to the finish was exciting, the two running abreast for some time, but Hamilton finished the strongest up the homestretch. This unusual display of good-fellowship was well received by the audi-

ence, which vented its enthusiasm in prolonged applause.

The Kings Co. Wheelmen's team, under command of Captain Pettus, then went through their famous drill. Owing to the brilliancy of the electric light, the effect was not as pleasing as might be. We have seen them go through their various movements more gracefully than on this occasion.

This was followed by an excellent exhibition of trick and fancy riding by Prof. N. E. Kaufman.

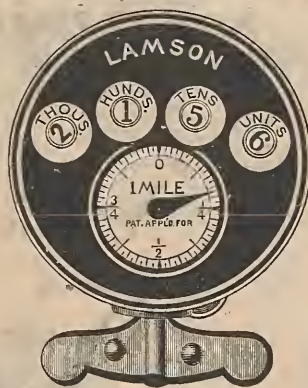
One mile, tandem tricycle: H. J. Hall, Jr., and F. A. Loucks, Brooklyn, N. Y., 4 m. 6 4-5 s.; J. W. Smith and L. H. Johnson, Orange Wanderers, 4 m. 7 3-5 s. The winners went away on their rotary tandem from the start, and at one time they led their opponents, who were mounted on a "Humber," by nearly a half lap. Toward the finish of the mile, the latter drew up, but they could never quite "get there."

Messrs. Finley and Frazier then amused the spectators with their interesting polo games, Finley winning with one goal, Frazier, 0.

One mile roller race, members of Bicycle Clubs: E. A. Hoffman, Jr., Citizens B. C., 3 m. 57 s.; Chas. Otis, K. C. W., by long way; E. W. Mesereau, Long Island Wheelmen, 0; W. H. Meeteer, Brooklyn B. C., 0. Hoffman gained a long lead on the first lap and led the procession from start to finish. This time is now the best amateur record. Hoffman can better this from start to finish. His long, sweeping stride and erect carriage are worthy of imitation.

After this race the floor was open to the public for roller skating, and it was soon covered by the "devotees."

## THE LAMSON CYCLO-METER.



Mr. C. H. Lamson of Portland, Me. who is well known as the manufacturer of the League Badge, Luggage Carriers etc., has invented and patented a new positive Cyclometer which will be ready for the market shortly. In size and shape it resembles the well known Mc. Donnell, while the figures marking the miles are on the system adopted by the "Butcher" pattern. It is very neat in appearance, weighing only two ounces. It is securely attached to a spoke and operated by a neat cam which is fastened on the inside of the right fork which works a lever projecting from the back of the cyclometer. It can easily be attached by anyone, and the advantages claimed for it are that it is out the way of a hub lamp, is dust and water-proof and can be easily read by the most near sighted person. The machinery is made by a practical watch maker and

then are no troublesome springs likely to get out of order.

Every cyclometer is warranted and as it registers up to 10,000 Miles the purchaser is not only likely to remember the title of a certain book of that name, but will probably be able to turn his own X. M. miles before the "publication day is finally reached." The price has been set at \$5.00 and orders will be taken now and filled in rotation. We predict a ready sale for what promises to be a most excellent record indicator. Address C. H. Lamson, 201 Middle street Portland, Me.



## AMERICAN RUDGE.

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

roadster. The machine is handsomely enamelled and nicked and, though complete in every respect, is sold for \$107.50 for a 50 inch, with \$2.50 rise for every two inches.

## FROM THE CLUBS.

### FIXTURES.

- April 25.—Manhattan A. C. Games at Madison Square Garden.
- April 27.—Massachusetts B. C.: Ladies Reception.
- April 28.—Kings County Wheelmen. Musicales Literary and Sociable.
- April 29.—Maverick Wheel Club of East Boston, Mass. Entertainment at the Paris Rink.
- April 30, May 1, 2.—Memphis, Tenn. Cycle Club, three days race meet.
- May 2.—Young America Cricket Club Games at Stenton, near Phila.
- May 18.—Philadelphia Amateur Athletic Club, Field Games.
- May 19.—Cleveland B. C. Annual Spring Race Meet.
- May 23.—St. Louis Ramblers Race Meet.
- May 27, 28.—Louisville, (Ky.) Wheel Club Annual Race Meet.
- May 29, 30.—Yale B. C. two days race meet, at New Haven.
- May 30.—Ixion Bicycle Club, Fifty Mile Road Race.
- May 30.—Illinois State Division L. A. W. Meet and Tournament at Chicago.
- May 30.—Providence, R. I. B. C., Annual Race Meet.
- May 30.—Springfield, Mass. B. C. Race Meet.
- May 30.—Annual Meet of the L. E. C. W. at Beverly.
- June 20.—Kings County Wheelmen Annual Race Meet Brooklyn N. Y.
- June 30, July 1st.—Two Days Race Meet of the Fort Schuyler, N. Y. Wheelmen at Utica.
- July 2, 3.—Sixth Annual Meet of the L. A. W. at Buffalo.
- July 3, 4.—Race meet of Bartholomew County Wheelmen of Columbus, Ind.
- July 4.—Race Meet at Union A. C. Grounds, Boston, Mass.
- July 6.—Big Four Tour starts from Buffalo.
- July 20, 21.—Ohio State Division L. A. W. Meet and Tournament at Springfield.
- Aug 27, 28.—Annual Race Meet Cleveland Bl. Club, at Athletic Park.
- Sept 6, 9, 10.—Annual Tournament of Springfield, Mass. Bl. Club.

### CLOSING OF ENTRIES.

- April 25.—Entries close for Young America Cricket Club Games, including One and Two races handicap and one mile scratch novice. Entrance fee 75 cents for each event. Address, G. D. Gideon, P. O. Box 1105 Phila.
- May 11.—Entries close for the one, two and five mile bicycle races to be run at the Philadelphia Amateur Athletic Club's games, cor. 26th and Jefferson Sts., on May 18th, at 3 30 P. M. Entrance fee, 50c., each event. Address, R. Faries, 227 South 20th St., Phila.

MASSACHUSETTS.—The Massachusetts Bicycle Club will have a small repair shop in its wheelroom and keep an assortment of fittings for all the prominent makes, for the convenience of its members.

TROJAN WHEELMEN.—The Trojan Wheelmen, of Troy, N. Y., have elected the following officers: President, C. E. Betts; Vice-President, A. W. Ross; Secretary, Frank E. Myer; Treasurer, Chas. E. Wilson; Captain, James R. Torrance.

SOMERVILLE B. C., Mass.—The Somerville B. C. held an enjoyable minstrel entertainment on the evening of April 9th.

NEWBURYPORT.—The annual meeting of the Newburyport Bicycle Club was held last Monday evening. The following officers were elected: President, John W. Coffin; Vice-President, Herman A. Gillett; Secretary and Treasurer, George W. Richardson; Captain, George F. Avery; Lieutenant, Frank M. Gates; bugler, Percy K. Sanders; Color Bearer, Robert H. Mills. The president, secretary, captain and Messrs. Thomson and Gates were chosen as an executive committee. The procuring of a club room was referred to the executive committee, and Messrs. Hills, Avery and Gillett were appointed a committee to obtain designs for a new uniform. The club has a good membership, and its financial condition is excellent.



OTTUMWA, Iowa.—Organized February 16, with the following officers: President, A. B. Post; Vice-President, C. M. Woolworth; Captain, Walter Gehart; Bugler, B. Pickett; Color Bearer, Wm. H. Pallister; Secretary and Treasurer, A. L. Eaton. All the members of the club, twelve in number, belong to the L. A. W.

RUTHERFORD (N. J.) WHEELMEN.—Organized on March 21st, with fourteen members, officers as follows: President, J. L. Chapman; Captain, George Rice; Lieutenant, H. R. Jackson, Jr.; Secretary, C. L. Jackson; Treasurer, C. A. Edgar; Bugler, Fred Doolittle; Color Bearer, Fred Hollister.

TROY B. C.—At the annual business meeting of the Troy B. C. the following officers were elected: President, R. D. Cook; Vice-President, Geo. Collins; Secretary, Chas. C. Rushmore; Treasurer, F. Norris; Captain, J. O. Wood, Jr.; 1st Lieutenant, T. B. Collins; 2nd Lieutenant, W. Gardner; Bugler, M. R. Kelly. The club now has 45 members.

NEW ORLEANS.—At the April meeting of the N. O. B. C. it was

*Resolved*, That the N. O. B. C. enters an emphatic protest to the statements contained in a letter to the *Southern Cyclist*, and signed "Cranks," statements made in direct violation of facts, and reflecting discredit upon a club membership that writer had never known.

*Resolved*, That the N. O. B. C. stigmatizes as untruths the statements in said article referring to this club's membership, to its sense of hospitality, to the riders of New Orleans, and to the roads in and about the Crescent City.

G. D. McNathan,  
Sec'y. N. O. B. C.

LAWRENCE B. C.—At the annual meeting of this club, held April 6th, the following officers were elected: President, Mahlon D. Currier; vice-president, E. Arthur Dean; secretary, Guy W. Currier; treasurer, C. F. Smith; captain, W. B. Segur; 1st lieutenant, A. M. Tacy; 2d lieutenant, J. Ed. Aldred.

PROVIDENCE B. C.—This club will hold a twenty-five road race early in May, and a race meet at Roger Williams Rink on May 30th.

MAVERICK, W. C.—Will hold an exhibition at the Paris Rink, East Boston, April 29th. The programme includes a drill, a kangaroo race, fancy skating and a game of polo.

PEQUONNOCK WHEEL CLUB, of Bridgeport, Conn., held their meeting on April 6th, and elected the following officers: George H. Johnson, president; E. Stewart Sumner, secretary; James H. Smith, treasurer; Calhoun Lathan, captain; A. B. Post, 1st lieutenant; W. M. Richardson, 2d lieutenant; Lewis B. Curtis, Bugler; Robert L. Seward, standard bearer; executive committee, W. F. Healey, E. J. Morgan, Peter Pride.

BROOKLYN B. C.—This club, which has handsomely furnished rooms at No. 336 Livingston St., is rapidly increasing in membership, having now over fifty active riders. A number of the members will visit the Yale B. C. race meet on Decoration Day and the one following. A good time is expected.

MISSOURI B. C., St. Louis.—Eleven new members were admitted to this club at its last meeting.

OAKLAND B. C., CALA.—This club gave an elegant banquet on Saturday evening, April 4th. A number of members of the Pacific Coast B. C. and the Bay City Wheelmen were present. Many appropriate toasts were made and an enjoyable evening spent.

FORT WAYNE, IND., B. C.—This flourishing club celebrated its anniversary on April 9th.

LOCK CITY WHEELMEN.—The above club of Lockport, N. Y., has a membership of seventy-five. The club hired a ball during the winter in which the members rode every evening. The members are enthusiastic, and a busy season is expected.

ADRIAN B. C.—Of Michigan, a club with thirteen members, claims the finest room in the State. It is 60x70 feet; nicely furnished, with bath-room attached.

VESPER WHEELMEN.—This club was recently organized in Philadelphia. Its officers are: president, W. P. Graham, 1704 North Sixteenth St.; secretary-treasurer, W. H. S. Reeves; captain, H. Higbie; guide, F. Garrigues.

OLYMPIAN B. C.—A new bicycle club was recently formed at San Francisco called the Olympian B. C. The following are the officers: captain, N. Gibson; secretary, M. Berolzlunne.

CHEMEKETA B. C.—This oddly named club has its headquarters at Salem, Oregon. The club is building an excellent track, six laps to the mile. The roads in the vicinity are comparatively smooth and are much frequented by cyclers.

FOR SALE AND EXCHANGE.

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

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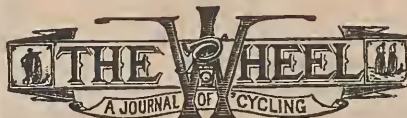
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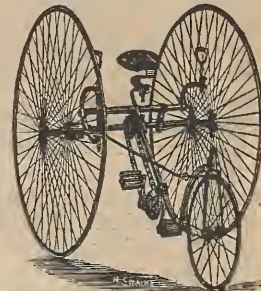
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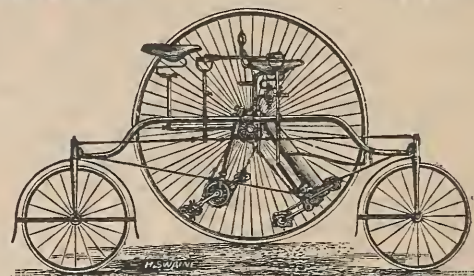
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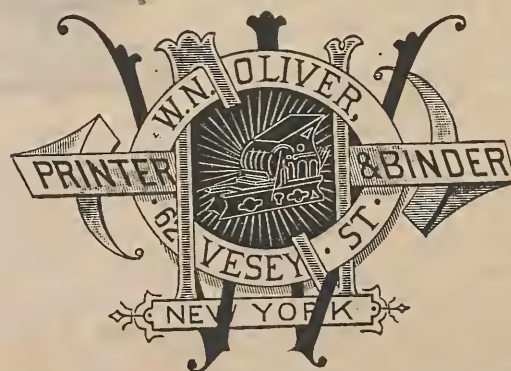
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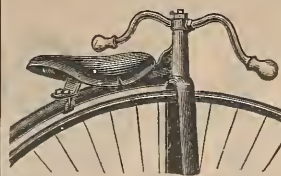
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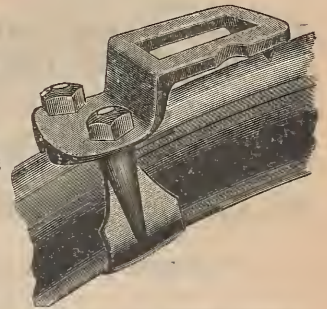
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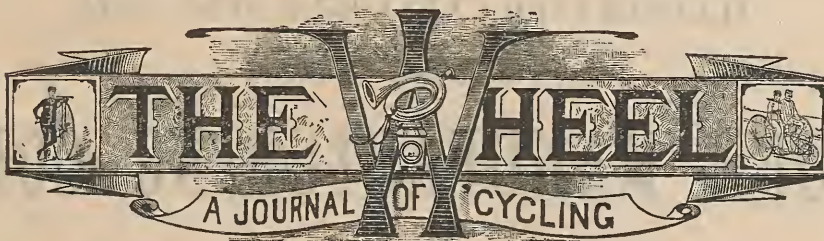


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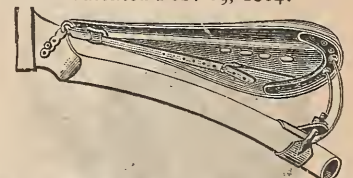
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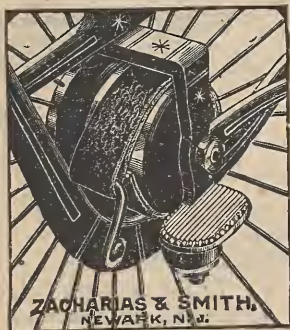
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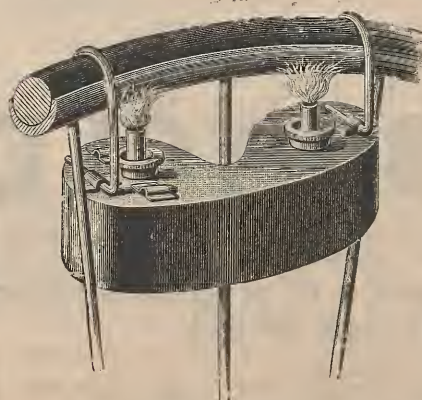
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