

# THE WHEEL

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The meeting of the managers of the Chicago tour will be held on Sunday, Jan. 18, and not on the 19th, as stated in our last issue. All are expected to be on hand at the Genesee House at 9 A. M., sharp, as important matters are to be discussed and many will be obliged to return the same day.

In a recent issue of the Philadelphia "Ledger," the report of the captain of the Fairmount Park police, or "guards," as they are called in the City of Brotherly Love, is published. It fills a column of interesting reading, entering into minute details of every imaginable occurrence in the park coming to the knowledge of the guard during the year 1884. We extract some of the figures that will doubtless be of interest to wheelmen, especially in this city, where the park question is in doubt. At several of the entrances the records are kept, and aggregate as follows:

One-horse vehicles.....	586,191
Two-horse vehicles.....	355,083
BICYCLES.....	37,796
Equestrians.....	49,777
Pedestrians.....	4,691,510
One-horse sleighs.....	23,154
Two-horse sleighs.....	9,586

While the bicycle stands fifth on the list, being outnumbered by the equestrians, it is not out of place to compare the totals for the year 1883. Another table is given in which the increase is noted. Nine thousand seven hundred and fifty-four more bicycles passed into

the park gates in 1884 than in 1883, while the increase in the total of equestrians is only 5,839, of which 1,000 are estimated as passing through small gates where no tally is kept. As we see no estimated figures of bicyclers we must conclude that they used no other means than the regular entrances. This increase is really something remarkable, and speaks volumes for the progress of the bicycle. Indeed, the proportionate increase of 33½ per cent. is greater than that of vehicles or pedestrians. We presume that energetic dealer, Mr. H. B. Hart, had something to do with these figures.

Now we will see how the wheelmen stand as regards behavior. We find that of the 246 persons ejected from the park during the year only 13 were bicyclers, and of these, 2 were without lamps and 11 without gongs, trivial offenses indeed. We find no record of bicyclers being arrested.

Of the 111 persons receiving injury in any one way, only 5 were wheelmen, which is certainly a very small proportion of 37,000 odd riders. No wheelmen are reported as "missing," which proves that bicyclers are always home early. None committed suicide or were accidentally killed.

We come to the most interesting figures of all, the runaways. Forty-nine of these occurred, of these 33 were caught by the police. Of these 15 were caused by "frightening at locomotives," 9 by "frightening at sleighing," 3 were caused by reins breaking, and only 4 by bicycles; 11 horses and carriages and 3 saddle horses were "abandoned to guards." Of the 23 persons thrown from their horses 18 lost their seats because they were "unskillful riders," the rest from causes they could not control. Several horses were killed in accidents or by injuries resulting from them. There were 231 cases of breakage to vehicles and harness, 10 vehicles being completely demolished. Seventy-six breakages were caused by collisions, 45 by runaways, and 56 by the parts broken "being worn out." In one case a bicycle was broken in a collision.

These figures go to show in a great

measure that the modern bicycle is not only safe as far as the rider is concerned, but to the outside public, and especially the driving element. We trust these figures will be brought to the notice of the Park Commissioners in this city, that they may read, learn, mark, and inwardly digest them, with the effect of increasing the at present limited privileges as soon as the riding season commences in earnest.

Our Boston contemporary, in a review of the year 1884, which covers nineteen columns of its issue for January 2, devotes the following generous amount of space to the "free advertisement" of a certain enterprise: "Karl Kron, as we presume every one is aware, is getting out a road-book. Large portions of it have already been published, but we await its appearance with none the less interest." This leads us to remark that if every one is aware of the progress which "Ten Thousand Miles on a Bicycle" is slowly and laboriously making towards successful publication, it is not by reason of reading the "Bicycling World." Years ago that paper used to keep crying aloud for some one to "compile and publish an American road-book"; but from the very day when Kron's long canvass for subscribers was put in motion by THE WHEEL's recommendation of it to the League, our Boston contemporary seems, strangely enough, to have lost all enthusiasm on the subject of road-books. If it consents to allude at all to "X. M. Miles," it is apparently for the sake of sneering at all the other cycling papers in the world for their unaccountably folly in consenting to be "worked by Kron for a free advertisement."

### LEWEE'S LETTER.

A month or six weeks since the project of holding a large bicycle tournament in Boston next fall was agitated, but after a mild shaking up was permitted to settle quietly down again, and since then nothing has been heard of it. It has not been entirely forgotten, however, and there are many who are exceedingly anxious that such a tournament be held here. The one thing

which those who were opposed to the scheme had to say was that a bicycle tournament could not be made to pay in the city, because one had never yet been made to pay, taking as their chief example the tournament held last September under the auspices of the Boston Union Athletic Company. There were many reasons for the failure of the Union tournament. First, the affair was not advertised until within a very short time before its occurrence, and the advertising was not half sufficient. Why, a number of persons, some of whom were wheelmen, said to me after the tournament that they "had heard something about bicycle races, but didn't suppose that they had been held yet." 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 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 their tournaments, and it is the only method that will lead to success. Another reason for the failure of the Union tournament, and the chief one as far as the attendance of wheelmen was concerned, was that the affair was run under the auspices of a private corporation, instead of being in charge of some well known bicycle club, as it should have been. Then the track on the Union grounds was so small and in such poor condition that it was impossible to make any respectable time on it, nor was it thought any could be made there. When in other cities a mile is covered under 2.40, it can hardly be expected to draw a crowd where the average mile time is about 3.40. The above, together with many other reasons, may be assigned as the causes of the failure of the Union tournament. Now, let's see what is to be done to make a tournament pay in this city.

To begin with, it must be well advertised, and the advertising commenced a



long time in advance. If the meet is to be held next September, now is none too early to begin planning for it. It must be run under the auspices of a bicycle club. This will give the affair a certain "tone" which is necessary to induce wheelmen to attend in any large numbers, and will insure proper attention being given to the details of the affair, by the appointment of numerous committees. In this instance it would be better if the two leading Boston clubs could be induced to jointly take charge of the meet. If this cannot be arranged, either the Massachusetts or the Boston Club would alone be fully able to properly conduct the affair. I have no positive assurance that either of the clubs would be willing to undertake the affair, but judging from the remarks made by a number of members, I think that there would be little trouble in inducing one of them to, if their way to success could be clearly shown. Regarding the track, Beacon Park would answer very well. By expending a few hundred dollars the mile horse track could be put in a very good condition, as good, at least, as the Springfield Club had for their first and second years' races. By holding the meet about the time the Springfield and other large tournaments occur, the attendance of all the leading racers of this and other countries could be insured. The numerous 'cycle dealers here would, I feel confident, be willing to contribute liberally toward the expenses of the tournament; it would be for their advantage to do so. There are such a great number of wheelmen in Boston and vicinity that with their support the success of the affair would be guaranteed without any great assistance from the general public. But the general public would show up all right, and there would be a great many wheelmen attend from a distance. The League meet held here four years since showed that Boston could turn out a larger number of wheelmen than could any other city. Boston is looked upon as a kind of Mecca by wheelmen in distant cities, and were the opportunity offered would be glad to visit the city. They did not come here during the Union tournament because no preparations were made for entertaining them. If the meet was held by a large club, entertainment committees would of course be appointed and everybody properly cared for. I will have more to say on this matter in the future, going into details of expenses, etc., and in the meanwhile would be glad if any Boston wheelmen likely to be interested in the affair express their opinions of the matter through the columns of THE WHEEL.

From all that I can learn of the Phil. Hammill case, Mr. Bassett has the right of the matter. If Hammill set the pace for Woodside he certainly violated the League rules, and should suffer the consequence. If he did not know that the rules forbid his setting a pace for a professional, he deserves punishment for his ignorance, as there is no excuse for it. If a man who has participated in as many races as has Hammill does not think it worth his while to read the racing rules he certainly is entitled to no sympathy when he gets caught. On the other hand, if Hammill did not set the pace for Woodside, his innocence can easily be proved by an investigation, and he will be none the worse off by having been looked into. It certainly shows very bad taste on the part of the Chicago wheelmen to make such a fuss over the

matter, for Hammill has not been suspended from the League, but has simply been put under investigation. Their evident desire to avoid an investigation looks very much as though there might be some truth in the charges. I should be the last one to wish that Hammill be expelled from the League, but I do object to the Racing Board being in any way intimidated from doing their duty. If, after the investigation, Hammill is found guilty and expelled, the matter could be brought before the next meeting of the league officers, when I feel confident that, good reasons being given, he would be reinstated without the slightest objection from any one.

A meeting of the Massachusetts Bicycle Club was held last Tuesday evening, President Williams in the chair. The report of the president of the Massachusetts Club Corporation showed the advancement which had been made towards the completion of the new club house on Newbury street and the furnishing of the same. There is little doubt that it will be ready for occupancy before February 1. Some twenty-five shares of the corporation stock remain unsubscribed for, but it is likely that they will all be taken within a week or two. It was voted to give two receptions at the new house at as early a date as possible, one about February 1, for club members and invited wheelmen; the other about February 15, for club members and their lady friends. A committee consisting of Captain E. W. Pope and A. D. Clafin was appointed to arrange for the annual club dinner, to be held at Young's, February 20. It was voted that the dinner be exclusively for Massachusetts club members, the former custom of inviting leading members of other clubs being discontinued. At the request of Chief Consul Currier, E. W. Pope and A. D. Clafin were appointed a committee to nominate a League consul for Boston. As the election of club officers occurs at the next meeting, the following two committees were appointed to make nominations: A. S. Parsons, S. H. Day and S. C. Miller; Augustus Miller, F. G. Parker and W. S. Slocum. Notice was given that a motion would be made at the next meeting to amend the constitution, changing the number of members forming the club committee from five to seven. The lease of the present headquarters was given up, as it is expected to hold the next meeting at the new house. The following were elected members of the club: W. H. M. Bel-lows, Boston; John Wood, Lexington; George R. Bidwell, New York; G. H. Hastings, Boston; H. A. Edgerly, Cambridge; J. A. Kennedy, Boston; V. J. Loring, Aliston.

I know of no one who is better fitted for the position of L. A. W. Consul for Boston than Mr. A. L. Atkins, who is a member of the Massachusetts Club, and is assistant superintendent of the Pope Manufacturing Company. Mr. Atkins is probably the most generally known wheelman in the city, and by his thorough knowledge of the roads and points of interest around the city, he is capable of filling the position most satisfactorily. Besides, being at the Pope Manufacturing Company's rooms he is easily accessible to all wheelmen, which, I am sorry to say, has not been the case with our previous consuls. An active consul is sorely needed in Boston, and the interests of the League would be greatly benefited were one here.

The Brockton Bicycle Club has elected the following officers: Captain, W. Hayward; first lieutenant, Herbert Carr; second lieutenant, Charles Chermigny; first bugler, Frank Dermuth; second bugler, Fred. C. Smith. The club contains about sixty members, and is in a flourishing condition. The members have lately purchased new uniforms and refurnished their rooms.

The annual meeting and election of officers of the Wakefield Bicycle Club was held on January 5, at the new club rooms. The following officers were elected for the ensuing year: President, Clarence Knight; vice-president, Frank Nichols; captain, G. P. Aborn; secretary and treasurer, George Silver. After the meeting the club entertained its friends very hospitably.

The semi-annual election of officers of the Somerville Cycle Club, was held at its rooms last Wednesday evening. Herbert E. Foot was re-elected president; William Maxwell, vice-president; Frank Norwood, captain; Eugene Sanger, lieutenant; George Beales, second lieutenant; George Steele, secretary and treasurer; William E. Hill, bugler; club committee, H. S. Worthen and George Shaw. The club is in a very flourishing condition, and has just added a very complete gymnasium to its club-room.

It is reported that Jos. Dean is organizing a small riding club inside of the Boston Club. It is also reported that the Boston's contemplate changing the color of their uniform from green to gray, and that a "ladies night" is to be held at their club-house shortly.

A recent letter from W. D. Wilmot, the Boston fancy rider, states that while in Denver he separated from his partner, Pavilla, and that now he, Wilmot, is doing single riding at Salt Lake City, Utah.

I am glad to hear that one of the New York dailies is to open a Sunday 'cycle column. It will undoubtedly do the sport much good in your city.

The Bermuda tourists have received another addition in the person of Captain Stevens, of the Cambridge Bicycle Club. Mr. Stevens has been in bad health for some time past, and hopes to benefit it by his trip to Bermuda. He will remain there several months.

The Worcester Æolus Wheelmen are to hold a social entertainment this evening.

Lawrence F. Abbott, late associate editor of "Outing and the Wheelman," and who has for a long time past been in poor health, sailed for Australia last Thursday.

There promises to be a greater competition among the dealers here the coming season than ever before.

Mr. Chas. E. Pratt has been succeeded as editor of "Outing and the Wheelman," by Mr. Sylvester Baxter, formerly of the Boston "Herald" staff, and a well known wheelman of this city.

The annual meeting of the Boston Bicycle Club was held last Wednesday evening, and the following officers elected: President, Edward C. Hodges; secretary, Edward W. Hodgkins; treasurer, W. B. Everett; captain, Louis R. Harrison; first lieutenant, W. H. Edmunds; second lieutenant, D. N. C. Hyams.

BOSTON, Jan. 13, 1884.

## KRON'S FIFTIETH WEEK.

EDITOR OF THE WHEEL: Twenty-three one-dollar pledges for "X. M. Miles on a Bi." have come to me on this fiftieth week of the canvass, raising the total to night to 2,301. I wish I might be able, when the first year ends, a fortnight hence, to report an even 2,400 at least; and so I urge club secretaries and others, who may be holding a few names for me in hopes of "getting more," to send in those few at once, and take a fresh start in reference to the laggards.

My chief accession of the week has come from Clearfield, Pa., in the shape of ten names, collected by the friendly activity of Mr. J. E. Harder, "manufacturer of and dealer in guns and pistols," who writes as follows: "This town is a very old as well as a very wealthy one, being a great lumbering headquarter, and having about 3,000 population. It is situated on the west branch of the Susquehanna, on which all lumber is sent to the markets at Marietta and other places. The country is beautiful throughout this and adjoining counties. Quite a number of riders went through here last season while on long tours—stopping in town for a day or so—and they seemed to enjoy the scenery and invigorating air of this mountainous region. We have beautiful roads winding around the mountain sides, and they are not too steep for good riding, except that here and there one will occasionally see a good chance to walk. I gave up the bicycle agency here three years ago, when I only sold three machines, but now I am going into it again 'red-hot,' and talking up the wheel at every chance I can get. You will observe that I have secured for you the chief hotel in Carwinstown, as well as in this town. This is a result of my reading what you said in THE WHEEL.

As I see that Mr. Elwell, of the Portland (Me.) Wheel Club, requests the fifteen fellow travelers who intend to sail with him from this port for Bermuda, January 22, to get acquainted with each other by taking dinner together at the Astor House, at noon of that day, I propose to invite myself to the feast in the character of "an old Bermudian." If, having gained admission in this way, I suddenly assume the role of deadly American book agent towards the one or two of the party whose names are not already on my subscription list, I am sure that "my subscribers," being in a vast majority, will not allow these delinquents to throw me out of the window.

It was the prospective voyage of this fortunate party of winter tourists which spurred me up to the pitch of writing my chapter on "The Coral Reefs of Bermuda," and allowing the "Springfield Wheelmen's Gazette" to publish it, in advance of its insertion in "Ten Thousand Miles." The story comprises more than 8,000 words, and covers four solid pages of the "Gazette," being by far the longest piece which it ever inserted in its columns. I rather hope to secure some reprints of those pages, for circulation in England, when I send out my circulars soliciting subscriptions there. My English supporters now number 35, whereof 25 are residents of London. America, outside the United States, has supplied 120 names, as follows: Canada, 74; Nova Scotia, 39; New Brunswick, 4; Bermuda, 3; and Mexico, 1.

KARL KRON.

WASHINGTON SQUARE, N. Y., Jan. 10.



## THE WOODSIDE RECORDS.

CHICAGO, Jan. 6.—TO THE EDITOR: In looking over "The Mirror of American Sports" of Dec. 27, 1884, I notice a paragraph to the effect that THE WHEEL shows poor taste in not accepting Woodside's records, after they had been accepted by the Chairman of the Division Racing Board. I wish to say that I did not accept them. The L. A. W. has nothing to do in accepting professional records. I merely certified that the measurement of the tracks and the time reported were correct. Woodside ran the full distance, of that I am sure, but the track had no solid curb, but was measured by a painted line on the floor, fully three feet from the railing. Please publish this in justice to the Division Racing Board, and oblige yours fraternally,

N. H. VAN SICKLEN,  
Chairman Ill. Div. Racing Board.

## A COMPLETE AND IMPARTIAL HISTORY OF THE TRICYCLE UNION.

BY A. J. WILSON.

"Complete!" Yes, for the Tricycle Union has ceased to exist. "Impartial!" Yes. I believe that my history will be found fault with by none, being a true and dispassionate record of events, not of opinions or assertions merely.

The origin of the Tricycle Union must be traced back to the Tricycle Association. Soon after the Tricycle Association had been incorporated with the Bicycle Union, some of its members were dissatisfied with the arrangement. It matters little what foundation they had for this dissatisfaction. Some have alleged that it was merely pique at being deprived of office; others that it was a spirit of contempt for the more youthful bicyclists, who constituted the majority of the Bicycle Union. The malcontents themselves professed to be dissatisfied with the want of attention given to purely tricycling interests, but the only explicit fact advanced in support of this complaint was that the Bicycle Union had decided not to hold the fifty miles tricycle race on the road, which had been annually promoted by the Tricycle Association. The Bicycle Union refused to perpetuate this illegal contest, offering, instead, to institute a tricycle championship, to be raced for on a path, if a desire therefor was expressed by tricyclists generally.

A side-wind arose on this point, which resulted in a long wrangle concerning the relative merits and evils of path racing and road racing.

The next development was the appointment, by the London Tricycle Club, of two of its members "to meet a like number of representatives from the Acton, Finchley, and West Kensington Tricycle Clubs, to decide what course shall be taken in the matter" of the tricycle championship. These representatives eventually decided to hold the fifty miles road race, and formed themselves into a "Tricycle Conference," under which title they carried out the fifty miles race in 1882. Not satisfied with doing what their clubs had delegated them to do, however, they held a public supper, at which it transpired that the "Tricycle Conference" intended to develop itself into a Tricycle Union, in opposition to the Bicycle Union, its objects being to promote the fifty miles road race and the monster

meet of tricyclists annually, as well as to endeavor to secure for tricyclists only—not for bicyclists—admission to the London parks. Advertisements had set forth the first two objects for several months; but upon the conference calling a meeting of tricycling clubs, at Anderton's Hotel, the conference's intentions were displayed in the initial motion on the agenda, to wit: "That a permanent tricycle society, consisting exclusively of bona fide tricycle clubs, be formed for the purpose of carrying on the Annual Meet and Championship Road Ride from year to year, and also for endeavoring to obtain permission for tricyclists to ride in the public parks, and generally to advance the interests of tricycling."

In the event, this meeting was attended by many more clubs than the promoters anticipated, the avowals at the conference supper having put the tricyclists who supported the Bicycle Union on the qui vive, so that it appeared as though there was a majority of clubs represented at the meeting who were likely to vote against the formation of the proposed society. This resulted in the conference withdrawing from the meeting, after an informal discussion; and thereupon the meeting was called to order, and the agenda negated by fifteen votes to two. The same number of votes were recorded in favor of a motion condemning the road race; and unanimous resolutions were passed appointing a secretary to call a meeting of delegates from tricycling and mixed bi. and tricycling clubs, to make arrangements for holding the Annual Meet. (This meeting, it must be remarked, was subsequently held, and a representative committee formed which eventually did carry out the Meet. This course was repeated in 1884). The meeting also unanimously passed a vote of confidence in the Bicycle Union.

Meanwhile, the members composing the conference were not satisfied with the manifest will of the majority, but determined to call another meeting, to be strictly confined to themselves and the representatives of three other clubs, viz., the South London, North London, and West Middlesex Tricycle Clubs, "to consider the question of the formation of an association for the protection of purely tricycling interests."

This second meeting (at which the Finchley Tricycle Club was not represented) was held on Dec. 12, 1882, no agenda being presented, but the chairman stated that the objects of the proposed body were: "The admission of tricycles into public parks; the arrangement and carrying out of the annual meet of tricyclists and the annual road race (should it be deemed expedient to carry out the latter), and to look after the interests of the tricycling fraternity generally." The "North London" and "South London" clubs proposed to adjourn the meeting in order to secure a representative delegation from all the tricycle clubs, but being outvoted in this, those clubs' representatives withdrew, and the remaining delegates of the four clubs—London, Acton, West Kensington, and West Middlesex—agreed to form the society under the title of "The Tricycle Union." Mr. F. S. Cobb was appointed honorary secretary pro tem, and it was resolved, "That an executive committee be formed of delegates from every tricycle club forming the new Union." \* \* \*

Up to this time the Tricycle Union was practically a private society, being

formed at a private meeting, and had its promoters acknowledged this fact, they would have escaped the hostility which was eventually shown towards them. But it was evident all along, by means of the public utterances and writings of its promoters, that the Tricycle Union was to be promoted and fostered as a public body representative of all tricyclists, and aiming at the withdrawal of all tricycling matters from "The Bicycle Union, with which is incorporated the Tricycle Association." Hence arose the determined opposition on the part of the tricycle clubs which had been excluded from the inaugural meeting on December 12, supported by the North London and South London Clubs, who had withdrawn, and by the Finchley Tricycle Club, which had been a part of the "conference," but refused to assist in the forming of a Tricycle Union against the wish of the majority of clubs.

Time passed, and advertisements appeared inviting all tricycle clubs to join the Tricycle Union and send delegates to attend a meeting on February 5. Inasmuch as the programme of the Tricycle Union was not yet confirmed, but was of so vague a nature as not to commit it to any definite course, some of the opposing clubs decided to join it as the only means of securing a voice in its ultimate constitution. Accordingly, the Finchley, South London, Alton, Huddleston, North London, Merry Rovers, and Newcastle Tricycle Clubs intimated their intention to join the Tricycle Union, and sent delegates to the meeting on February 5. Trouble was yet in store for the conference party, however, for, owing to a difference of opinion on a point of formality, the chairman, secretary, and another withdrew from the room in dudgeon, leaving the meeting to proceed to business without its prime movers. Thereupon, Messrs. Hillier and Howard were elected jointly honorary secretaries pro tem, and a provisional committee was appointed to draft a code of rules for submission to another meeting.

The next meeting was held on April 5, at which a code of rules was presented and eventually adopted, both the rules and objects being but a replica of the Bicycle Union, but referring to tricycling only, the original objects (the road race and the meet) being left out altogether. Subscriptions were fixed, and it was decided that no club should be entitled to attend the next meeting unless it had paid its subscription.

Immediately after this meeting the North London Tricycling Club passed the following resolution: "Whereas, it appears by the resolution passed at the meeting of the Tricycle Union on 5th April that the aims and objects of the said Tricycle Union are identical with those of the Bicycle Union, with which is incorporated the Tricycle Association, to which the North London Tricycling Club is by its rules affiliated; and whereas the North London T. C. has no reason to lose confidence in the said Bicycle Union, with which is incorporated the said Tricycle Association—Resolved, therefore, that the North London T. C. will not support the said Tricycle Union, but does hereby withdraw therefrom. Resolved, further, that the secretary of the T. U. be requested to render a copy of the account for expenses incurred by the T. U. up to and including the 5th April, in order that the N. L. C. T. may pay its just share of such expenses."

The spirit of the above quoted deci-

sion appeared to be shared by other clubs, for, although no formal notification of their withdrawal was published, their names were omitted from the official list advertised by the Tricycle Union, the clubs which remained in it being the London, Acton, Merry Rovers, West Kensington, West Middlesex, and Alton Tricycle Clubs.

Since then the West Middlesex Club has died, the Alton Club has withdrawn, the Acton Club has been amalgamated with the Ealing, and the Merry Rovers Club is popularly reported to be practically dead, although not formally dissolved.

The summer of 1883 found the Tricycle Union nominally in existence, but with the objects for which it was originated altogether absent from its constitution. Therefore, the London Tricycle Club once more joined its forces with two or three of the other clubs, and formed a committee which carried out the annual fifty miles road race—a race which was eventually stopped by the police.

One of the earliest efforts of the Tricycle Union, now that it had a tangible existence, was to send a deputation to the First Commissioner of Works, requesting him to allow tricyclists, but not bicyclists, to enter the public parks. The Bicycle Union also instituted a crusade, with the object of obtaining that concession for all cyclists, whether they rode tricycles or bicycles.

While the matter was still pending, Viscount Bury was invited to become President of the Tricycle Union, which he did on the explicit understanding that he would use his influence to bring about an amalgamation of the Tricycle Union with the Bicycle Union. Negotiations to this purpose took place, and the Bicycle Union changed its name to "National Cyclists' Union," but upon Lord Bury reporting to the Tricycle Union that he had succeeded in arranging for the amalgamation, the Tricycle Union repudiated their part of the agreement, whereupon Lord Bury threw up his connection with that body in disgust. (Lord Bury was subsequently elected President of the National Cyclists' Union).

Meantime, the Tricycle Union had succeeded, by widespread advertising, in obtaining accessions to its membership roll, chiefly among the class of independent tricyclists who knew nothing of the merits of its politics; a number of its more enthusiastic members were also prevailed upon to pay a composition for life membership, so that at the end of its first financial year its income was stated to be derived from about 700 members. Beyond the deputation above referred to, the only work accomplished appeared to be the employment of legal assistance in conducting a police court prosecution of a tricycle thief and the holding of a dinner; yet, when the annual report came to be made up, it was found that the whole of the funds were exhausted, including the life-membership subscriptions!

Another year was entered upon, and objectors were told that this second year would witness the results of the advertising which the first year had been devoted to. Yet, upon a review of the year's doings, we find that failure ensued upon every attempt at doing any of the work for which the Union nominally existed, the only deed accomplished which could be in any way classed as useful being the gift of to a Scottish tricycle club of a sum of money to help



pay the law expenses incurred in a tri cycle case. The Parks agitation has succeeded, but it has been the prayer of the National 'Cyclists' Union which has been granted, no distinction being made between tricyclists and bicyclists. The Tricycle Union has confined itself to organizing pleasure excursions to Coventry and Brighton, with processions and gastronomical entertainments, on the occasion of its "Council meetings." Its effort to promote a tricycle championship race on the path, in defiance of the recognized racing laws of the National 'Cyclists' Union, resulted in such complete failure that the Council forthwith expunged that object from its constitution. An announcement that the Tricycle Union intended to take over the control of the Annual Meet was met with a storm of indignant protest from the clubs which had formed a truly representative committee for that object, which committee had carried out the Meet in 1884, and announced its intention to arrange for the Meet in 1885.

During all this time prominent members of the Tricycle Union were speaking and writing with great bitterness against the National 'Cyclists' Union—although frequent assertions were made that the two bodies were not antagonistic—but, from the fact that the London Tricycle Club, among others, had withdrawn from the National 'Cyclists' Union for the express purpose of joining the Tricycle Union, and that some individual members of the South London Tricycle Club had prevailed upon that club to withdraw from the National 'Cyclists' Union—ostensibly because it was not, in the divided state of the 'cycling world, advisable to support either side—the pretence that there was no opposition was a transparent absurdity. However, the National 'Cyclists' Union was not affected by the opposition, but secured frequent accessions to its ranks among tricycling clubs and independent tricyclists, as well as among bicycling clubs, independent bicyclists, and mixed bi. and tricycling clubs.

Soon after the withdrawal of Lord Bury, the Tricycle Union prevailed upon Dr. B. W. Richardson to become its president, and on the few occasions when that gentleman has taken part in its deliberations, he has exhibited a striking divergence from the creed of his nominal colleagues; for, while the Tricycle Unionists have been declaiming against bicyclists, and going to intemperate extremes in their condemnation of the identification of the interests of both classes of 'cyclists, Dr. Richardson has advocated the fusion of both, and deprecated the animosity shown by the tricycling section towards the bicycling, and at last, after some vague preliminary advice as to the Tricycle Union seeking for higher aims than the mere promotion and protection of the sport and pastime of tricycling, its president has launched forth a scheme for a total change, which involves the immediate cessation of the Tricycle Union.

Briefly, Dr. Richardson proposes to form a high class British 'Cyclists' Society for the purpose of scientific study, with which the only connection of the Tricycle Union will be that its members will be admitted to the new society free of entrance fee. The Tricycle Union has accepted this proposition, and signed its own death warrant, nothing more being required than for its final obsequies to be decently performed.

Thus ends a movement which has given rise to an amount of acrimonious

discussion which is scarcely credible. The gentlemen who originated the Tricycle Union may have started with the purest of motives; evidently they thought that they could do something—they were not very sure what—to advance the interests of tricycling. Possessed of a great deal of that "mania for organization" which leads men to devote a considerable part of their time to honorary labor, they have worked in their own way, under the impression that their age gave them wisdom far beyond that of the slightly younger men—men in the prime of life—who work the National 'Cyclists' Union; and, oblivious of their own incompetence, they have spent time and money to no purpose. One after another their objects have been abandoned and their programme changed; as soon as one of their legislative skittles was knocked down, they have set another up. But minorities must ever give way to majorities, and first, with the discovery that the great majority of tricyclists insisted upon remaining with the National 'Cyclists' Union, came the announcement that the Tricycle Union does not want to govern tricycling, but only wants to represent those who choose to be represented by it; then came failure after failure; and as a drowning man will catch at a straw, so have the Tricycle Unionists, in despair of achieving their ambition as tricycling legislators, caught at the proposal which gives them a somewhat less sudden appearance of expiring than if they had simply dissolved their society. A few of them will doubtless join Dr. Richardson in forming his Society of British Tricyclists; in that sphere they will have ample scope to discover, as every student of science does discover, how very much they have to learn, and if scientific pursuits suit their tastes, nobody will be any the worse for the development. But the great bulk of members of the Tricycle Union will have nothing to do with an expensive society for the study of abstruse science, and the only result to the cycling world at large will now be that the interests of the sport and pastime of tricycling and bicycling will remain, as heretofore, indisputably the purpose solely of the National 'Cyclists' Union.—[Wheel World.

### ON WHEELS.

Only a girl on roller skates,  
Only a female defying the fates;  
Only a step or two out on the floor,  
Only this, then something more.

Only a man on the backward glide,  
With hands outstretched and feet spread wide;  
Only a bold dash, then a dull thud,  
Only a scream that would curdle your blood.

Only a mingling of stripes in air,  
Only a shower of auburn hair;  
Then she sat on him by the ton,  
Never was man so sat upon.

—[Courier-Journal.

### FROM THE CLUBS.

**CAPITAL.**—The annual election of this club, held December 13, resulted as follows: President, J. West Wagner; Vice-President, H. M. Schooley; Treasurer, Jos. E. Leaming; Recording Secretary, Thos. A. Berryhill; Corresponding Secretary, John M. Killits; Captain, DeLancy W. Gill; Sub-Captain, Edson B. Olds; Junior Sub-Captain, Chas. A. Burnett.

**FORT SCHUYLER WHEELMEN.**—The Fort Schuyler wheelmen of Utica, N. Y., had a very enjoyable reception at their club headquarters, Devereux Block, last evening. The reception was given by the club to invited wheelmen from Utica and surrounding villages, and all the guests were highly pleased, not only by the hearty welcome extended, but by the attractive appearance of the club parlors. These are fitted up in very cosy style, with carpets on the floor, the walls handsomely papered and covered with pictures, and with curtains at the doors. The inscriptions "Welcome" and "Happy New Year" were not needed to express the sentiments of the club to its visitors. A black board and register occupy a prominent position, while bugles and other insignia of wheelmen were noticeable. In these cosy parlors the members of the club and their invited guests passed the hours very pleasantly from 8 to 11 P. M. in games of skill and chance, music by the club orchestra and social converse. At 11 P. M. supper was served in the adjoining room, which was tastefully decorated with evergreens. A bicycle of evergreens occupied a prominent position in the centre of the table. About sixty persons were present, including the twenty-four members of the club. Like canoeists and others who journey thro' the country, the wheelmen provided their own supper, and the feast not only showed generous hospitality, but was highly creditable to the skill of the cooks. The bill of fare embraced roast pig, roast turkey, and many other substantial, besides delicacies innumerable. After the company was seated, the president, Edward M. Glenn, welcomed the visitors in a very cordial address. The supper was then enjoyed, and the feast prolonged until a late hour. Arthur Lux, with several able assistants, served his fellow wheelmen royally. Letters of regret were received from W. G. Eynon of the University of Michigan, the Rome Bicycle Club, and the Berkshire County Wheelmen, of Pittsfield, Massachusetts.

The supper over, the wheelmen wished each other a "happy New Year," and toasts and responses were in order. The toasts and responses were:

Our Guests, Will Wright; Old Utica Bicycle Club, John Linder of Newark; Rome Bicycle Club, Walt Nicholson; "Headers," H. K. VanSize; Absent Friends, Pierre White; Fort Schuyler Wheelmen, James Cutler; The Ladies, Hugh White.

The lady friends of the wheelmen presented them a handsome banneret of black satin, embroidered with the figure of a wheelman in gold.

### ONE VACATION.

I had occasion to take a semi-business trip out West last June, and expecting during my stay an abundance of leisure, I took with me my trusty wheel, a 52-inch Expert, equipped with a few duplicates of essential parts and a bottle of sperm oil. Not without some misgivings, I decided to include my riding suit in the outfit, and subsequent developments confirmed the wisdom of the provision. In the untutored West knee-breeches are still regarded as a mark of immaturity, and it is only by exercising the greatest firmness that wheelmen can secure attention at places of public resort, such as hotels and anti-prohibition counters.

I was twenty-two years of age, had

had considerable road experience, and a "century" run was to me no novelty. I felt at home on the wheel, was "up" in all the various mounts and dismounts, coasting, balance, etc. My hill-climbing was my pride, and I could make a creditable spurt when occasion required.

I don't mind saying that my destination was Nebraska. The roads in certain parts of this growing State lead the tourist through a landscape of unparalleled beauty. That portion surrounding the point of my intended sojourn is for miles and miles one unbroken stretch of rolling prairie. The occasional clumps of trees are almost without exception the result of artificial cultivation, and the lack of natural timber has suggested to the thrifty farmers the use of hedges for marking off their lands. Nebraska is one of the few States where organization preceded settlement. The roads have been scientifically surveyed and marked off at right angles, a mile apart. Each square mile of land is thus cut off geometrically, and with its boundary of green growing hedges adds much to the undulating beauty of the bird's-eye-view. The roads proper have for a foundation that mixture of sand and clay which is rightly proportioned for hardness and quick drying. The ruts, however, are abominable, being about four inches wide and sinking at times a foot deep. The prairie is one great undulating perspective, formed, as it were, of crystallized billows, about 200 feet from base to base and fifty feet high. The view from the summit of these is magnificent; each house is surrounded by its bouquet of planted trees, while at regular intervals on the horizon can be seen the tall frames of the railroad windmills which furnish the stations with water.

Well, I reached S— at dusk, unloaded my bike, and followed with it behind the porter of the (only) hotel, who carried my trunk. Although I had friends in the surrounding country, I decided to make the hotel my headquarters for reasons of diet.

Next morning, after establishing the preliminaries of my business relations, I walked down to the station to wire my arrival. Imagine my surprise and delight on recognizing the operator as a former school friend. Frank B., as I shall call him, was a jovial fellow of excellent temper and disposition. He had completed a brilliant public school education, and was on the eve of entering college, when financial difficulties compelled him to take up telegraphy—and hence the meeting.

"My dear fellow," said he, with a hearty shake, "you are the last person in the world I should expect to see in this forsaken country. You are doubly welcome, and I am royally glad to see you."

We discussed old times at length, and I asked him regarding the roads, casually remarking that I had brought my wheel.

"Well, old fellow," he remarked good humoredly, "if you ride the bicycle as well as you handled the ball and bat in days gone by, you must be a la-la!"

I assured him that without making any extraordinary pretensions, I was master of the wheel under ordinary circumstances, and that my health as well as my heart was in the sport. He suggested that so far as my health was concerned, horseback riding was as good exercise as could be desired. This I contradicted, remarking jocosely that we of the wheel were prone to regard



horsemanship as an exceedingly billious sport, from being connected with things that are liver-y. The bicycle, I said, was the king of all pastimes. I then explained to him the difference between the suspension wheel and the wagon wheel—expatiated upon the selection of materials for resisting the various strains, and set forth the virtues of ball bearing. In conclusion I told him that for speed in long distance and for absolute endurance the bicycle could on ordinary roads surpass the best horse in existence; that compared to this means of locomotion, the unaided progress of a man was insignificant.

"You don't say so!" he exclaimed in astonishment. "If I did not know you so well, I should feel inclined to treat you as an enthusiast and discredit your statements accordingly. As it is, I believe you; but let me add that there is not a soul in all the surrounding country who will do as much."

"I'll prove it to 'em!" said I, with enthusiasm. "I'll convince these rustics that there are better means of progression than their lumbering legs and their still more lumbering beasts of burden. I am going to be the 'apostle of the wheel' in this section—and don't you forget it!" Then followed a recital of a few personal experiences which seemed to fascinate him.

"You have not ridden yet, have you?" asked Frank, with sudden animation.

"Why, no. Indeed, nobody is at all aware of the presence of my wheel, except yourself and the porter. It was dark when I came, you know."

"By jove! That is excellent!" he exclaimed gleefully. "I have a plan by which we can reap considerable enjoyment, and at the same time teach these conservative numbskulls a lesson. I have been buried alive in this detestable hole for so long," he added with a tinge of bitterness in his tone, "that I should be glad of the opportunity to show them a little of the stuff that we despised 'city folk' are made of."

I must confess that an idea probably similar to his own, and tending to the same result, had already assumed shape in my own mind, but I reserved its utterance, and nodded assent to his implied bid for my attention.

"You see," he commenced, "there is in this miserable apology for a town, a certain spirit of contempt for all that is urban, both as to muscle and endurance. Being about the only representative of the city-bred class, and being of assailable age, I have been made among them the butt of this ridicule. I never was much at athletics, any way, but I feel their scorn just the same, and a chance to get even will be a rare relish indeed," and his eyes glistened with pleasure. "Every Fourth of July," he continued, "all these clodhoppers gather together to have a good time generally. They engage in tournaments and set-to's of all kinds—races, dancing, swinging, etc., and prizes are offered to winners. Now wouldn't it be a capital idea for you to pretend awkwardness on the wheel, and after several weeks of premeditated misdeeds, to challenge their crack runner (whom I particularly dislike). If you do this, old boy, I will never be able to express the full measure of my gratitude to you! As an additional inducement, I will say that this part of the country is gifted with a good sprinkling of appreciative girls, who, though unlettered, are as frank and unconventional as a city young man might wish. Coupled

with your looks, such a performance would make sad havoc among them. I admire the robustness of the country lass; with her rosy cheeks and blooming health she is the ideal of feminine physique. I never could reconcile myself to the simpering city girl, anyhow, and my final choice is about determined upon in this locality. However, I digress. If you are agreeable, I can make all the arrangements for such an event, and I assure you that its successful consummation will be to me more sweet than a gallon jug of loaf-sugar syrup," and he seized my hand at the conclusion of this rhapsody, shaking it with an energy which I felt compelled to mollify.

I agreed with him in all important particulars, and acquainted him with some indispensable details. I now left him for dinner, he meanwhile promising to busy himself with the necessary arrangements.

I will here incidentally remark that the so-called spring chicken I ate resembled closely the cradle-spring variety, and I noticed on the part of the waiters a painful tendency analogous to that of the detective service, viz., to "spot" you before you know it.

The afternoon was fine, and I determined to begin my part of the programme. Accordingly I brought my machine out into the middle of the road, and after a few intentionally futile attempts, I climbed awkwardly into the saddle. The spectators, as you may imagine, were considerably edified, and as I came in front of the grocery-saloon-post-office, I was saluted with:

"Who put you up?"

I had not expected such a display of interest, but I promptly answered:

"Fell up!"

"Climb down and look at yourself."

"Thanks," I answered drily, "it's more fun to sit up here and look at you."

This established my position squarely by giving me the last word; besides, I was now out of hearing. A buggy dashed along containing, as I afterward ascertained, the doctor and his "girl." The spirit of the thorough-bred arose within me, and I was just in the act of bending forward and reaping an easy victory, when the remembrance of my agreement crossed my mind. The temptation of Saint Anthony sinks into insignificance compared to the torments I endured in curbing my propensity to spurt—but I triumphed over the flesh, and remained faithful to my promise.

The three weeks intervening between my arrival and the Fourth were rapidly passing. My business transactions were well under way, and I managed to extract considerable comfort out of my wheel—upon which my display was limited to the plain step-mount and pedal dismount. On one occasion an inquisitive rustic asked the use of "them there notches" (referring to my hub step) and I answered as naturally as I could that some people there were who could "climb in" from that point, but that it was by conservative men considered "risky business"—to which he assented.

Finally my friend announced that matters were in fine shape. He had, pursuant to my suggestion, agreed to back me against their fleetest runner for a race of 300 yards straight-away, the runner to have fifteen yards start. The idea of this concession tickled them hugely.

For reasons of policy, I told my friend that he must station himself at the terminus of the course and leave me to manage my start alone. I would ac-

cept no other starter than Frank, and as I required him to be judge of the finish, it was necessary that I should start alone. This point I had arranged with no little complacency, since a few days before the hoosiers had ridiculed the possibility of a standstill on a machine resting on two points only. At that time my agreement with Frank had prevented me from proving it.

One evening, several days before the Fourth, I repaired to the selected course, which was quite level, and exhibited to my friend some of the manoeuvres on the wheel, and gave him also a display of speed which astonished him. I covered the distance of 300 yards in 35 seconds, and said I could better it in my riding suit.

Finally the day arrived. Needless to say, the local press, from lack of other news, I suppose, had something to say every week bearing on the approaching race—not altogether favorable to the wheel, either. The tradesmen also, anticipating increased patronage as a result of the crowd, took the matter in hand, and the result was an unexpectedly large attendance. The general feeling among the visitors seemed to be that the "city man" would back out at the last moment.

I appeared on time, however, clad in my natty riding suit. I am sure I created quite a stir among the feminine spectators, for the suit fitted me elegantly.

When the starter called "time," I advanced my wheel to the line, and adjusting the cranks parallel to the ground, I backed the machine obliquely a few feet from the side of the road. With an easy motion I swung into the saddle from the hub and advanced deliberately to the line. Here I turned the wheel under me in the old familiar way, and struck my balance. You must imagine the surprise of my opponent, for I cannot describe it. As the saying goes, you might have heard a house fall.

At the pistol shot the runner—who was really an athlete—darted off like a flash. My start, of course, required more time. Profiting by experiences of a similar kind, I gave the first few turns of my wheel without effort. My opponent was now some twenty-five yards in advance of me, and the cheering was vociferous; as were also the cries of derision.

No time was to be lost. My trusty Expert had now acquired sufficient momentum to respond to more earnest work, and I increased the pressure on the rapidly descending pedals. The runner had passed the half-way mark and was still a dozen yards in the lead. He now began to see the race in its true aspect. He made a desperate effort to put on more speed. It was at this moment that I bent forward for my final spurt. I was actually flying over the ground. At thirty yards from home I passed him. He made a sudden side movement as my wheel hummed past him—and he gave up the race. I threw my legs negligently over the bar and sailed like a bird past the finish. Then there were cheers indeed, cheers that made the echoes ring—but this time they were for me. \* \* \*

This was my experience last year. I shall go there again next spring, but this time I look forward to a more difficult victory, for they now speak (so my friend writes me) of running me against one of their road horses. They little know how bad a defeat awaits them, if I can match myself against the animal for a sufficiently long distance. PIERRE.

## RELATIVE MERITS OF THE "STAR" AND "CRANK" BICYCLES.

I am surprised that the readers of THE WHEEL get so little reading concerning the practical experience of riders with the different wheels in the market. This is not as it should be. The advertisements, solely, cannot always be depended on. I do not wish it understood that advertisers are a deceitful set. Far from it. A man will not, and certainly is not expected, to run down his own stock, and the majority will not hesitate to claim that their wheels are the "best in the world." Now, taking a dozen such ads. and placing them before him, the new rider will often be very much puzzled which to select. He wants the best; every advertiser is ready to get up on a stack of Bibles and swear that his is just the machine the novice is seeking. Therefore the latter should turn to experienced and disinterested riders to decide the question if he cannot do so himself. Never was there a more perplexing question than which to select, the "Star" or the "Crank." If my experience with both those wheels is of any value, I will be glad to share it with intending buyers. I have before me the book "What and Why," which, if it were not for certain things it contains, would be a good article, but the thrusts made at safety bicycles which are hardly true, and done with evident intent of injuring manufacturers of this class of wheels. I also have before me the modest claims made by the Smith Machine Company for the "Star." I will analyze those two papers, and see what I have found by experience.

I will take the most important claims up alternately and comment on them.

1. Smith Machine Company—"Ease of control." Very true, but over our rough Western roads it is not controlled as easily as the "Crank."

2. "What and Why"—"The little wheel in front is harder to push than the little wheel behind is to drag." No; they run about equally easy.

3. "Safety"—Smith Machine Company. Yes, the "Star" is safer than the "Crank" in many respects.

4. "What and Why"—"Star" not equal to the 'Crank' for speed or distance, or better than the tricycle." Comparing the weight the "Star" is equal to the "Crank" for speed, and superior to it for distance, and very much ahead of the tricycle.

5. Smith Machine Company—"Easier to mount and dismount." I am sorry to say that no rider will find this so, unless he gets a wheel several sizes smaller than the "Crank" he can ride. If you ride a 54 "Crank" and get a 54 "Star," you will find it takes three months to learn the mount, and even then you will not attempt to mount in a crowded street. I can mount a "Crank" in a space six inches wide, and not leave that track, whereas it takes twelve feet clear space to mount the "Star." All this may be changed by getting a small wheel.

6. "W. & W."—"Not a whit more dangerous than the 'Star.'" Well, I should smile. Maybe the company considers the breaking of a few necks, arms, and legs, as a light matter, not worth a thought. I have not heard of many cases of serious injury on the "Star," while there have been enough maimed on the "Crank" to fill a good sized cemetery.



7. S. M. Co.—“It is possible for a small boy or a tall man to ride the same size wheel.” Yes, a small boy can ride a 54 “Star,” but woe to him if he goes a few miles out of town, and has to dismount, and there are no friendly fences or stumps. He can’t mount it again without some aid, and he will no doubt decide to get a “Crank,” after pushing a seventy pound “Star” several miles on foot.

8. “W. & W.”—“‘Star’ is called a ‘safety’ bicycle, in order to gain for it the favor accorded the more successful species.” The “Star” is called a bicycle because it is one. A bicycle is a vehicle having two ground wheels running in the same line, and I am surprised that the company countenances such an assertion as No. 8. If the “Star” is not a bicycle then I will be eternally condemned if the “Expert” is. If the above manufacturers are ever compelled by riders to get out a safety wheel, I suppose, of course, they will not call it a bicycle, but a lumber wagon, or something else. “What and Why” also says that the tricycle is better than the “Star” or any safety bicycle. No tricycle in the world, excepting, perhaps, the “Royal Mail,” is worth a small chew of tobacco on our rough Western roads, on account of the steering wheel. To those who have no knowledge of the roads this may seem untrue, but when all understand that our roads are in nine cases out of ten formed with a high ridge in the middle, the only smooth riding to be had is in the two horse tracks and those of the wagon wheels, they will thing so too.

I think all experienced riders will agree with me when I say that for fine smooth riding and in crowded cities a man would, perhaps, in the former case and undoubtedly in the latter, prefer the “Crank,” and for rough, hilly roads I would say, select a small “Star,” with all the improvements extant, and you will be happy. Especially take care to select a good saddle. PEDIBUS.

### “A TRAGEDY.”

Winsome maiden,  
Perfume laden,  
Street parading,  
Twilight fading.

Dude a riding,  
Through air gliding,  
Care defying,  
Maid espying.

A little stone,  
The rider prone.  
“May I see you home?”  
The daylight’s gone.

Garden gate,  
Rather late;  
Bull dog awake,  
Mournful fate.

Retreating dude,  
Bull dog food,  
Awfully rude,  
Anatomy nude.

Maiden weeping,  
Darkness deepening,  
Dude far away creeping,  
Bull dog sleeping.

GEORGIUS.

### COMMON VEHICLES.

Bicycles are common vehicles, so Judge Stowe ruled in the case of Thos. A. Estep against James D. Hailman and others. The defendants rode their bicycles along Forbes Street, Pittsburgh,

Pa., a year ago. They encountered the defendant in a buggy. They crossed the horse’s path and so frightened it that it ran off, wrecked the buggy and injured the plaintiff. Though ruling that bicycles were common vehicles and that they have a right to the roadway, the Court refused a motion for a non-suit because the defendants had crossed the horse’s path.

[The above decision was rendered in the Court of Common Pleas of Allegheny Co., Pa.—ED.]

### AMUSEMENT NOTES.

Messrs. Harrigan and Hart will present their new play, “McAllister’s Legacy,” at the New Park Theatre to-morrow evening.

Beethoven’s Pastoral Symphony and selection from Wagner’s “Götterdämmerung” will be performed at the third rehearsal and concert of the Symphony Society at the Academy of Music on Friday afternoon and Saturday evening.

Mr. Edwin Booth will begin a four weeks’ engagement at the Fifth Avenue Theatre on January 19. It will be his only appearance in New York this season. He will be sustained by R. M. Field’s Boston Museum Company. He will revive “The Iron Chest,” “The Apostate,” “Ruy Blas,” and “Don César de Bazan,” in none of which he has been seen here in many years.

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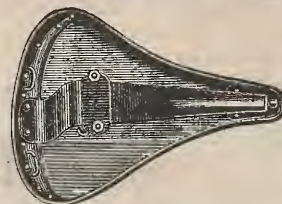
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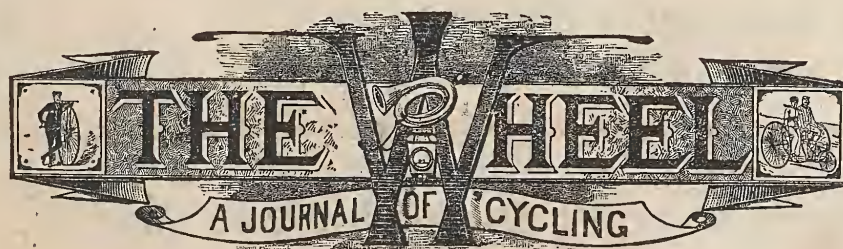
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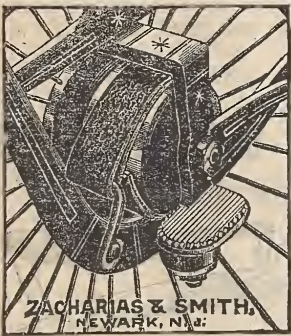
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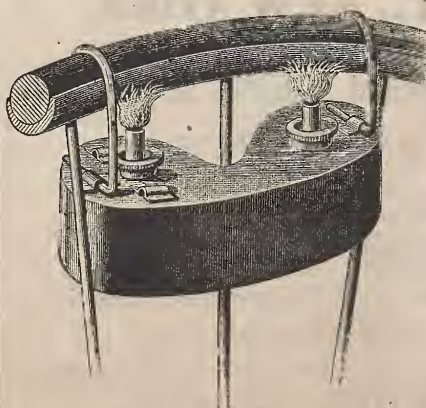
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