

# THE WHEELMEN'S GAZETTE.

A JOURNAL OF CYCLING.  
PRESS OF SPRINGFIELD PRINTING COMPANY.

PUBLISHED MONTHLY.

VOL. II.—NO. 2.

SPRINGFIELD, MASS., MAY, 1887.

PRICE 5 CENTS.

## COLUMBIA AXIOMS.

### A RECAPITULATION OF FACTS--NOT MERE CLAIMS.

1. The tenth year in the manufacture of American machines for American riders upon American roads.
2. The experience resulting from devoting the whole of that time to the manufacture of first-class bicycles.
3. The world over, in the making of everything, experience and the most valuable results go together.
4. Perfection is claimed by many; the POPE MFG. Co. does not claim it, for it does not exist.
5. The present COLUMBIAS are the result of these years of patience, expenditure of money, scientific experiment, and mechanical skill.
6. With these advantages it is simply natural that the COLUMBIAS should be considered, by the majority of American wheelmen who ride first-class machines, as the best machines for all-round or special use.
7. The COLUMBIA is the only machine which has been ridden around the world.
8. It has been ridden the greatest distance within the hour.
9. It has been pedaled across the continent many times.
10. Its riders hold the WORLD'S RECORDS from 1-4 to 24 miles, inclusive.
11. It requires the most thoroughly-made machine to withstand the extreme test of fancy riding. Fully 90 per cent. of all the fancy riders in America ride COLUMBIAS.
12. There was never a COLUMBIA which has been discarded because it was worn out.
13. It costs a good round sum to make the COLUMBIAS; consequently the COLUMBIAS sell for a good price. The nature of trade does not admit of much for little.
14. In every COLUMBIA is the full worth of the money paid for it.
15. When the majority of American riders of first-class machines purchase and ride COLUMBIAS, and continue to ride COLUMBIAS, it is fair to presume that machines and prices are considered satisfactory.
16. The POPE MFG. Co. is the largest cycle house in the world, with the best equipped factory, and ought to be able to manufacture first-class cycles at lower prices consistent with intrinsic value than can be produced by any other house.
17. The Company warrants all of its productions, and backs that guaranty by its reputation as a manufacturer and its business standing.
18. That large army of riders of COLUMBIA machines, who have ridden them for years and are riding them now, is a moving and impressive testimonial to the excellence of the COLUMBIAS.
19. An examination of COLUMBIAS by prospective wheelmen must result in advantage.
20. If one is not familiar with mechanical construction the advice of a mechanical expert is invaluable in the selection of a machine.
21. The COLUMBIAS have been over and over again tested by expert engineers, and the POPE MFG. Co. has always urged the most thorough inspection.
22. The POPE MFG. Co. rests the question (if there is any question) of the superiority of the COLUMBIA bicycles and tricycles with the opinion of any unprejudiced mechanical expert and engineer of recognized standing.
23. The purchasers of COLUMBIAS obtain the most for their money. "Tis an old and true saying, "The best is the cheapest."

THERE IS A TRANSLUCENT MORAL HERE; IT NEED NOT BE POINTED OUT.

POPE MFG. CO.

ALBERT A. POPE, President.

EDWARD W. POPE, Treasurer.

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Invented by Riders of Experience. The Only Absolutely Safe Wheel Against Headers Made. The Best and the Cheapest. Do Not Buy a Wheel Before You See The Springfield Roadster.

No extra rake to fork.



No expense left out to warrant success.



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Coasting Without Danger!

Hill-Climbing to Perfection!

The clutch movement is noiseless and runs perfectly smooth.



The fork cannot be forced forward faster than the large wheel revolves.



Improved Clutch Lever



The above illustration shows the clutch from the inside, with the roller bearings and gripping mechanism. It is perfectly smooth and noiseless. No friction is added by applying the power. There is no waste of power. It grips at the slightest touch. No dead centers.



THE SPRINGFIELD ROADSTER, complete, with Enamel Finish, Nickel-Plated Trimmings, and Fish Adjustable Saddle, \$75. Diameter of front wheel, 50 inches; rear wheel, 20 inches. Made of the best weldless steel tubing and steel drop forgings. Warranted against defects in workmanship or material. All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward tread of THE SPRINGFIELD ROADSTER. The only safe and smooth coaster.

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As shown in the cut of the complete wheel. Made with separate compartments for oiler and wrench.



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OR JOHN P. LOVELL'S SONS, Sole Agents for New England, 147 Washington Street, Corner of Cornhill and Brattle Street, Boston, Mass.

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**GREATLY IMPROVED OVER 1886 PATTERN.**

*THE SAFEST MACHINE AND THE BEST HILL-CLIMBER!*

# THE \* KING \* BICYCLE FOR 1887

WILL BE APPRECIATED BY ALL

## AS A ROADSTER,

Because it is propelled by levers, giving a constant application of power so highly prized on sandy or muddy roads and in hill-climbing.

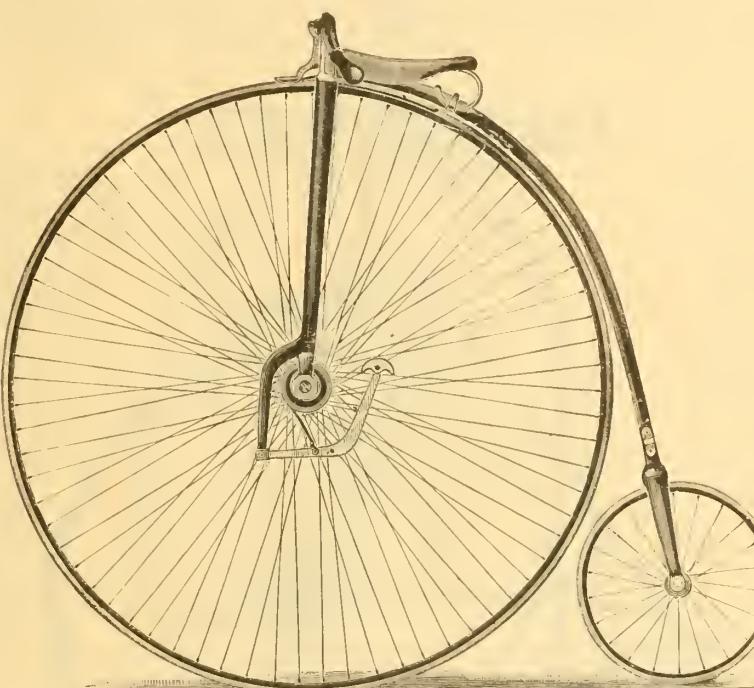
## FOR SAFETY,

Because, the treadles being in the rear of the hub, there is an uplifting at the fulcrum in front, removing the danger of taking a header, and the fork cannot be forced forward faster than the large wheel revolves.

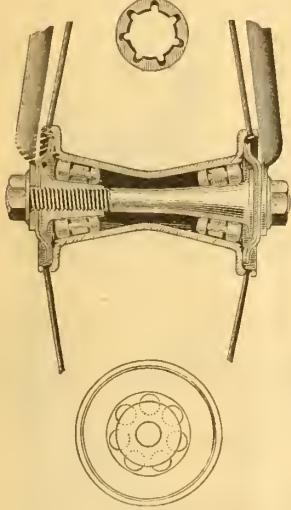
## FOR EASE OF RUNNING,

Because the new adjustable anti-friction bearings in our high-grade machines run very easily, are very durable, and cannot roll together; and there are no parallel bearings to retard the revolution of the wheels nor cog-wheel friction to overcome in coasting.

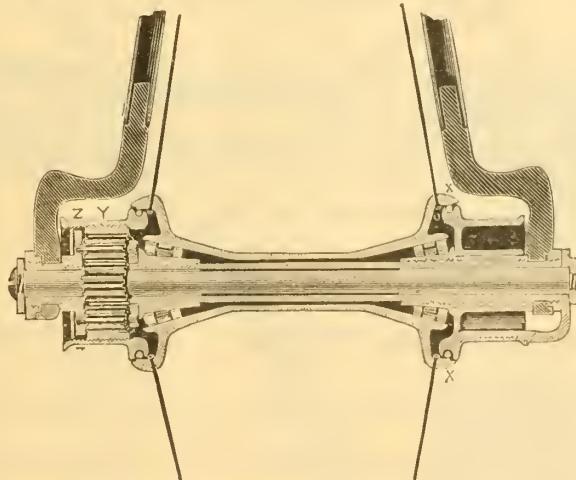
*Secured by United States Patents and Pending United States and Foreign Applications by the Inventor, Rev. HOMER A. KING, Springfield, Mass.*



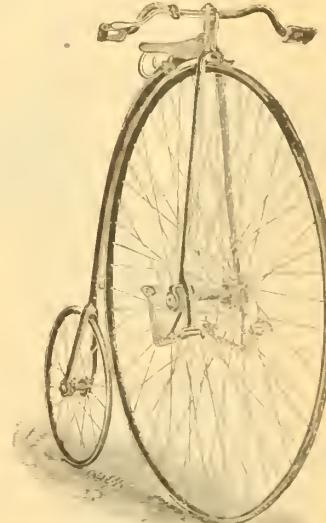
*Side View, with pear-shaped vulcanite handles.*



*View of bearings in rear wheel, and end view of adjustable anti-friction roller bearings and revolving collar which holds them in place. Full explanation in Catalogue; sent free.*



*Cut showing how the depression of one lever, turning one propelling drum forward, turns the other backward and raises the lever without contact with the driving wheel. Full explanation in Catalogue; sent free.*



*Front View, with spade handles*

**CATALOGUE SENT FREE.**

## PRICE LIST.

**Enamel Finish, one-tenth Nickel,  
Enamel Finish, one-fourth Nickel,  
Enamel Finish, one-half Nickel,  
Full Nickel Finish,**

One-fourth Nickel includes Hub, Saddle-Spring, Handle-Bars, Brake, and Head. One-half Nickel includes all, except the Spokes of the large wheel. Full Nickel includes all, except the Rim. We recommend and most riders order the \$1.10 style with anti-friction bearings to both wheels. A discount of 10 per cent from third column prices is offered to any company, or to the first purchaser in any county. Above prices are for 48-inch wheel; add or subtract \$1 per inch up or down. Spade handles, 50¢ extra. Agents wanted in all unoccupied territory.

SOLID CRESCENT RIMS.  
PARALLEL BEARINGS  
To Both Wheels.

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80	100
85	105
90	110

HOLLOW RIMS, HIGHEST GRADE.  
ADJUSTABLE ANTI-FRICTION BEARINGS  
To Rear Wheel. To Both Wheels.

\$105	\$105
110	110
115	115
120	120

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THE WHEELMEN'S GAZETTE.

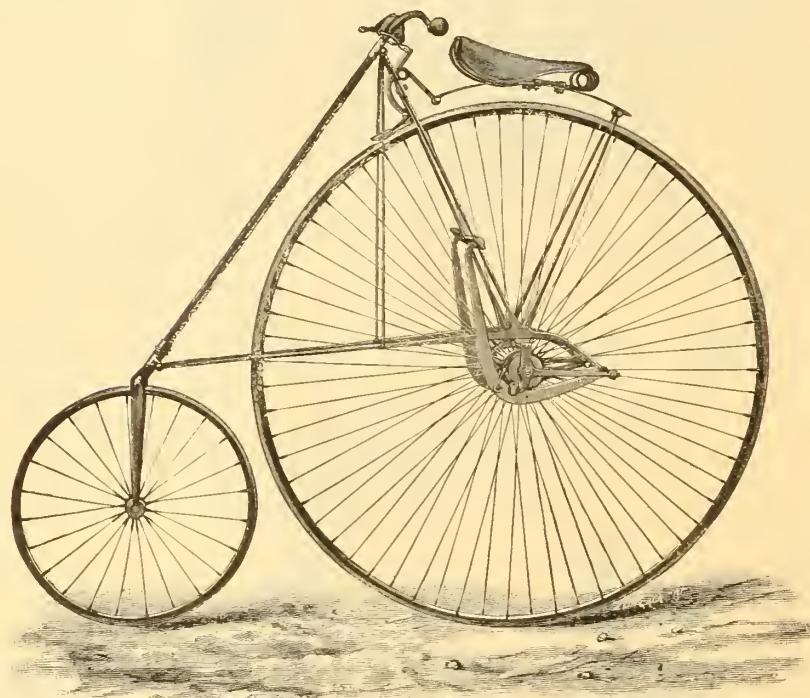
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No Headers or Dangerous Falls. Always First on the Road and up the Hill. The STAR is the only Bicycle that combines in the highest degree the qualities of Safety, Speed, and Hill-Climbing. World's Record, 305 miles in 24 hours.



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THE WHEELMEN'S GAZETTE.

# THE SENSATION OF 1887!

THE LATEST AMERICAN HIGH-GRADE WHEEL,

# THE NEW MAIL.

With TRIGWELL'S BALL HEAD.—In this Ball Head the cones move on the balls smoothly, without wear, and one adjustment serves for a very long time,—for months, in fact,—and no loosening nor setting up is necessary. There being no friction, oiling is rarely needed.

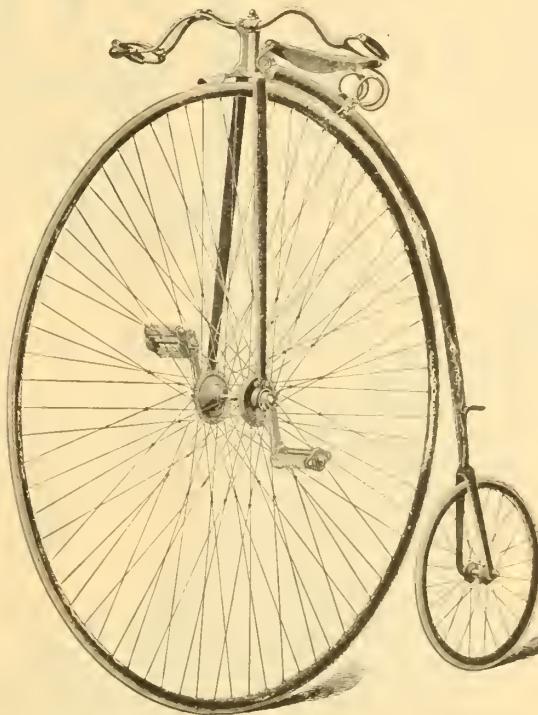
## WITH OUR SPECIALTY,

Perfection Strengthened Backbone and Forks.

It is very well known that in all machines Backbones are liable to break, and do break, causing bad accidents. The place of breakage is usually, if not always, at the upper end, under the saddle, where is the greatest strain. We have adopted Warwick's New Pattern Backbone, which has a greater thickness of metal at the large or neck end, tapering thinner to the small end; thus obtaining a stouter and stronger Backbone, with no danger of breakage, while there is no increase in weight. The oval shape is also preserved, which is handsomer and stiffer than the round.

Warwick's Perfection Forks are also used, having the same construction as the Backbone,—thicker at the large end and tapering or decreasing in thickness at the small end; this gives very strong and rigid Forks.

A Superb Light Roadster; see one. See the Testimonials in our Catalogue from many leading wheelmen as to the great advantage of the Ball Head.

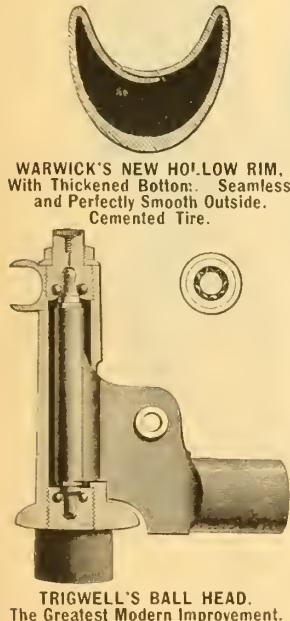


## WITH OUR SPECIALTY,

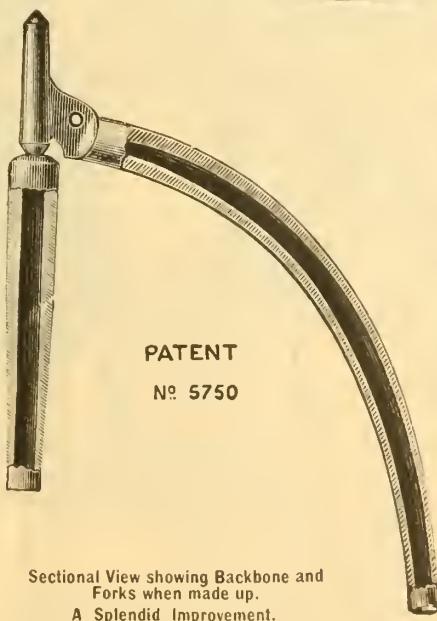
Trigwell's Ball Head—A Splendid Success.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it. What a howl went up from the "big stock" people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first-grade bicycle, and those who do not have ball-heads will not rank among the highest-grade mounts. Of course the extra cost of construction will preclude its being used on second-grade machines, but that it is a vast improvement over the Stanley head, with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond doubt.—*London Letter in L.A.W. Bulletin, Jan. 8, 1887.*

Agents wanted everywhere. See this wheel before purchasing. Ask your dealer for it.



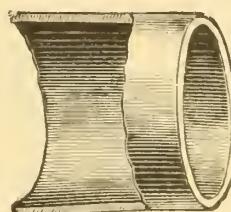
WARWICK'S NEW HOLLOW RIM,  
With Thickened Bottom. Seamless  
and Perfectly Smooth Outside.  
Cemented Tire.



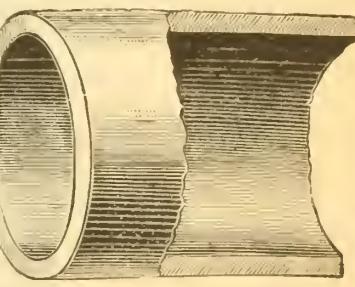
PATENT  
No. 5750

TRIGWELL'S BALL HEAD.  
The Greatest Modern Improvement.

Sectional View showing Backbone and  
Forks when made up.  
A Splendid Improvement.



Sectional and End View of  
back fork end of Backbone.



Sectional and End View showing strengthened  
neck end of Backbone.

Send stamp for Fully Illustrated Circular of this Perfect Wheel, with full representation of all parts. A Handsome Photograph of the NEW MAIL sent for 14 cents in stamps. We will take second-hand wheels in part payment for a few ROYAL MAIIS with Ball Heads.

**WILLIAM READ & SONS,**  
MANUFACTURERS,  
107 Washington Street, = = = BOSTON, MASS.



# INGER CYCLES.

## APOLLO LIGHT ROADSTER.

Highest-Grade Wheel made. Ball Head; Spade Handles; Detachable Bar. Price, 50-inch, \$135.

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The Best Machine Ever Built, for the Money. Price, including Spade Handles, \$105.

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## APOLLO SAFETY.

Fast; Safe; a Great Hill-Climber and Coaster. Price, with Ball Pedals, \$140.

## THE S. S. S. TRICYCLES,

No. 1, for Gentlemen;

No. 2, for Ladies;

—AND—

## THE S. S. S. TANDEM,

—ARE THE—

LEADING MOUNTS  
OF THE YEAR!



For details of these machines, see our regular Catalogue, which will be mailed free to any address.

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SOLE UNITED STATES AGENTS,

6 and 8 Berkeley Street,

BOSTON, MASS.

AGENTS WITH SMALL CAPITAL WANTED.

THE WHEELMEN'S GAZETTE.

Before Purchasing Your New Wheel,  
Send for this Catalogue.

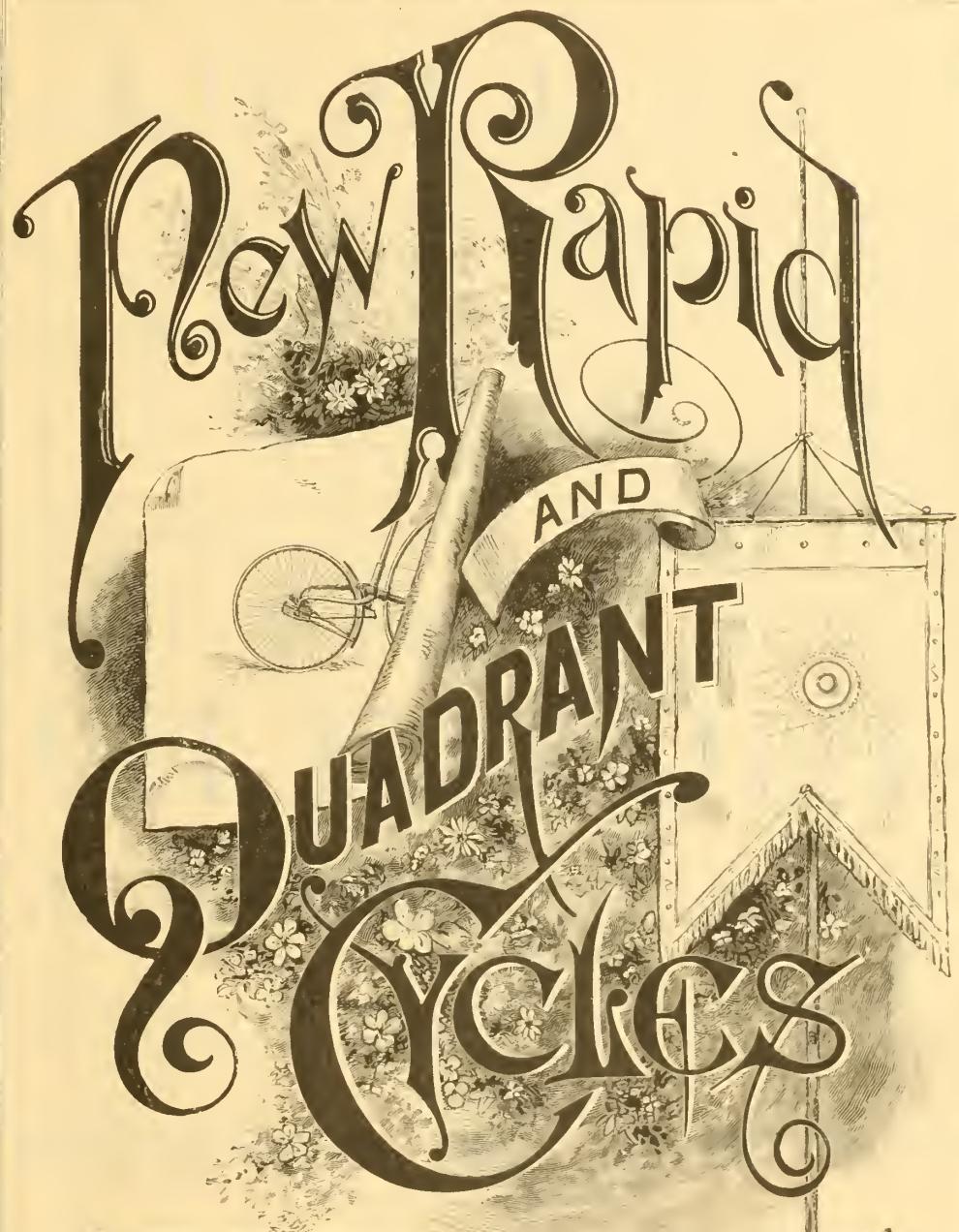
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Acknowledged by all Competent Judges to be the Leading Line of Wheels for 1887.

# Risk One Eye on the Colored Pages Inside!

## ♦ THE FACILE. ♦

PATTERNS OF THIS OLD RELIABLE BICYCLE FOR 1887 ARE

- 1.—THE REGULAR PATTERN, unchanged from 1886, it having in that year been largely altered and improved.
- 2.—A VERY LIGHT ROADSTER, somewhat changed from that of 1886, being hollow throughout, levers and connecting rods included. Lever bearings are double-ball, and every bearing in the machine (except the brake and brake-lever) is adjustable ball. Head is the new unapproachable ABINGDON, which is almost as much superior to any other ball-head in the market as other ball-heads are superior to cones. Weight of 46-inch, 34 pounds.
- 3.—THE STANDARD FACILE, a good plain pattern, with weldless steel hollow backbone and front forks, and balls to front wheel; plain enamel finish. The best low-priced machine offered in the market.
- 4.—THE NEW GEARED FACILE, a front-driver, using a beautifully simple and effective gearing placed on one side only and having no chain. Hollow throughout; every bearing adjustable ball; 21 rows of balls. Size 40, geared to 60. Has already won the first road race of the year, and is the fastest machine ever produced.
- 5.—THE REAR-DRIVER FACILE. Has a 36-inch driver, speeded to 54 by the same gearing as the other, with a 22-inch steerer. The best machine of the rear-driving type, yet the front-driver is believed to be the better of the two.
- 6.—THE FACILE TRICYCLE, a handy, central-driving, open-fronted, and easy-running machine, with FACILE driving. Singularly light, weighing only 46 pounds, although amply strong, and far away the best cycle in the market for ladies.

PRICES range from \$88 to \$137; \$140 for the geared patterns, and \$150 for the Tricycle.

Do not overlook the Facile Oil and Enamel, both firmly established in market as standard and *the best*. If you want a Ball-Head, see the Abingdon: then you will accept no other. Send for List, mentioning THE GAZETTE. **W. G. WILCOX, 33 Murray Street, New York.**

## DO YOU WANT A CHEAP BICYCLE ?

### SEND FOR OUR CLEARANCE SALE LIST.

*Tangent-Spoke Light Roadsters, Direct-Spoke Full Roadsters, Safeties, and Tricycles,  
all with ball-bearings, and highest grade and finish.*

### ♦ YOU WILL BE SURPRISED ! ♦

*These machines formerly sold for from \$125 to \$165, according to size and finish; but in order to make room for NEW RAPIDS and QUADRANTS we will sacrifice them. Terms either cash or part cash and deferred payments. All Machines sent on approval.*

**SAML. T. CLARK & CO.**

PEARRE BUILDING,

BALTIMORE, MARYLAND.

BEFORE YOU BUY A BICYCLE

OF ANY KIND, SEND STAMP TO

A. W. GUMP, DAYTON, OHIO.

For Large Illustrated Price-List of New and Second-Hand Machines.  
Second-Hand Bicycles Taken in Exchange and Bought for Cash.

LARGEST STOCK IN AMERICA

OF SECOND-HAND BICYCLES.

A. W. GUMP, DAYTON, OHIO.

Bicycles Repaired and Nickel-Plated. Second-Hand Bicycles, Guns,  
and Revolvers Taken in Exchange.



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VOL. II.

SPRINGFIELD, MASS., MAY, 1887.

NO. 2.

## The Wheelmen's Gazette.

### Terms of Subscription.

One Year, by mail, post-paid,	- - - - -	50 cents.
Six Months, by mail, post-paid,	- - - - -	25 cents.
Foreign Subscribers,	- - - - -	4 shillings.

HENRY E. DUCKER, - - - - - Editor and Manager.

Communications must be in not later than the 20th of each month, to secure publication for the following month.

Address all Communications to THE WHEELMEN'S GAZETTE. Make Checks and Money Orders payable to same.

The trade supplied by the American News Co., New York.

Entered at the Post-Office, Springfield, Mass., as Second-class Matter.

### CYCLES FOR WAR.

Day by day the notion that cycles are only playthings for boys is disappearing, and we find that the uses to which cycles are being put exceed the anticipations of the most sanguine wheelmen. When *Punch*, something over a year ago, published its cartoon of the warriors of the nineteenth century mounted on cycles, little did we expect that in less than two years it would become an established fact. Yet it has. The grand success of the Cyclist Corps at the Easter maneuvers in Kent, England, has placed a high value on cycles for war purposes, and the English Government, ever alive to anything that will tend to increase the efficiency of the army, has ordered that a corps of cyclists as a permanent branch of the volunteer forces be enlisted. The following gives the full text of the order:—

#### THE CYCLIST CORPS.

##### CORPS ORDER BY LIEUTENANT-COLONEL SAVILE.

The Commanding Officer desires to place upon record an expression of his unqualified approval of the highly satisfactory work performed by the Cyclist Corps during the Easter maneuvers in Kent. The aptitude shown in acquiring a knowledge of scouting and reconnoitering, the intelligent manner in which the several duties were performed, and the zeal and energy of all ranks, deserve the highest commendation, and were the subject of favorable comment on the part of all who watched the corps when at work. The steadiness and discipline of the corps at the review and march-past on Easter Monday evinced an anxiety to display a soldier-like bearing in the presence of troops which was extremely creditable to a body mainly composed of untrained men. Every military duty required of the corps was unhesitatingly performed, however at variance with the ordinary practice of cycling that duty might be. On the occasion of the inspection of the corps by Colonel Stracey, Scots Guards, commanding the Dover marching column, that officer expressed his warm approval of the part taken by the corps during the operations, and his admiration of the general appearance of the men and their machines. The Commanding Officer's hearty thanks are due to Lieutenant-Colonel Kensington, Royal Artillery, and to Major Carpenter, who respectively commanded the right and left divisions of the corps. Both these officers performed their duties with great energy and discretion, and were very ably assisted by Major Knox-Holmes, Captain Cohen, and Lieutenants Graham-Gordon and Holmes. Lieutenant C. J. Fox, 3d Battalion Middlesex Regiment, proved himself an invaluable staff officer and adjutant, untiring in work, ready in resource, and animated with the spirit of a true soldier. The fact of his presence with the corps was a guarantee to success. From the members of the corps, who one and all performed their duties so well, it is an invidious task to select individuals for special commendation, but

amongst those whose particular services came prominently under the notice of the Commanding Officer were Sergeant Gentry, Corporal Halton, Messrs. Rucker, Bernhard, Breysig, Allen Tooth, G. H. Evans, Stiles, Tee, Venn, Hale, and Perry. These, in conjunction with the other members of the corps, carried out their orders in a most satisfactory manner. Successful beyond expectation as the experiment has been, the Commanding Officer considers it his duty to impress upon the members of the corps the fact that the success now gained should not encourage them to think that they can fulfill, or even emulate, the true functions of cavalry. Scouting is but one of the operations that arm undertakes, and cyclists should not entertain the idea that they will ever be required to do more than assist a numerically weak cavalry in the performance of that duty, or afford support to cavalry if pushed forward too far to rally upon infantry.

A. R. SAVILE, Lieutenant-Colonel,

Commanding Cyclist Corps.

15th April, 1887.

The encouragement the Cyclists' Corps have received from those high in authority, and also from the press generally, at the Dover March and Review, has encouraged the officers and a large majority of the men who served with the corps on that occasion in the hope that their services may be accepted as a permanent branch of the volunteer forces. I am at present endeavoring to form such a corps, to be called the Cyclist Guides, assisted by the officers who served on the occasion alluded to. I have communicated with the proper authorities with a view to asking permission to raise such a corps, and in accordance with the Queen's regulations I am now prepared to receive the names of gentlemen willing to become candidates for admission to such a corps.

Full information will be given to them on application, and the fact of their sending in their names will not in any way involve them in the preliminary expenses. Applications to be made by letter only, in the first instance to the acting adjutant of the late corps, at the temporary headquarters, 28 Ashley Place, Victoria Street, S. W.

G. W. WALLACE CARPENTER (Major),  
Reserve of Officers; late Royal Fusiliers  
and 32d Light Infantry; late second  
in command Corps of Cyclists.

April 15, 1887.

### CYCLE STEALING.

#### A NOVEL BURGLARY—CAPTURE OF THE THIEF, AND RECOVERY OF THE WHEEL—AGAIN THE VALUE OF THE PRINTERS' INK.

On Monday morning, May the 9th, about 2 A. M., the wheelhouse of Henry E. Ducker was broken into and one of his cycles, "Expert Columbia," stolen. The thief effected his entrance by cutting out a pane of glass and then, opening the window, succeeded in entering, when it was a very easy matter to unbolt the double doors. Once inside, the thief had things all his own way, helping himself to the wheel of his choice. The theft was discovered about one hour later, and the thief was tracked about six miles, where all trace of him was lost. The matter was immediately placed in the hands of the police, who, with the aid of printers' ink, succeeded in capturing the thief on Friday evening, at Roxbury, Mass.

The thief was a young man of 24 years of age, and repents the act; in fact is willing to settle the matter on any basis rather than go to State prison for a term of years, which the gravity of the offense calls for. The frequency with which we read of stolen cycles calls for some manner of marking our wheels by which they can be identi-

fied beyond a doubt. The stamping of the number on each wheel by the makers is at present the only mark by which a wheel can be found. In connection with this every agent or dealer who does repairing should keep a full and complete description with the number of each wheel repaired by him. This would be a great assistance in helping to find stolen wheels, and would serve as a check on unscrupulous men who love to help themselves to other people's property. One thing more. When a wheel is stolen most of our wheelmen keep quiet in the hopes of finding the wheel and the thief. This a great mistake; there is only one way and that is the right one, notify the police and as in our case make a good use of *printers' ink*. Send at once a printed description of the wheel to every dealer, cycle paper, and club, also to every express office, and every baggage-master upon all railroads, and to all police headquarters within a hundred miles, and you will be very likely to recover it. We as wheelmen should allow no thief to escape, then there will be less cases of stolen wheels.

The April issue of the *Wayfarer*, London quarterly magazine of the British "Society of Cyclists," prints a complimentary review of "the Great American Road-Book," based upon an inspection of its advance sheets. Its editor is the man against whom "the secretary-editor of the C. T. C." printed a forged letter in his *Gazette*; and it was the confession of this forgery in a London law court, Nov. 22, 1886, for which Mr. Justice Wills dismissed the secretary-editor from his presence, with a severe rebuke for having "indulged in the lowest and vulgar abuse of the worst form of journalism." No doubt the editor of the *Wayfarer* has a kindly feeling towards K. K. for the pertinacity with which he keeps the fact of this forgery fresh in the minds of American supporters of the C. T. C.

The second annual spring race meeting of the East Hartford Wheel Club will be held Saturday, June 4, at 3 p. m., on the East Hartford bicycle track. The programme will be as follows: No. 1, two mile, handicap, club; No. 2, half mile, handicap, open, in heats; No. 3, three mile, handicap, open; No. 4, two mile, novice, open; No. 5, one mile, 3-20 class, open; No. 6, one mile, open; No. 7, fourth mile, boys, open; No. 8, two mile, lap, open; No. 9, one mile, consolation. In the half mile handicap, only five riders will be started in a heat, and to obtain a place in the final, it will be necessary to win a trial heat. There will be three prizes in every race where there are four or more starters, except in the consolation race, which will have five, and the one-half mile handicap, which will have as many prizes as there are heats, so that every winner of a heat will be sure of a prize. The prizes will be the most valuable that the club has ever offered.

## STEVENS'S RIDE.\*

Of all great rides that we read or hear,  
From Sheridan back to Paul Revere;  
Or from Pegasus down to the present year;  
Never was one so grand or queer,  
As the wondrous ride of our hero here.

Never was voyage like his begun;  
From the "Golden Gate" of the setting sun  
Round the world his wheel hath spun.

Oh! light and strong must the wheel have been.  
Of toughest steel the spokes, I ween,  
Flashing the good staunch forks between;  
Never such hubs or rims were seen.

Handle-bar, pedals, and bearings sound;  
Backbone—strongest that could be found  
To carry a rider the world around.

But the rider himself! What nerves of steel,  
Strong heart and brain, does not he reveal?  
Over the whole great planet to wheel!  
The very thought makes one's senses reel.

Though "Westward" the star of empire rolls,  
Flashing its radiance to the poles,  
A beacon light to heroic souls;  
(The Argonaut's torch of 'forty nine),  
We follow not the starry sign;  
*Revocare gradum*—this theme of mine.

Through the golden dust and Sierras' snow,—  
Round and round, now fast, now slow,  
Where the "Rockies" gleam in the sunset glow—  
Flashing at length o'er the plain below.  
Eastward ever his wheel doth go—  
While Phœbus wheels the orb of light;  
Or beneath the myriad stars in flight,  
Like the nickelèd Goddess of the Night,  
A new terrestrial satellite.

So, on to Boston, which I rather guess,  
Is the hub of the bicycle universe.  
Beside this world conquering bike,  
My Muse's car is a rusty trike;  
And she herself goes out on strike  
As I take at this point a header, like.

Cyclists who've seen a Scranton "run,"  
Mixture of romance, toil, and fun—  
All who've seen me ride, well know  
That after the start I'm rather slow:  
And cannot, for over half a mile  
Of road, or poem, maintain the style  
I started out with; I know 'twould rile  
The whole assembly if I should try  
Further with Stevens' speed to vie.

So with deep regret I leave him here  
To journey on from year to year;  
The rest in his lecture all may hear.

But should your patience still be kind,  
After we get our second wind,  
We'll mount and follow tho' far behind,  
And see what further we may find.

Ever eastward his cycle ran  
Toward the city of Teheran;  
Never saw Turk or Persian  
Such a miracle—or man,  
Since the Veiled Prophet of Khorassan,  
Or since, 'twixt earth and sky, in air,  
Mahomet's coffin floated there.

'Tis bad to think that in Persia  
We were not with him, e'en for a day,  
To astonish the natives so far away.

With never a comrade, 'twas sure a sin,  
China or India to venture in,  
Or before those Eastern dames to "Bin."

I fancy the Scranton team would scare 'em,  
Especially if the Shah should dare 'em  
To parade before the royal harem;

But fleeing from those hours fair.  
Our hero attacked the Russian bear,  
Bearding the lion in his lair,  
And making Selav and Cossack stare.  
Never was such a ride, I swear'  
Since Tam O'Shanter rode his mare.

Of China, Japan, or India,  
Nothing further shall I say,  
Except in parenthesis by the way.  
How Stevens struck the Mandarin's dumb,  
Fighting his way through China—one,  
To reach the land of little Yum-Yum:  
Who doubtless waited beneath the moon  
To greet the cycling Great Tycoon.

Did the Lord High Executioner  
Forbid his telling us aught of her?  
Or seek to cut off—postpone—defer  
The earthly tour of our mariner?  
Well, he's safe, and here among us to-night,  
So we'll give three cheers for the bold young knight,  
And hurrah! and hurrah! for the bicycle bright.

We quaff, brave Stevens, a health to thee,  
And welcome home to the land of the free!  
The greatest in God's cosmogony.

And wherever we roam, 'neath the starry dome,  
May ever the cycles bear us home.

THE AMATEUR RULE AS VIEWED THROUGH  
ENGLISH EYES.

There is a great deal of unnecessary fuss being continually made about the amateur definition as formulated by the N. C. U. Scarcely a fussy maker but wants some portion of it altered, and scarcely half a dozen who don't want some portion or the whole of it abolished. This is very wrong and improper. The amateur definition as it at present stands is a most ingenious and effective thing. In the first place it decrees that a man shall be doomed to the dire dungeon of eternal professionalism if he ride a bicycle or tricycle in public for a money-prize, or staked bet, or gate-money, or if he has taught the art of cycling for money; so that if any daring malefactor teach me to ride a bicycle for half a sovereign, he is properly punished for his misdeed. But in case this should press too hard on people anxious to make a bit, it is mercifully allowable for him to write a book on the subject which shall teach any number of men to ride any possible kind of machine, and to button up in his own breast-pocket as many half-sovereigns as he can possibly get out of the speculation. It will also be noticed that this stern decree prevents any evilly-disposed persons from wickedly clubbing together a five-pound note apiece of their own, and racing for the same, providing the evilly-disposed take care to tell everybody what they are about, but that with the same wise reservation as in the teaching matter, it leaves it perfectly open to any nice young gentleman to take a salary from a kind book-maker and lose races and knock out and shut in other competitors, whose greedy anxiety to win may be likely to disturb his employer's arrangements—always providing that he maintains a quiet and gentlemanly reticence as to the details of his movements.

Then we find that a similar punishment to that awarded in the above cases awaits the miscreant who races with, or makes pace for any unfortunate rascal who shall have already undergone the infliction, which is extremely proper, and not at all insane. And the same execution is ready for any criminal who has won thirty-four electro-plated bootjacks in succession, and has the shameless audacity to sell one of them—and tell people; while to avoid the possibility of such a rule pressing hardly in individual cases, there is no reason

why he shouldn't make anybody a present of the article in question, nor is there any reason why the man who got the present shouldn't be his tailor.

There are some ill-bred persons of blunt capacities who fail to see, after all, that this terrible visitation—this declaration of professionalism—is much of a punishment at all. But then, look at the difference between the men—amateurs and professionals! An amateur races and wins butter-coolers, and clocks, and electro-gridirons, and toothpicks, and things, while the professional gets money. Of course he uses that money to buy anything he wants, including the butter-coolers and toothpicks, and of course the amateur saves the amount of money he might otherwise have spent in the purchase of these articles; but that is a matter of detail, and hasn't anything to do with it. The professional does his own buying and choosing, and the amateur doesn't. Isn't that difference enough for you? Because I'm afraid it's all you'll get.—*Tricycling Journal.*

"My Monday's ride of 48 miles, from Meriden to West Springfield, Mass., where I expect to reside during this month, while attending to the distribution of the books" (writes Karl Kron, May 4), "was a very pleasant one; for I had the wind at my back, and the roads were almost as good as I found them, last October, when I took the same trip. Considering that I hadn't been in the saddle for eleven weeks,—or from the time of my February ride, W. S. to M., over snow, ice, slush and mud,—I think it rather creditable that I could go so far without any subsequent weariness. This proves I suppose that I am again in good health; and I am glad to report that the indisposition which seemed to threaten a breakdown, when last I wrote to the *GAZETTE*, March 31, proved only temporary. The verses of 'greeting' which I send you to day,—and which with 80 solid pages of indexes at their back are to face the opening chapter of my book,—signify by their date that the printers now have the final indexes well in hand. The 'actual date of publication,' which I name with good confidence that it will find at least 200 volumes on their way towards subscribers, is three weeks hence, May 25."

The portrait of the distinguished bull-dog which is to form the frontispiece of "X. M. Miles on a Bi," is to be a photo-gravure,—instead of a heliotype, as long advertised. "This latter process costs me an extra hundred dollars," writes K. K., "but as I've risked \$10,000 anyhow, in order to immortalize the memory of the blessed animal, I can't hesitate about a little thing like that. The photo-gravure makes the face look so life-like and savage that I'm sure I could sell 30,000 books to the bar-keepers of this country,—if I only took time enough."

It speaks for itself. The following advertisement appears in the English press:—

## "THE YANKEES ARE HERE."

## AMERICA V. THE WORLD.

To SECRETARIES OF MEETS AND GROUNDS.  
DO YOU WANT AN OVERFLOWING GATE? If so, have the AMERICAN RACING CYCLE TEAM present in your Grounds ready to meet all comers.

20,000 people at Springfield saw Englishmen meet Americans. Why not that number in Athletic England see Americans meet Englishmen? Let me hear from all enterprising Secretaries and Managers.

W. J. Morgan, Manager of American Team, care of *Sporting Life*, London.

\*Read at the reception to Thos. Stevens given by the Scranton Bicycle Club, April 12, by the composer, Dr. J. E. O'Brien.

## FROM OUR BRITISH CORRESPONDENT.

**E**ASTER has come and gone, and our season is in full swing. As with the winter, so with the spring; the weather has been very unfavorable to riding, an extraordinary spell of cold east and northeast winds having prevailed for weeks past.

Very few of the crack racing men seem to have started training, judging by the results of the numerous race-meetings held all over the country at Easter. Furnivall, who was given out at the end of last season to be intending to relinquish the path, seems to have altered his mind,—as is the usual way with retiring champions,—as he won two small races at rural athletic sports at Easter. Will Illston did pretty well at Birmingham, and is expected to show better form than ever this year,—which means a short-distance championship or two;—and R. Cripps has come out after a year's retirement, and won at Cheltenham. Mecredy, the 25 miles tricycle champion, has already acquired splendid condition, and won four tricycle first prizes at Dublin, at Easter. Ormond, one of the coming scratch men, has also been winning; but as a whole last year's cracks seem to be lying fallow during the cold windy season.

Considerable surprise has been occasioned by the National Cyclists' Union deciding to hold all this year's championship races at Birmingham. The Executive of our governing association came in for such a sound rating over the financial loss upon last year's championship contests, that, rather than incur the possibility of another loss, the whole of the races have been "farmed out" to the proprietor of the Aston Lower Grounds. This proceeding is quite contrary to all precedent. In the early days of the Union, the races were all held in London; then the provinces (as all England out of London is called) began to agitate for a share of the struggles for national supremacy, and it was decided to hold some events in various towns. This system grew so that last year nearly all the meetings were held away from London, all localities in the kingdom having a fair share of the sport. Now that Birmingham is favored by the whole seven meetings being held at the Aston grounds, dissatisfaction is rife not only in London but in other large centers, more especially as the track at Aston is not at all of the best, but has some very awkward corners which are all in favor of local residents. The dates fixed, and the standard times allotted for silver medals are as under:—

	Time Standards.
May 30,	1 Mile Bicycle, 2m. 45s.
May 30,	25 Mile Tricycle, 1h. 28m.
July 2,	5 Mile Tricycle, 16m.
July 4,	1 Mile Tricycle, 3m.
July 4,	25 Mile Bicycle, 1h. 20m.
July 30,	5 Mile Bicycle, 14m. 45s.
Aug. 1,	50 Mile Bicycle, 2h. 45m.

On the road, nothing has been done, although Alfred Nixon essayed a record journey from Edinburgh to London, relinquishing the attempt after taking twenty-eight hours to do the first 120 miles. Nixon is rather laughed at, being decidedly *passe*, and his practice of advertising the make of machine he is going to ride on every journey he undertakes is not at all liked. Lawrence Fletcher, the Liverpool demon, has done the only noteworthy ride of the young year, covering 254 miles of road on a rear driving dwarf safety;

these miles were in Wales, where the roads are both rough and hilly, so that the performance is really a wonderful one.

Public attention has been attracted by the journey of a poverty-stricken man who, when a sailor, lost both his legs by being frostbitten in the Arctic seas. His two wooden legs being almost useless for locomotion, somebody gave him a manual-lever tricycle, upon which he rode from Dundee to London—a distance of about 500 miles—and back. A collection is being made amongst cyclists, to purchase him a pair of mechanical legs.

Although nothing has been said about it in the official gazette of the club, it transpires that an application has been made to the Board of Trade for a license to enable the C. T. C. to be incorporated as a limited liability company without the word "limited" being attached to its name. This, I suppose, is a necessary preliminary to the proposition being brought before a general meeting of the club, as it would be useless for such a meeting to empower the council to re-organize the club as a company without being sure of the license being obtainable; and if the license is granted the club is not bound to take advantage of it, should the general meeting not approve. According to the law of our land, limited companies are compelled to use the word "limited" invariably in conjunction with their names; but it is not equally well known that the Board of Trade is empowered to grant licenses, in exceptional cases, dispensing with this requirement. One of these exceptional cases is when shareholders in a company are not entitled to receive any dividend. Successive attempts at placing the C. T. C. on a sound commercial basis as an incorporated society have been made without success; and if the Board of Trade license plan can be made to answer the purpose, it will unquestionably commend itself to the members at large. It will be recollect that when S. Ineson, a former treasurer, absconded with the club's funds, he did so with impunity; because the club, not being an incorporated society, could not have prosecuted him even if he could have been apprehended. Curiously enough, too, the man himself had, some time before, placed upon the agenda for a meeting a proposition to incorporate the club—the first suggestion ever made with such a purpose. I do not know any details of the scheme which is evidently in contemplation by the officials of the Touring Club, but am rather favorably impressed than otherwise by the idea of incorporating it as a limited company under a Board of Trade license.

The team of professional bicyclists from America—Messrs. Woodside, Temple, and Morgan—have been very favorably received by the hospitable and sport-loving Irishmen, and have given a few exhibition races in Dublin. Morgan is working the press well, and endeavoring to arrange for a series of matches for Woodside, one of which, at least, will take place in London.

I hear from Mr. Poultney Bigelow, the editor of *Outing*, that he has arrived in London and will shortly start for an extensive tandem tour in England, with his wife. I am daily expecting the honor of a visit from him, but have been unsuccessful in my endeavors to persuade him to tour in Ireland. From an American point of view, I can understand that an English tour, embracing so many famous historical and commercial cities, must have attractions exceeding the delights of a lazy dawdle among Ireland's beautiful and primitive rural attractions; although a Londoner who

has pretty well "done" his native country cannot enjoy merely wheeling from town to town.

I am sorry to say that the *Cyclist* has refused to make the *amende honorable* to the Springfield Club with respect to its accusation of falsehood. Unfortunately, an accident delayed the delivery of a copy of my report to the *Cyclist* until a week after the other papers had received it, although a copy was sent to the editor of *Bicycling News* on the same day as the report was mailed to you; so that although the accident gave Coventry a colorable excuse for refusing to publish the report, that excuse is not a candid one, and in the case of the *News* no excuse whatever can be advanced. The *Cyclist* contained a few words in its "Answers to Correspondents" column, addressed to me, saying, "You surely don't expect us to print what has already appeared in several other papers"; to which I felt sorely tempted to retort "No; precedent is all against Coventry papers making amends after falsely accusing other people of falsehood." But a week afterwards the Coventry mind had evidently been struck by the unanimity with which all the other papers approved of my fairness, and a paragraph consequently appeared in the *Cyclist*, vaguely indicating the nature of my report, but not in any way retracting the disgraceful accusation which led to it, and concluded by wishing that "some more unbiased" party had been asked to see the letters—which meant that some person more biased (in favor of Coventry and untruthfulness) had been substituted for me, seeing that not a word of my report was challenged as exhibiting bias. The Coventry papers may now be dismissed as utterly unreliable false-accusers, twice convicted of calling other people liars without cause; and from this date I admit myself emphatically biased against them.

"FAED."

BIGGLESWADE, April 18, 1887.

## I.

I saw a classic head,  
With many a flowing curl,  
A sweetly pretty face,  
The figure of a girl.  
I stood and pondered long,  
In meditation lost,  
And tried to reckon up  
How much the fixin's cost.

—*Texas Stylings*

## II.

I saw a modern head  
That smelt of hair oil crude,  
A simple, grinning face,  
The figure of a dude.  
I stood and pondered long,  
In meditation deep,  
And tried to calculate  
How long the thing would keep

—*Mountaineer*.

## III.

I saw a gory head,  
'Twas sadly scratched and torn,  
Upon whose troubled face,  
A slugger's wounds were borne.  
I stood and pondered long,  
In meditation lost,  
And wondered from whose sanctum  
The fellow had been tossed

—*Times*.

## IV.

I saw a bandaged head  
Across my pathway steal,  
And soon I guessed that he  
Was the rider of a wheel.  
I stood and pondered long,  
In meditation drearer  
Than theirs, for he, alas!  
Had been practicing "a header"

## WESTERN NOTES—ST. LOUIS.

 OT a letter from you the other day, Mr. Editor. Presume you remember it. Write a peculiar phist, don't you? There was something in the letter about correspondence, I think, so I am going it blind, at the risk of having this effusion dropped among the efforts of other brilliant but unappreciated scribes.

The League meet is coming on apace, and with our programme about ready for circulation, plenty of spending money in sight, and the promise of an unequaled attendance from all parts of the country, we are as happy as the birds of spring. Quite a number of our friends, in defiance of the inter-state law and the uncertainty of reduced fares, are forming touring parties, and will come to us awheel. Among these are contingents from Dallas, Tex., Concordia, Kas., Iowa, and Indiana. I predict for the Iowa boys a pleasant journey, as their route will lie along the picturesque Mississippi nearly the entire distance.

In the city an elaborate programme of fun will await all comers. There is not to be a lost minute during the meet, and the admirable feature of it all will be that the entire crowd of rollicking cyclists will practically move about and enjoy the good things, in one mammoth body. There will be no attempt to tack on side shows or novelties which will detract from the general interest, and I anticipate that the plan to have all the participants in the parade partake in the picnic dinner, which will be served under the trees of Forest Park, will be a jovial time to be remembered all one's life. There will be no possible chance of this feature becoming a game of snatch-grab, and it will be enticing to ladies and gentlemen equally. Speaking of the ladies, I sincerely hope there will be a goodly representation of the fair sex, for the sake of our favorite recreation in St. Louis. No lady need fear our grades, and I take this chance to correct a popular mistake, that the hills in the city itself are the ones we talk so much about. There are some beautiful coasts on the asphalt, in fact the whole area of the city is a series of moderate ups and downs, but very few of them too steep to comfortably ride. The real hills lie to the west and south of us, some miles into the country.

But I wander. The river excursion will also be mutually enjoyed. I understand the reception committee will present each of our visitors a unique badge of the national color, purple, and these badges will be *carte blanche* everywhere except at the Lindell Hotel banquet. The excursion boat to be used is the spacious Charles P. Chouteau, and to those of you who have never seen a genuine giant of the cotton trade, the steamer will be a novelty. The party will back away from the wharf at four o'clock on Friday, and steam down to Montesano Springs, a pretty spot situated on an eminence overlooking the Mississippi, where the would-be toughs who have ridden down over the famous De Soto hills will be taken aboard. It was the original intention to spread a banquet on the heights at this point, but unfortunately the hotel was recently burned, and the covers will therefore be laid in the steamer's cabin. Then everything will be cleared away, one of the city's best string bands will saw out soft chords of melody, and the merry gathering will be enlivened by the light fantastic, which will be

continued as we steam steadily past the varicolored fires of mammoth iron works, and midnight scenes on the levee, back to the boat's mooring.

Now a word about the other big event, the excursion to Clarksville and world's championship road race on that magnificent course, the Belt road. The residents of Pike county are preparing a regular ovation for the wheelmen, and every big and little city in the upper Mississippi valley is excited over the cycling event. Clarksville itself would strike one's mind as an ordinary river hamlet, a high bluff hiding from view the scenic treasures lying just beyond. The people, however, "are no slouches, if they do live in a hat box," and old Colonel Yates, the hotel man and a veteran traveler on horseback, is the acme of kindness and attention. From the standpoint of a fun-loving cyclist one could not say the same of the careful gude wife. Take a stroll west from the river and clamber thence up the grassy side of the Pinnacle, the bluff overhanging the town, and you will be amply rewarded. The very top, perfectly round and not fifteen feet wide, is the highest point on the Mississippi, and in the palmy days of steamboating a flag was wont to adorn it, denoting the fact. From here you can see Plainview and another village, ten miles distant in the Sucker State. The long bridge at Louisiana, twelve miles north, is visible; to the south are seen beautiful headlands for a score of miles, and on the west you catch a glimpse between two hills of the glories of Pike county. There is a sheer drop of hundreds of feet to the road-race course below, and a year ago a hoax went the rounds that in the face of the rock there was the opening to a seventeen-mile cave. There is a bona fide cave of this length at Louisiana, above mentioned. Mr. Editor, edify yourself and Springfield friends by visiting the Pinnacle say, just before the evening meal, when the sun goes down and the festive Clarksville rooster croweth, for at this time the best effect is seen.

Last year, when poor George Weber captured the road-race, he was presented, at the banquet which followed, with a medal, the sight of which caused a roar of laughter. It was a monster cooky suspended by ribbons from a ponderous cream-puff bar, and was inscribed: "My labor's o'er, I'll toil no more. Let the winner take the cake." George was very proud of it, and expressed it to some dear one at home. Who will take the cake this time? for there will be another presented. These goodies are invented at a local lunch room, known among the boys as the "Bakery," and pleasantly known by them as the favorite haunt of Cola Stone. This is not the only attraction, though. There is a fascinating little brunette at the cashier's desk, and the cycler who has not won a smile from the little beauty is either very unlucky or a new devotee of cycling.

So Kennedy-Child will enter the road-race. Well, if Kid-Kennedy is as picturesque in racing apparel as he is reciting poetry before an admiring audience, arrayed in faultless swallow-tail attire, and *with his hands in his pockets*, he will certainly be a drawing card. Speaking of him, you have doubtless noticed the innocent, admiring, and expectant manner in which the piquant editors of the *World* gush over the coming good time,—all the work of eloquent K.-C., who is himself deeply in love, not with St. Louis, perhaps, but with its fair inhabitants. The poor fellow posed on a

prominent corner after a *matinee*, and his *distract* manner was painful thereafter. Yet he had the hardihood to swear to your correspondent that he was a Benedict. Has the spreading of the story not bothered thy conscience, K. C.?

I will not inflict you with a *resume* of local news. To tell the truth, what news there is beside the meet nowadays is mostly the product of brain power. I believe St. Louis now has three clubs, and the riders of Carondelet, our southern suburb, have named themselves the Wanderers and equipped quarters, which is more than can be said of the city clubs, excepting, of course, the Missouri Bicycle Club. There is a club, very vague in outline and not even organized, called the Tivy Club. It is composed, if composed at all, of anybody and everybody, and the gentleman after whom it is named sends out postals weekly, calling runs here and there. A genial scheme, certainly, as it affords no chance for club kickers. The ex-Ramblers, who joined the M. B. C., continue to be hustlers, on the road and otherwise, but most of the others seem to have dropped out of sight altogether, and they say Robert Lee, the veteran captain of the former toughs, has joined the Y. M. C. A., and transferred his athletic affection to a pair of Indian clubs.

A meeting of the division is called for Tuesday to shake hands over the flattering offers made by our citizens as an inducement to hold another illuminated parade. But I'll be generous and not advertise that event until later in the season.

"PHÉNIX."

ST. LOUIS, April 24, 1887.

"WEDNESDAY, MAY 4, 1887."

AFTER FOUR YEARS OF PRELUDE AND GETTING-READY,  
KARL KRON THUS TO HIS THREE THOUSAND CO-PART-  
NERS GIVETH GREETING :

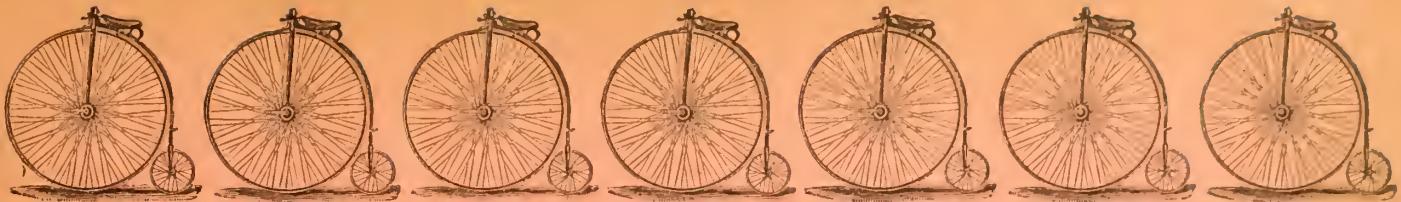
I like the Preface, as you are aware;  
It serves the purpose of the overture,  
Which settles down the audience to the glare  
Of foot-lights, and the altered temperature;  
And, while they wait to see the curtain rise,  
They think but little of the music's swell;  
So that the play give naught to criticise,  
They clap their hands and tell us "All is well."

Again, the Preface gives a man a chance  
To show his readers what he's going to do;  
To so point out his failings in advance  
That they may be forgiven on review;  
To get his pen used to the ways of verse;  
To get his rhyming-lexicon before him spread:  
To nerve himself, for better or for worse;  
And then, at last, to boldly go ahead.

*My time has come!* My overture 's played out.  
Already do I hear the tintinnabulating bell.  
The rising curtain and expectant shout  
The nearness of my fate at length foretell.  
So, Good-bye, Preface, Indexes, and all!  
Farewell, Old Sub-List, with your frowns and smiles!  
Here now's the pinch! Hear now my clarion-call:  
"Come! thirty thousand purchasers for 'X. M  
MILES'!"

Why wouldn't it be a good scheme for candidates for L. A. W. offices to follow the example set by their English brethren of the C. T. C. in issuing addresses to their constituents? There are several live topics at present on which L. A. W. members would be pleased to have a public expression of opinion from those seeking their suffrages. Perhaps it would have a tendency to prevent in the future such an amount of crimination and recrimination as is flying about "promiskus-like" nowadays.—*Springfield Union*.

# THE WHEELMEN'S GAZETTE.



*Question.*—Is wheeling better than walking?

*Answer.*—Yes. To demonstrate, compare handling a thousand pounds of iron in a square box, and rolling the same in a cask.

*Q.*—Should riders lend their cycles?

*A.*—No; unless they have a grudge against the machines.

*Q.*—Does it pay to ride the best wheel made?

*A.*—Yes. A cheap wheel soon wears into a trap. Cheap wheels are made to sell, not to ride.

*Q.*—Why are VICTORS universally admitted to run easily?

*A.*—Because they are rigid in all points except the tire, where they show the greatest amount of elasticity in the right direction.

*Q.*—Why are they known to be coasters *par excellence*?

*A.*—Because the lines are true and the parts in perfect harmony, making a model calculated for speed when the power is not applied. The machine talks when the power is taken off.

*Q.*—What one feature is more important than all others in wheel-making?

*A.*—That tires should stay.

*Q.*—Does any maker guarantee tires to stay?

*A.*—Yes. The makers of the VICTOR do; and if a compressed tire comes out, they will apologize, and re-set without charge. A compressed tire costs much more than a cemented tire.

*Q.*—Does any maker use rubber as fine as it is possible to make?

*A.*—The VICTOR tires are pure Para gum, with nothing added but the chemicals necessary to vulcanize. They will float in water.

*Q.*—Why are VICTOR rims stiffer than any others?

*A.*—Because they are so made as to be double thickness at the bottom, where spokes are attached, and are made from fine steel, a better quality than could be used if they were cold drawn into tubes.

*Q.*—Who originated the square rubber pedals?

*A.*—The OVERMAN WHEEL COMPANY, who also originated the VICTOR swing saddle which has been so widely copied in the market.

*Q.*—Does any maker put upon the market a Bicycle all forged steel?

*A.*—The makers of the VICTOR will pay \$100 for every ounce of cast metal found in their Bicycle.

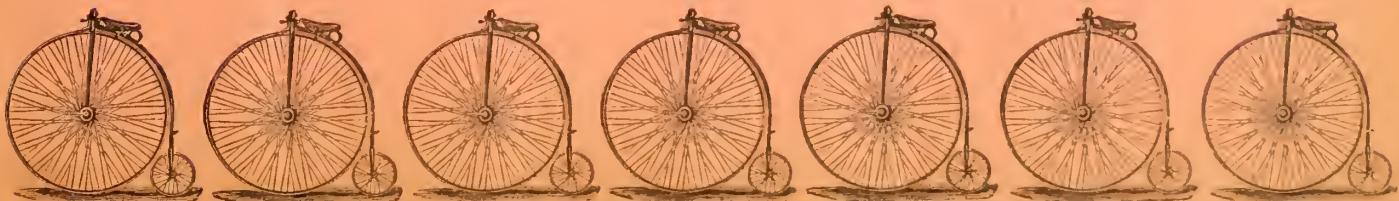
*Q.*—Do the OVERMAN WHEEL COMPANY pay cycle papers for putting items in their reading columns claiming the VICTOR wheels to be the best?

*A.*—No. If their machines are mentioned in wheel papers it is done without charge, as they do not countenance filling wheel papers with such penny-a-line bosh. The OVERMAN WHEEL COMPANY have a letter from the editor of one of the principal wheel journals, which says: "Allow me to suggest that you use our reading columns more. Can give you space in quantity at 12½ cents per line. It is an excellent way to top off display ads., and to keep prominently before the public." The makers of the VICTOR wish to have riders understand that they do not "top off" their display ads. in reading columns "at 12½ cents per line." When they get to be overly anxious about finding a market for their wheels, and consequently nervous for fear the public will not credit them with something they do not deserve, they may conclude to "top off" their display ads. "in reading columns at 12½ cents per line." They believe that just this sort of stuff in cycling papers loses for the papers the respect of riders and puts a large question-mark in the mind of every rider as to the sincerity of anything that is said in wheel papers.

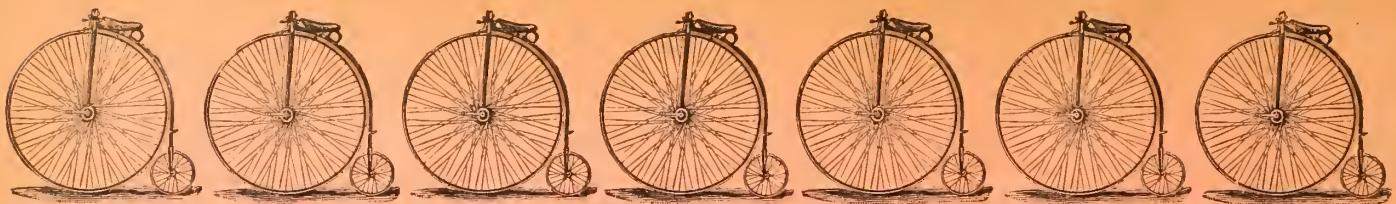
*Q.*—Why do the OVERMAN WHEEL COMPANY abstain from mentioning the names of other wheels, and the names of other makers, in their advertising?

*A.*—Because they have merit enough in their own wheels to talk about, without throwing mud at their neighbors. The use of personalities in print is a strong evidence of dense ignorance.

Please note that this page is paid for by the OVERMAN WHEEL COMPANY, of 182 Columbus Avenue, Boston.



# THE WHEELMEN'S GAZETTE.



Wilkesbarre, Pa., May 11, 1887.

Overman Wheel Company.

Gentlemen--I require for my use a Light Roadster Bicycle, with 64-inch front wheel. I am aware that in a machine of this size the strain will be so great that unless the workmanship is of the very best the wheel would not stand the wear and tear of use.

After examining and riding all the other high-grade makes, I have decided to place this order with you, as from my own observation and the known reputation of the "Victor" I am convinced that the class of work you do will result in entire satisfaction, even in building a machine of extraordinary size.

Very truly yours,

JOHN V. BROWNELL.



## NOTES FROM BROOKLYN.

 HIS month is the greatest and most important in the history of the cycling clubs of this city. If you meet a local wheelman the first word you hear is "club-house," and it seems as if the words, "new club-house" were on the lips of every rider in the city. And why? Well! Are not the Long Islands pushing their four-story-with-clock-tower building rapidly forward? Have not the King's County Wheelmen broken ground for their \$16,000 club-house? And, still better, have not the Ildeans secured a lease of the elegant three-story building on Lincoln Place? No wonder then, that the club members feel proud of their respective organizations, for ere long we shall see each club comfortably housed in their own quarters. Verily, cycling has had no greater boom, than it has this spring in the City of Churches.

Stevens has come and gone. His lecture at the Academy of Music was an immense success, a good attendance and plenty of enthusiasm. The clubs were all well represented, attending in bodies and in full uniform. The fair sex were also well represented, joining in the applause with as much enthusiasm as the wheelmen themselves. The lecture was remarkable for its wit, while at the same time it was interesting, which kept the audience wide awake from beginning to end. After the lecture Mr. Stevens was driven to the Brooklyn club-house where all who desired could shake hands with him. He was then given a private reception by the officers of the club.

Ed. Pettus, formerly captain of the King's County Wheelmen, has resigned from that club. In the recent election he was defeated by a few votes for the captaincy which he had held for several years. Several other members handed in their resignations at the same time. Pettus was regarded as a gentleman by all with whom he came in contact, was as pleasant and jovial a fellow as could be found, and the King's County Wheelmen will soon regret their ingratitude to their old leader.

The L. A. W. elections are over. The independent ticket was carried through and the Long Island Wheelmen were badly scratched. Share, the president of the Long Island Wheelmen, was one of the defeated candidates. Perhaps Mr. Share will remember a remark he made sometime ago, that the Ildean Bicycle Club was composed of "a lot of boys." If Mr. Share does not remember, he can rest assured that some of the Ildeans do, and if he is about to pass a similar remark in the future, he had better take into consideration that each "boy" holds one vote, and that he can "bet his bottom dollar" it will not be cast for him. The Long Island Wheelmen have made themselves very unpopular by their bull-dozing methods of taking things into their own hands, therefore our clubs tried their best to give them a bad "scratch."

Our road riders have already done considerable touring this spring, and several organized tours have been held. A party of Ildeans rode to Hempstead on Easter Sunday, returning by way of Garden City, where the cathedral was visited. Several of the Brooklyns also rode to Garden City, and were met at Queens by the Ildeans crowd. The road was in fair condition though not quite up to its usual standard.

The annual meeting of the King's County Wheelmen was held on March 17. The principal business transacted was the election of officers for the ensuing year. The election was very exciting and resulted as follows:—President, F. Loucks; vice-president, T. W. Lovejoy; secretary, M. H. Leighton; treasurer, T. S. Snyder; captain, M. L. Bridgman; first-lieutenant, H. J. Hall, Jr.; second lieutenant, T. C. Crichton; color bearer, W. R. Stevens; bugler, E. R. Nichols. The attendance was exceptionally large, the meeting being the largest the club ever held.

We are now beginning to look for our road-book, which I understand was to be ready for delivery this month. The book will be of value to many, who as yet are unfamiliar with some of our best roads. It will be furnished to every member of the N. Y. state division L. A. W. free of charge.

Brooklyn news must be very scarce if one can judge from general appearances. The Brooklyn notes of the *Bulletin*, *Wheel*, and *American Athlete* were upon one occasion precisely the same in every particular. It is certainly very interesting to read the same paragraphs in three different papers, but a little variety would suit our taste better, gentlemen.

The King's County Wheelmen held their annual dinner at Dillard's on March 26. Thomas Stevens was expected to be present, but owing to previous arrangements he was unable to accept the invitation. The menu consisted of nine courses and was excellently served. It was followed by the ceremony of presenting a parchment bound testimonial of appreciation to each of the retiring officers of the club. Several impromptu speeches were made by their newly elected captain, M. L. Bridgman.

The drill team of the King's County Wheelmen gave an exhibition at the games of the Twenty-third Regiment Athletic Association on April 9. The following Saturday they went through their drill before the Seventh Regiment Association, of New York. The team is always well applauded and is a very good attraction for athletic exhibitions.

Mr. W. F. Miller, treasurer of the Ildean Bicycle Club, has pinned his faith to a new Rudge Royal Crescent tandem. The machine is the first of its kind in this city and is admired by all. Mr. Miller thinks that he has "struck the right thing now" and will "hang on to it," so he says.

The entertainment and opening given by Messrs. Schwalbach and Willdigg was a great success. Despite the heavy showers which prevailed the attendance was very large, all the clubs of our city being well represented. The store is situated on the Prospect Park plaza, which is about the most convenient location for wheelmen to be found. Colored fires were burnt at intervals during the early part of the evening. Later on as the clubs began to arrive, the refreshments had to suffer. When I say refreshments don't imagine some scanty little lunch on a small card table, but make up your mind when "Swally" gets up a feast that there will be plenty of everything and everything in tip-top style. This gentleman also had the foresight to have several kegs of beer on hand. This was highly appreciated and had the effect of putting the boys in a jolly mood. I would be stealing too much of your space were I to tell you everything there was in the line of satisfying thirst and hunger. There were many cycling notables present and the conversation naturally drifted to the New Mail which

stood on a L. A. W. rug in the center of the room. Suffice it to say that this was one of the jolliest gatherings of wheelmen ever brought together in this city, and when the party broke up, every one departed with good wishes of success for Chas. Royal Mail Schwalbach and his "pard" Willdigg.

J. W. S.

## WHEEL NOTES FROM ENGLAND.

In connection with the effort to abolish the amateur and professional distinction in cycling and to establish class and handicap races for the fall tournaments, this editorial note from a recent number of the leading English cycling journal, *Wheeling*, shows the remarkable instability of the old racing rules of the English National Cyclists' Union.

"There are two remarkable outcomes of the abolition agitation and the crusade against suspension on suspicion. These are the resolutions of the professional committee and the wide-spread feeling that racing takes up too much of the time and money of the 'N. C. U.' In the former we find two great points upon which we have preached till we have, no doubt, wearied our readers as well as ourselves. These are, firstly, recommendations to bring amateurs and professionals into as close contact as possible, thereby raising (if only theoretically) the standard of the 'pro,' and holding out to the amateur in pursuit of gain a distinct inducement to go over to the other side and honestly race for money; and secondly, an appeal in the interests of international sport. Granting for the nonce that the amateur law is a good one, it ceases to be so when it steps in to prevent the champions of England and America from meeting. International racing will do more for sport, pastime, press, and trade than all the amateur contests for honor and to-guinea cups in the world, and should be proportionately encouraged. The new executive contains a number of men who fully grasp the situation. The life and death question with the 'N. C. U.' is one of finance, and we do most earnestly hope the talkers will find themselves in a minority, and such business-like men as Pulton, Turner, Harvey, Thomas, and others we could name, will force home the principle that if the straining of a sentiment means a profit of £100 to the Union, the sentiment must be strained to its utmost limits. The institution of a finance committee is a good move, and we hope some feasible scheme will be forthcoming from its deliberations. We must express a hope that the executive will not throw any difficulty in the way of the American professionals meeting our amateurs at the international tournament. It is hard enough for any club or individual to make race meetings pay, without throwing obstacles in the way, and it must be remembered that in London this season at least two great race meetings will be among the missing, namely, the London Wheelers and London Cyclists."

That the Englishmen mean business this year is shown by the offer of the Premier wheel makers, Hillman, Herbert & Cooper, of Coventry, who propose to give \$500 to the cyclist using their wheel (no distinction between amateur and professional) who shall first cover one mile in 2 minutes and 25 seconds, with an additional \$5 for every second under 25; or 22½ miles in one hour. They will also offer \$500 to the cyclist on their wheel who shall first cover 100 miles on the road under six hours, with \$5 for every minute under six hours.

## JOTTINGS FROM BEYOND THE THREE RIVERS



CYLING is in full swing in Philadelphia just now; the season has opened and promises to be an active one. The clubs are all in a flourishing condition and the running up of membership rolls and of club-houses continues. The Pennsylvania Bicycle Club has now upwards of one hundred and twenty members, a gain of a full score within the space of two months. Pennsy's club-house is also forging ahead, and by the close of the season it may be expected to have reached completion, and to have its jolly crowd of cyclers snugly housed for the winter. Since obtaining their club-house, the Philadelphia Bicycle Club have been adding to their list of members at a rapid rate, and indeed things are in the cycling way most decidedly on the boom in Philadelphia.

Mr. Harold Lewis, ex-captain of Philadelphia, and wife, leave shortly for a three months' trip to Europe. Their wanderings through the old world will be accomplished with the assistance of their tandem tricycle, and they will, no doubt, have a most enjoyable time. Mr. H. L. Roberts, of the Pennsylvania Bicycle Club, brother to "Pennsy's" captain, also contemplates taking a wheel trip during the summer through a portion of Europe. It is getting quite the thing now for cyclers to do "the Continent" on their wheels, even though projected L. A. W. European touring schemes come to nothing.

The twenty-five mile road race of the University Bicycle Club came off on Wednesday, April 26, and though there were but two contestants the event turned out quite successful. Three names were entered, Keen, Whittaker, and Page. The latter retired and the two former had the fight between them. Keen is the cycling champion of the University, he having won the inter-collegiate bicycle championship last year. Whittaker has achieved quite a reputation as an oarsman, while he has also the name of being a good road rider. Page, in addition to being one of Philadelphia's most noted long-distance cycling travelers, is the crack high jumper of America, so that had all three men raced the event would have been a noteworthy one. As it was Keen and Whittaker made a good race. The course was over Lancaster pike. Keen won the race, covering the twenty-five miles in 1h. 42m. 25s. Whittaker came in thirteen minutes later. The prize was of gold, a bar suspending a pair of bicycle handles on which is a lantern set with garnets, and below another bar with U. of P. champion. Mr. John A. Wells, L. A. W., acted as referee, and Messrs. L. De F. Miel and Stuart D. Lansing, as judges.

There may be some little complication in the Pennsylvania Bicycle Club over the resignation of Mr. E. M. Aaron from the L. A. W. Pennsylvania is a League club and League membership being compulsory on all members, Mr. Aaron will be under the necessity of resigning from his old organization, or else the club will have to cease being a League association.

Philadelphia is to have a six days' bicycle race at an early date. The event is to come off on the grounds of the West Philadelphia Amateur Athletic Association, and it will be under the management of Mr. Alfred Coningsby, the cycling *chef* of the Pennsylvania boys.

There is another cycling track being built in the northern section of the city, so that Philadelphia will soon be well off in the matter of conveniences for the fast men.

The Century Club holds its annual dinner May 5, of which more anon.

CHRIS.

[Continued.]

## A SHORT HISTORY OF THE CYCLING CLUBS OF PHILADELPHIA.

BY CHRIS WHEELER.

It was not long before following the lead of the men who founded the Philadelphia Bicycle Club, other cyclers formed associations similar to the pioneer wheel organization of the city. Of these other cycling clubs, the Germantown Bicycle Club and the Frankford Bicycle Club were the only two that attained a recognized position; and of these two "Germantown" was the single one which in point of practical activity, and in the matter of possessing what might be called individuality of character, pretended to range alongside of "Philadelphia." Indeed there was a great deal of healthy rivalry between the two organizations in the early days of cycling club life in the Quaker City, which of course on the part of the Germantown Bicycle Club partook of an aggressive nature, it being the younger organization, and in addition to being so, possessing in its composition more of the younger element, in the point of the ages of members, than did "Philadelphia." A number of the members of the latter club, were men of some years, and of attained positions, some of them being business men and merchants of long

Philadelphia. Gradually, however, as the number of riders increased it became manifest that the new toy—for a toy it was then considered—would come to be a nuisance if accorded the free use of the pedestrians' portion of the public thoroughfare, and then bicycles were barred from the foot pavements. This was a step in the evolution of the interpretation of the laws which now define a bicycle as a conveyance, and while the riders who were affected by it no doubt considered it a hardship to pound over cobble-stones instead of easily gliding over a smooth brick or flag-stone pavement, still, without such action on the part of the authorities, the definite standing obtained by cycles as conveyances and vehicles could never have been attained. It was during the naturalizing—so to speak—of the bicycle in Philadelphia, that the Philadelphia Bicycle Club did good work. Mr. T. K. Longstreth, Mr. Tucker, Mr. H. B. Hart, and others of the members gave up time, and undertook much trouble and inconvenience in order to deal directly with the municipal and park authorities, in relation to getting the bicycle recognized as a vehicle, and obtaining for it the rights and privileges it was entitled to as such. As in the city, so in the park; at first the new toys ran over pathways and roadways indiscriminately, but this state of affairs soon came to an end, as it began to be seen that the bicycle was more than a toy; and then commenced a revulsion of feeling and action toward the "wheel," which savored of depriving it of those rights, which, considering it as a practical vehicle, belonged to it, but which while disallowing it to be a toy, the public seemed loath to grant to it. Of course during the early days of cycling, bicycles, though to a much less extent, had somewhat of the same tendency that railroad trains had in the matter of frightening horses, and in Philadelphia as elsewhere, the wrath and opposition of horse-owners was aroused against the new style of steed after a few unavoidable accidents had followed its introduction. For some time Fairmount Park was closed to cyclers, but mainly owing to the agitation kept up by the Philadelphia Bicycle Club, seconded by "Germantown," the restrictions against cyclers were gradually removed by the Park Commissioners, among whom on the question of cycling, Mr. Gustavus Remak will always be remembered as the most liberal minded. On the 12th of November, 1881, the free use of Fairmount Park was thrown open to cyclers, who could ride through the length and breadth of the splendid demesne provided they confined themselves to the roadways and kept off the footpaths. This is the order of things to-day, and the Philadelphia Bicycle Club deserves the thanks of all cyclers in the Quaker City of to-day, for the good work it did in striking when the iron was hot, in the early days of 1881 and 1882. As an instance of the then spirit of the times the following may be interesting. Shortly after the throwing open of the park to cyclers, Gen. Russell Thayer, superintendent, wrote as follows to Gustavus Remak, chairman of committee on superintendence and police:—

"Dear Sir:—I regret to have to report that experience has demonstrated to me the fact that it is a dangerous privilege to permit bicycles on the drives in the park, and I very much fear that unless the order heretofore given about this matter is revoked, accidents attended with loss of life will be the consequence."

Perhaps it was from reading this very liberal minded way of viewing things bicycular, that Gil-



H. B. HART.

standing and defined status. To this fact may be attributed the success which attended the efforts of the club to obtain for Philadelphia cyclers from the very inception of the pastime in Philadelphia that recognition from municipal and other authorities which it was justly entitled to. After the introduction of the bicycle, and when a few of these then novel steeds began to show themselves in the neighborhood of the Quaker City, their owners rode them for a short period on the sidewalks and footpaths as well as on the roadways. Indeed they preferred and in a measure had to use the foot ways of the city, on account of the miserable street pavements which are characteristic of

bert was constrained to pen the immortal words, "Here's a how-d'y-e-do." Also contemporaneous with General Thayer's verdict respecting cycles in the park, the report of Captain Chastau of the park police was cooked up so as to cause an annulling of the edict granting the free use of the park to cyclers. The following seems curious read in the light of to-day. In April, 1882, Captain Chastau wrote Superintendent Thayer: "I had frequent opportunities to notice bicycles, however, and my opinion is that they are equally dangerous on drive and footpath. A few gentlemen use the wheel for exercise and recreation. If the majority



HENRY C. BLAIR.

of the riders were compelled to wear citizens' clothing, and assigned to one particular locality, I believe the whole thing would fizzle out."

To combat these efforts to deprive cyclers of their rights and privileges it required men like Mr. H. B. Hart to say: "Mr. Thayer's complaints are of an entirely personal character. The accident which he mentions as having happened near the East Park Reservoir occurred to himself and in consequence he has become prejudiced against the machines." It also required Mr. T. K. Longstreth to say: "A horse will shy at a newspaper, but that is no argument for the abolition of the press. A baby carriage or a man running will also startle him very frequently, but no one talks of extinguishing baby carriages." In the end reason and common sense prevailed over prejudice and self interest, and Fairmount Park remained open to Philadelphia cyclers. How different the action of the Brooklyn authorities with respect to Prospect Park! and yet less of trouble and accident is to be chronicled for Fairmount than for Prospect.

It was on July 1st, 1880, that the Philadelphia Bicycle Club joined as a club the L. A. W., since which time it has remained a loyal member of the national organization, and has taken a prominent part in matters connected with the state division which it took a chief hand in organizing. As usual with all cycling clubs the Philadelphia Bicycle Club had its divisions and charges over the uniform question. The old uniform consisted of a blue coat, blue flannel shirt, gray breeches, blue stockings, and blue helmet. The present uniform is a great improvement on the old one, being made of navy blue cloth throughout with gray cassimere shirt. The club colors still continue as of old dark red and light blue. After the lamented death of Mr. T. K. Longstreth, Mr. Henry

C. Blair was elected president, and served in the office from 1882 to 1884, while Mr. H. A. Blakiston continued in the position of secretary.

[To be continued.]

#### LITERATURE OF THE WHEEL."

The chapter of above title in Karl Kron's "coming cycling cyclopædia" required the entire summer of '86 for its compilation, and covers 48 pages of about 43,000 words. It includes a history of journalism, whose index alone covers two closely-printed pages, and the index of cycling books and pamphlets is of a similar size. We extract from the latter the following alphabetical list of titles, as being in itself an interesting literary curiosity which shows the wide range assumed by the pastime with only a few years of history behind it:—

- A. B. C. of Bicycling.
- Abridgment of Vélocipède Specifications.
- Advantages of Cycling.
- Agent's Guide, The.
- Almanach des Vélocipèdes for '69.
- Almanach du Vélocipède for '70-'71.
- Almanach Illustré de la Vélocipédie pour '84.
- Amateur Bicycle Repairing.
- American Bicycler, The.
- Annuaire de la Vélocipédie Pratique.
- Around the World on a Bicycle.
- Athletes, Training for Amateur.
- Athletic Club Directory for '82.
- Australian Cyclists' Annual, The.
- Australian Tour on Cycles, An.
- Autograph Book, Palmer's.
- Betting Law, Cyclists' Liabilities as regards the.
- Bicycle Annual for '80, The.
- Bicycle-Buch.
- Bicycle for '74, The.
- Bicycle, The Modern.
- Bicycle, A Pocket Manual of the.
- Bicycle Primer.
- Bicycle Ride from Russia, A.
- Bicycle Road Book.
- Bicycle Tactics.
- Bicycle Tour in England and Wales, A.
- Bicycling, Complete Guide to.
- Bicyclists' Pocket-Book and Diary for '78.
- Blank Road-Book.
- Boston Road-Book.
- British High Roads.
- Bugle Calls.
- Bundes-Almanach.
- Canadian W. A. Guide.
- Canterbury Pilgrimage, A.
- Cape Ann, In and Around.
- Chestnuts (*Wheeling's* Christmas issue of '86).
- Clipper Almanac.
- Club Directory, Goy's Athletic.
- Club Songs.
- Columbia Calendars.
- Columbia Testimonials and Scrap Book.
- Connecticut Road-Book.
- Construction of Modern Cycles, On the.
- Construction of the Tricycle, A Treatise on the Theoretical and Practical.
- C. T. C. Handbook and Guide for '86.
- C. T. C. Renewals-List for '85.
- Cycle Directory, The.
- Cyceldom (*Cyclist's* Christmas issue of '86).
- Cyclist and *Wheel World* Annual.
- Cyclists' Guide to Nottingham.
- Cyclists' Guide to the Roads of the Lake District and Isle of Man.
- Cyclist's Pocket-Book and Diary.
- Cyclists, The Rights and Liabilities of.
- Cyclists' Route Book, The.
- Cyclist's Touring and Road Guide, The.
- Cyclonia, A Journey through (*Cyclist's* Christmas issue of '85).
- Cyclos.
- Dublin, A Racing trip to.
- Emerald Isle, Two Trips to the.
- England and Wales, A Bicycle Tour in.
- Essai théorique et pratique sur le véhicule Bicycle.
- Essex Co., Ms., Wheelman's Handbook of.
- Forty Poets on the Wheel.
- France, Le Guide en.
- Golden Rules of Training, The.
- Great S—, The (*Cyclist's* Christmas issue of '85).
- Guardians, The.
- Guide to Bicycling, The Complete.
- Guide to Machines and Makers.
- Guide to North-West Kent.
- Guide to Tricycling, Penny Handbuch des Bicycle-Sport.
- Health upon Wheels.
- He would be a Bicyclist.
- Holland, N. V. B. Official Road-book of Holyhead to London on Tricycles, From.
- How to ride a Cycle.
- Hotel Charges Directory.
- Hygiène du Vélocipède.
- Icycles (*Wheel World's* Christmas issue of '86).
- In and Around Cape Ann.
- Indispensable Bicyclist's Handbook, The.
- Instructions to Wheelmen.
- Italiani, Statuto della Societa Ciclisti.
- Italy on a Tricycle, Through.
- Ireland, Two Trips to.
- Kentucky Road-Book.
- Killarney, A Touring Trip to.
- Lake District and the Isle of Man, Road Guide for the.
- Land's End to John O'Groats on a Tricycle.
- League Handbooks, '81 and '87.
- Legal Aspects of Road Repair.
- Letters of Interest to Wheelmen.
- Library of Sports (Cycling).
- Log Book, My Cycling.
- Long Island Road-Book.
- Liverpool Cycists' Pocket Guide and Club Directory for '85.
- Lyra Bicyclica.
- Manuel du Véloceman.
- Manuel du Vélocipède.
- Massachusetts State Division Road Book.
- Mechanical Dictionary.
- Michigan Road-book.
- Missouri Handbook.
- Modern Bicycle, The.
- Modern Cycles, On the Construction of.
- Modern Vélocipede, The.
- My Cycling Friends.
- My Cycling Log Book.
- My Second Ten Thousand.
- Nauticus in Scotland.
- Nauticus on his Hobby-Horse.
- Nervousness, How I Cured Myself of.
- Nottingham, Cyclists' Guide to.
- Official Handbook of the Clubs of Essex.
- Ocean to Ocean on a Bicycle, From.
- Ohio Road-Book.
- On Wheels.
- Our Camp (*Cyclist's* Christmas issue of '84).
- Overland to Sydney on Cycles.
- Over the Handles.
- Over the Pyrenees on a Bicycle.
- Paris, Guide des Environs de.
- Pleasures of Cycling.
- Pocket Directory, The Scottish A. C.
- Pocket Manual of the Bicycle, A.
- Pocket Road Guides.
- Pepe, Biography of A. A.
- Radfahrer's Jahrbuch.
- Record Book for Tourists.
- Repair and Maintenance of Roads.
- Repairing of Bicycles by Amateurs.
- Report of the "Société Pratique du Vélocipède" for '86.
- Rhine, Handbook for Wheelmen along the.
- Rhymes of the Road and River.
- Rights and Liabilities of Cyclists.
- Road and the roadside, The.
- Road Book of C. T. C., Proposed.
- Road Guide to the Southern Counties of Scotland.
- Road Repair.
- Roads of England (Cary's).
- Roads of England (Howard's).
- Roads of England (Paterson's).
- Romances of the Wheel.
- Rota Vite.
- Route Book, The Cyclist's.
- Russia, A Bicycle Ride from.
- Safety Bicycles.
- Scotland, Cyclist's Itinerary of.
- Scotland, Nauticus in.
- Scotland, Road Guide to the Southern Counties of.

Scottish A. C. Pocket Directory, The.  
Self Propulsion.  
Sixty Poets on the Wheel.  
Song of the Wheelist, The.  
South Africa, A Tour in.  
Southern Counties Camp Book.  
Star Rider's Manual.  
Steel Wings.  
Suggestions for Choice, Care and Repair of Bicycles and Tricycles.  
Ten Thousand Miles on a Bicycle.  
Théorie du Vélocipède.  
Things a Cyclist Ought to Know.  
Tour de Monde en Vélocipède, Le.  
Tourists' Guide.  
Tourists, Rights and Liabilities of.  
Trade catalogues and advertisements.  
Training for Amateur Athletes.  
Training Instructor, The.  
Tricycle Annual.  
Tricycle and Tricycling, The.  
Tricycle et Vélocipède à Vapeur.  
Tricycle, In Relation to Health and Recreation.  
Tricycle, Land's End to John O'Groats on a.  
Tricycle, Through Italy on a.  
Tricycle, A Treatise on the Theoretical and Practical Construction of the.  
Tricycles and How to Ride Them.  
Tricycles, From Holyhead to London on.  
Tricycling, Cordingly's Penny Guide to.  
Tricycling for Ladies.  
Tricyclist's Indispensable Annual & Handbook  
Tricyclist's Vade Mecum, The.  
Two Pilgrims' Progress.  
Vade Mecum du Touriste Véloceman.  
Vade Mecum, The Tricyclist's.  
Vélocipède, Le.  
Velocipede Specifications, Abridgment of.  
Velocipede, The.  
Velocipede, The.  
Velocipedes.  
Velocipedia.  
Vélocipédie Pratique, La.  
Velocipedisten-Jahrbuch for '84.  
Western Adventures of a Bicycle Tourist.  
Western New York Road-Book.  
Westward, Ho! on a Sociable.  
What and Why.  
Wheelman's Annual for '81 and '82.  
Wheelman's Hand-book of Essex Co.  
Wheelman's Log Book for '81.  
Wheelman's Record Book.  
Wheelman's Reference Book.  
Wheelman's Year Book, The.  
Wheelman's Year Book, Diary and Almanack for '82.  
Wheel Songs.  
Wheels and Whims.  
*Wheel World's* Annuals.  
Whirling Wheels.  
Whizz, The.  
World on Wheels, The.  
Year's Sport, The.

FRITZ LOUDENSCHLAGER ON CYCLES AND CYCLING.

Vell, mein friendt, you vants to hear how I comes first to ride von ov dem two-veeled tings. To begin, as dey say in de sdory poogs, von day I was sidding our sdeps on und I sees, vat you dinks? Vy a picycle. Id coomes on yust lige te drain und in two minudes vas gone lige de lidnings. Vor a dime I was meestify, bud py und py mein friendt Schneider coomes along und sees me sidding dere, und says, "Vat is de madder mit you dat you sids dere so quied lige?" I ansers dat I see a two-veeled tings go bast fasher dan anytings I haf efer see before, and I dont know vat id vas. Schneider laffs und dat mages me mad for I have blendy dimes said als Schneider haf got nix doo mooch sense. Py und py he geds dired ov laffin und dels me dot vat I sees vas a picycle und dot id vas only ig—vat you calls dem ignorand beobles dot dont know vat a picycle vas. Den I mages ub mein mint dot I vill goes to dc

down und see vor meinself vat day vas und all apout id.

De negst day vas Saturday und I haf got all dot afternoon do meinself, so I goes down und gets on de drain und ven de gondugdor coomes around I gives him mein dicked and axes him vat he gan dells me aboud picycles. He says he dont know, und loogs ad me yust de same he dinks I vas a guriosidy from Barnum's pig animal house. Well I dont say nodings more dill we geds to Philadelf und den I goes out in de sdreed vat vas near de blace ver de gars coomes in und de first mans vat I sees I dels dot I vas looging vor de blace ver dey haf picycles. He dont understand me und I dels him another dime dot I vands to see some two-wheeled dings, und he say, "O I see, a veel mittin a veel. You vill haf to go to dot big pildings on de oder side of de sdreed ver de city ovices vas, und den you can see a two-veeled dings." Den he laffs und goes away. I says, "Neffe mind, Fritz, ve vill see vat ve vill see," und goes ofer de sdreed to dot pig pilding. I loogs all around put I sees no two-veeled dings und I gets mad. Ven I coomes ouside again I sees a blace agross de sdreed ver dey have plendy picycles; some mit two and some mit three veels. I goes ofer und ven I geds in de sdore dey vas loog so puddy dot I says to meinself, "Fritz Loudenschlager, you must haf von off dem dings if id cosds all de moneys vat you haf got."

Ven de glerg coomes I says to him dot I wants to puy a picycle, und he loogs at me vor a minude und smiles ferry bolide lige und says, "Would nod a tricycle pe better?" I says, "Can dey go so vast?" "Nod quide," he ansers, "pud dey vas safer vor a mans of your size." I dels him dot I wants nodings vat cannot go yust so vast as anytings else, so he goes ofer und dages a beautifull machines oud of de racks und prings id ofer to me. "How will somedings lige dis suid you?" he said. "Dot is yust vat I wants," I anser. "How many tollar vor dot?" "Id vas de pesd vat is mage und id vill cosd only ein hunder und sixdy tollar," he dels me. Den I dinks, mein gr-r-racious, only ein hunder und sixdy tollar! Dot vas blendy money to puy a hoss mit. I dels him vat I dinks aboud id, but he says, "I know id vas blendy money but you see id eads nodings lige a horse, und it goes faster." So I dels him dot I would dake id, pud I vants to dry id first und see if it vas de kind I wants. "You can dry id," he says, "bud you must bay de money first, because you would run off ven you got on the veel und I gould not catch you." So I bays him und ve goes oud in de sdreed mit id. He says he guess he pedder show me how to get on id first und den all de rest vas yust as easy as nodings ad all. He veels id out in the middle of the sdreed und puds his foot on de stebs und says, "See, you yust hops along, so; den you yumps up, so; und den you are all right."

Vell id loogs so easy dot I dels him id vas all righd und I would dake de dings und show him how a Deutcher would do id. I puds mein voot on de sdep, so; und hops along, so; und gets ready to yump. Now I always vas a good yumper und I vants to show dose beobles dot I could yump yust so good as dot oder mans, so I yumps yust so hard as I can. De nedxt ding I knows vas dot I was breddy near brode a hole droo to China mit mein head. Ven I geds ub I vas as mad as Graf von Bismarck, und I vands to peak dot clerq's head, but I dinks of all mein moneys und dot mage me fery bolide. De glerg tells me dot he haf got

another kinds of machine in de sdore vat vill nod goes ofer dot vay und he goes in to get id. I vas veel preddy sore pud py dot dime der vas blenty beobles around, und I vants to show dem dot I vas no goward, so ven de glerg coomes oud mit de oder machine I vas loog ad him fery careful lige so dot I see how he vas do und den I would ged on de ding und run ofer dose beobles vat vas laffing at me. De glerg dels me dot de machine vas called a "Sdar" und dot id can nod goes ofer lige de oder von because id haf a liddle veel in vrondt.

De glerg mound id so easy and so breddy dot I dels meinself dot I gould do dot as easy as him. I dages de machine yust de same as he haf, und puds mein voot on de sdep, und as I haf learned visdom py eggsberience, I dont yumps so hard as de oder dime. I dont get mein foot ofer de machine ad all, und he goes ofer mit me und I prages another hole in de road mit mein whole pody, und vas almost gilled because I hits de dings mit mein stomach und dot is de sofdesd pard of mein pody. Dere vas two dousand beobles in de sdreed py dis dime und day all laff und shoud as if id vas a feryunny ding to see a mans breddy near gill himself!

I vas madder dan efer den und I vands do see all dose mens und poys ged gilled demselfes und nod loog ad me ged gilled another dimes, so I dels dot glerg dot I vants to know if he haf got no more kind machine vat vill not preag mein neg ven I dries do ged on id. He says he haf; so I dels him to bring it oud. Dot dime he prod oud a liddle dings vat look lige id vas nod big enuff for a mans as pig as me to ride. He dels me dot id was a "Rover" und dot id vas a fery goot machine, und if id ubsed id vould nod hurd me because I vould nod haf far to vall.

I dages de machine und puds mein voot ofer id und bushes on mein oder voot to mage id coome oop sdraaid. Den she coomes down on de oder side und I gatch meinself mit mein oder voot. Ven I haf done dis vor two or three dimes I dels de glerg dot id vill pe no use und dot I can nod ride dot ding; bud he comes oop und says, "Let me bush you und you vill pe able to go better." Den he gif me a goot bush und dot dings vat you buts your voot on coomes around und gatch me py de drousers und I dont know how I god off, bud I god off I know, vor in two minudes I vas lying on de sdreed und all dose million beobles vas holding deir sides laffing, und von schmall poy holler, "How you feels, Dutchy? Breddy sore, eh?"

If id vasn't for mein hunder und sixty tollar, I vould haf gilled dot — liddle poy und gif meinself ub to de bolice. Bud ven I dinks of mein money den I dinks dot I vill dry von more dime. I dels de glerg dot I vants to dry some oder gind of machine, und he says, "I vill bring oud a dricycle if you vants id." I said all right, und he goes in und gets a ding mit three veels und prings id oud. Den he dels me to ged on und see if it vas long enuff vor mein feets. Id dont fit, so he vent und god a wrench und fixed id und den I moundid id und wend avay lige a sdreag ov lidning. Breddy soon I coomes to a gudder und run indo de paving sdone. Dis mashed de machine und me ad de same dime und ven I vent pack to de blace vere I god id, de man says dat he will give me twenty tollar vor mein machine und I say dot it vas all right. Dot vas de lasd I haf to do mit dricycles und picycles, und I vould advise you to geep avay from dem.

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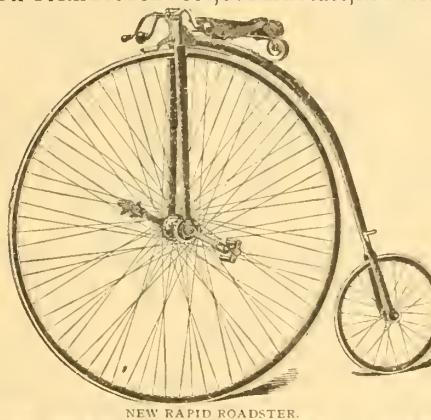
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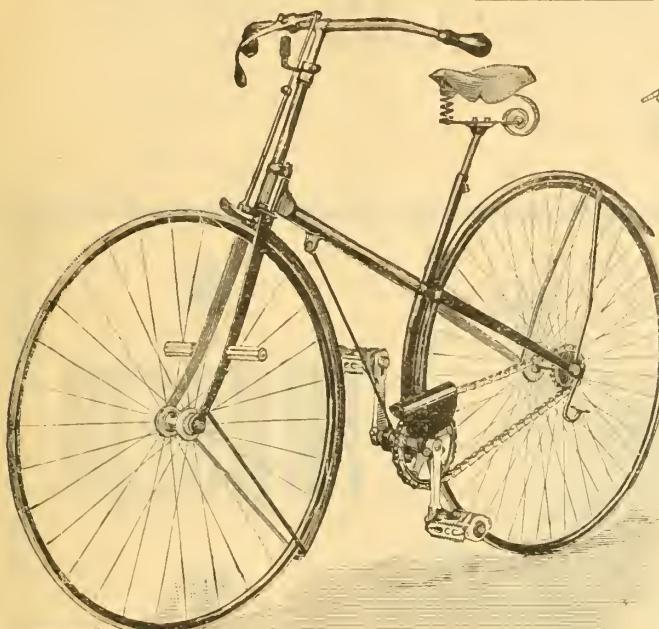
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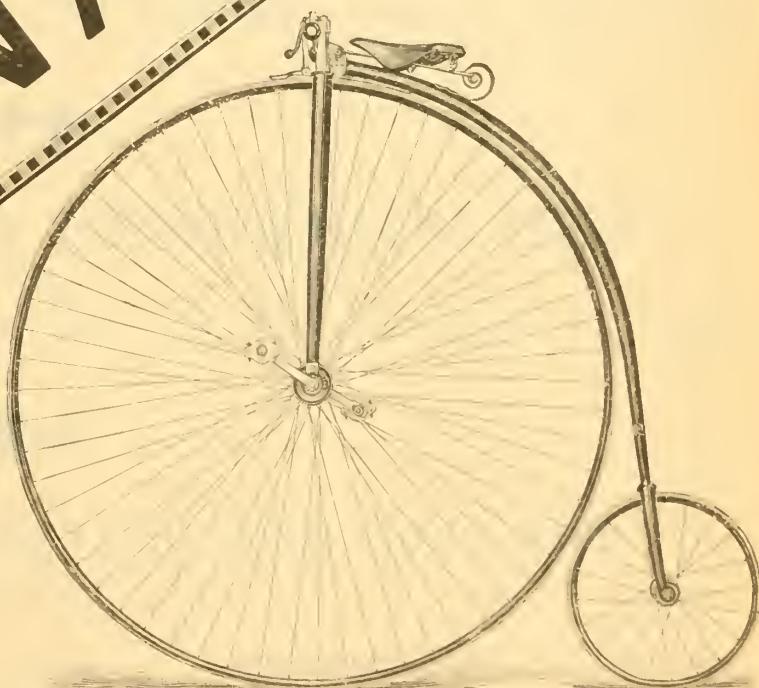
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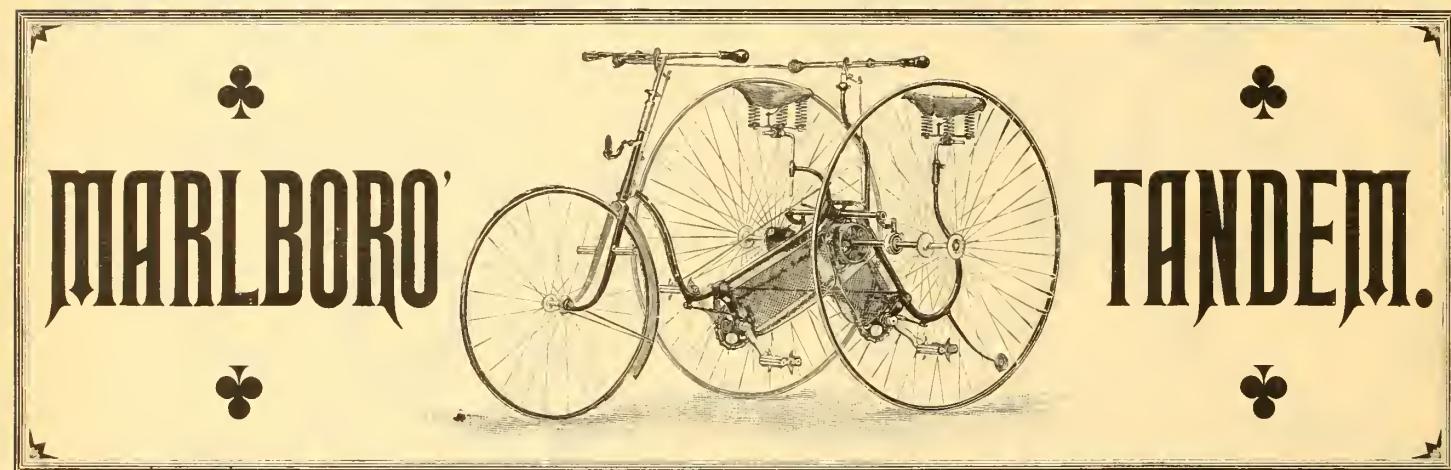
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## Correspondence.

## GO A LITTLE SLOW!

Two years ago I ventured to traverse in some articles published in the *Bicycling World*, the then fresh craze for the Kangaroo type of safety bicycle, pointing out how little of the alleged novelty and originality really existed, and arguing that the probabilities were decidedly against the practical success of such machines, at least in this country, by so doing calling down on my head an ebullition of wrathful rejoinder publicly from at least one party interested. The result, however, justified me, and I have reason to know that some hasty purchasers afterwards regretted that they failed to see or failed to heed my caution. About half a year after these articles appeared, I took pains to ascertain, by careful inquiries, where the large number of Kangaroos and the like which were reported as being sold had gone and how they fared, and I was rather surprised to learn of so very few in use, even in the sections where they were likeliest to sell and please. I believe it is within the truth to say that hardly a half dozen machines of that type could be found in the United States to-day, in any hands, whose owners would not gladly unload them if they could do so at any tolerable sacrifice. The simple fact, which I hardly think anybody will controvert, is that in this country that type of machine is a clear failure, and was such from the first.

Now the Rover or rear-driving type of geared bicycle is having its day; what of that?

The mechanics, at least the theoretical mechanics, of the case are absolutely and clearly against gearing; yet the positive fact that it takes more power for a man to propel himself with forty pounds of metal attached is consistent with the fact that there is a gain out of using such attachment, and I am as free as ever to admit that there are some qualifying considerations which mollify the force of the theoretical case. I will also admit that I think the chain-gearred rear-driver better than the other, and that I am becoming more of the belief that geared bicycles have a permanent future of real usefulness in this country as well as in England. *But has their time come yet?*

Anybody who will take the trouble to go back two years will find that the hullabaloo and the extravagant claims now made for the Rover type are not greater than at that time for the Kangaroo type. These rear-drivers, if really good at all, will be good next year, and there is no possibility that they will be deemed so overwhelmingly good as to push the old and known types of cycle out of market; hence the careful man who holds on to see how they come out and buys some proved machine meanwhile is in no danger of finding himself unable to sell because everybody will want nothing but Rovers. On the other hand, the men who take up the Rovers in a hurry must take the chance of finding nobody to unload on at any tolerable figure, in case a thorough trial proves that this type of machine is *not* good in this country. To go back still further—and beyond the cycling memories of the majority—I remember that when the old "bone-shaker," which is now copied in general outline in the rear-driver of to-day appeared and was the hue and cry, I looked it over, and although I was then a young man and not an old fogey (as I am now) I reasoned that it would be time enough for me to invest when the thing was proved practical and that I would let others

take the risks of the experiment. Would it not be more prudent, and therefore rather better, for at least those prospective customers who don't care to waste their money, to go just a little slow in rushing to snatch the latest "novelty," lest when their curiosity is satisfied they may find that others are in the same condition and the toys are not in demand?

In saying this, I do not pronounce on the merits of these machines, and it certainly cannot be said that I am decrying, from interested motives as a trader, a kind of cycle which I have not for sale myself; on the contrary, I firmly believe that the geared bicycle I offer will be a permanently successful one and will also prove absolutely the fastest and best of the lot. Assume that I am wrong, and a dunce, in such belief; it clears my motive that I entertain it.

I deprecate, on all grounds and in all interests, the rushing off into a craze for cycling "novelties," and regret to see makers so ready to encourage it; the day of good "novelties" is past, and in my opinion cycling should be brought upon a rational and solid basis rather than be laden with any phase of humbug. There are enough witnesses to testify that I subject my own geared patterns to the same cautionary reasoning which I suggest for the others, and do not hurry to press those, even to take advantage of an apparent "trade wind." Time will prove which and what are right and substantial, and nothing except time can. If cycles have any future, it will not be as toys, and they should not be bought and used as toys, or taken up with the haste and impatience of children. If geared bicycles prove really good in this country, they will be found best in a few sections having the most level and finest roads and probably hardly good at all elsewhere; of this I feel sure enough to be willing to stand on it as a prophecy as to several years to come. My advice is therefore to be a little slow in this matter, and I include my own geared machine in this caution.

JULIUS WILCOX.

NEW YORK, April 30, 1887.

## WHICH IS THE BEST?

To the Editor of the Gazette:—

I am a constant reader of your valuable paper, and read it through, or nearly through, every month—reading matter, advertisements, and all; and I read a portion of the other bicycle papers about as thoroughly. Often as I look through the advertising pages I begin to pity the inexperienced bicyclist, or the one who is settling in his mind the "ifs" and "buts" of the machine which he intends purchasing. Even in the advertising columns of your paper one can find at least half-a-dozen *best* machines, for the price or not for the price, as he chooses. One machine is said to be the best on the road because its riders hold certain road records made by subsidized men; another machine is best on the path because its riders hold certain track records made by salaried men; and the prospective wheelman is urged to purchase a bicycle for road riding because the maker of that machine has made a machine which is good on the track, and the would-be racing man is influenced to purchase a racer because the maker of that machine has obtained some long distance achievements. From time to time new bicycles pop into view,—a roadster, or racer, or semi-roadster. The competition of prices is bewildering. The first class manufacturer is charging a certain

price for a first class machine, say \$125, while another dealer or manufacturer is advertising a machine which his advertisement says to be equally as good as the best, for a price somewhat over half.

Now so far as I am able to judge,—and I am somewhat familiar with a great many makes of machines,—the average bicycle and tricycle is, all things considered, worth about what its manufacturer charges for it. I do not know what it costs to make a bicycle or tricycle, but it is fair to presume that there is a profit, perhaps larger than the profit on some other lines of goods, and undoubtedly much smaller than the profit on other lines. When a manufacturer is required to make a machine that will weigh only thirty or forty pounds and carry a man four times its weight over every conceivable kind of roads with any degree of care, and lack of care, and last him from five to ten years, it is fair to presume that quality takes the place of quantity; and, the world over, quality costs more than quantity. Perhaps a good bicycle can be made for between fifty and one hundred dollars; I do not doubt that it can be, and I also feel assured that a much better bicycle can be made for something like double the same. In the bicycle trade, as in any other trade, while the price is not an absolute criterion as to quality, it to a very large extent can be depended upon, and the wheelman who expects to purchase a bicycle for from fifty to one hundred dollars anywhere equal to a bicycle for from \$100 to \$150, will probably be disappointed, and really deserves to be. In choosing a bicycle, like choosing any other article, reputation and common sense should teach any one that, all things being equal, the oldest established and largest manufacturer of a bicycle, like anything else, ought to be able to make the best bicycle for the money.

By the way, it is wonderful how the American made machine is overrunning American roads. I am rather patriotic myself, and make it a point never to purchase anything made under any other flag than my own, provided that my patriotism doesn't make me purchase something much inferior to what the same money would buy made from any country. But go where you will in America, and you will find very few things which this country does not produce as well, if not better, than any other land. The first remarkable product of America was the excellence of her sewing machines; the next came her piano; the next her watch; and it is generally admitted that no country of the world can produce or does produce a better bicycle than is made by the large American manufacturers of high grade machines. Of course America has an advantage over any other country in producing goods for use within her borders, for she certainly ought to know what Americans want better than any one else, and the overwhelming majority of American bicycles, American watches, American pianos, and American sewing machines in America, shows that Americans appreciate their products. I have reason to believe that one of the largest bicycle houses in England will at the close of the present season withdraw its American agency, and I understand that one or two other American agencies of English houses are thinking seriously of taking the same course. If such a course is taken, as it seems not unlikely, the owners of foreign made machines are going to be more or less in a box, for with the withdrawal of agencies comes the inconvenience of procuring parts and sundries to fit their machines, and the long distance rider particu-

larly knows how valuable it is to own a machine with interchangeable parts which can be procured at almost any large town and city in the country.

AN AMERICAN AMERICAN  
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NO AMATEUR RULE.

*Editor Wheelmen's Gazette:*—

Being a European, I believe to be able to give a reason for the N. C. U. having what is called the "amateur rule." If not mistaken, the wheelmen in Holland and Germany stick to the same orthodox rule, so orthodox and narrow-minded that it could never have been originally made in this country, and that it certainly ought not to be among the regulations of the L. A. W. or the A. A. A. I am ignorant as to the causes for which the latter organizations ever have passed that much discussed rule. These causes have been explained to me, but, somehow or other, I fail to see the common sense of their existing in America. For there is a great difference between the spirit of Americans and that of Europeans—when in Europe. In the "old countree" the people are, as to certain social questions (the difference, nay, the distance between ranks), rather short-sighted and narrow-hearted. In Europe, society's classes are ridiculously exclusive, each class surrounding itself with walls of impoliteness, pride, and contempt, so as to keep the class next below from intruding upon the rights of the former. Rights by habit. The so-called "people of quality" keep apart from those who have no "quality." Those who have no "quality," but money, exclude from their ranks the people who have neither. Professionals, artists, have ever been regarded almost with contempt by all other classes. A man who sells sugar plums from behind a counter thinks himself to be far better than a fellow who makes his money with the aid of one of the Muses. A musician, a painter, is not regarded as being quite a gentleman, unless he be famous. He who has only been able to reach a humble step of the ladder, a piano teacher for instance, however intelligent and diligent, would never be allowed to enter the ranks of the fashionable. But, worse, those who make a profession of any bodily exercise, a gymnast, a teacher of fencing, for instance, are considered to be entirely below the standard of a good citizen. Of course your European friend will deny this. But try it; invite, in Europe, a professional jockey, or an artist of the stage (no celebrity), or a violinist of the opera, to a dinner together with your friend, the banker, or your cousin, the gentleman of leisure, and I assure you, the one will give the 'change, the other the club, for an excuse for his not accepting your invitation to sit at one table with a "horse rider," or a "wandering minstrel." This spirit is, to my mind, the hidden cause to the amateur rule of European associations. Of course, in the long run, many of those professionals become accustomed to the little regard they enjoy, and often, take to the coarser habits, behavior, and society which are, by force, assigned to them. Not so here, where any gentleman, of whatever profession or business, is cheerfully welcomed in the circles of all sensible, polite people, if he be otherwise acceptable and presentable.

A professional base-ball player or cyclist can be as good, thorough, educated a gentleman as a professional musician, painter, or turf-man, (though, of course, the fine arts will do much to refine a character). There are many college

graduates among those professionals, and I have but rarely met one of whom I could say, "That man's profession has made him a ruffian," though I deny not, John Sullivan there *will* be. If master X, the amateur, be reluctant to race with a man who makes racing his daily business, or who is paid for riding a certain make of wheel because his skill will show the cycle to advantage, let master X abstain from racing with such professional. But he has no right to exclude the latter from an association whose aim it is to promote cycling and to procure certain advantages to cyclists. Such an association or league ought, on the contrary, gladly to welcome within its ranks those men who do most to advance the interests of cycling and, often, are most in need of the advantages that association or league might give, not to amateurs, promateurs, or professionals, but to *cyclists*.

No member of the L. A. W. is compelled to race. Pray, let him be at freedom to compete against a tyro or a professional, just as he chooses; but above all, let us not stick to the amateur rule, for the childish reason: the N. C. U. has it, therefore we want it, too. I am confident that many, if not most, of the L. A. W. members do not desire to keep a rule that is founded upon European anti-democracy.

WHAT WE MUST LEARN,  
*A Member of the L. A. W.*

*Editor Wheelmen's Gazette:*—

The weather has now settled down finally, and the boys are as lively as usual. The Bay Citys, as usual, have taken the initiative and led off by a century, from San Francisco to San Jose and return. At five o'clock, on the 17th, sixteen men having shown up, a hasty meal was partaken and the start made at quarter past five. Captain Meeker had arranged matters in a very systematic manner, which enabled the boys to have two and three-quarters hours' stop, and three meals on the road. The total time for the hundred miles was fourteen hours, making actual eleven hours, about.

Fourteen of the boys finished. We left two at San Jose with broken wheels.

This run about equals that of the St. Louis Ramblers last year.

Our next will probably be a hundred and sixty mile run to Gilroy and return; that is in the dim distance yet, however.

The Bay Citys have fitted up their club rooms in great style. The new rooms are situated on Van Ness avenue, the nicest thoroughfare in town, and the widest.

There is to be a gymnasium attached, which will contain a full set of the latest improved apparatus for muscular development.

The Bay City ranks are fast swelling up, applications coming in very rapidly. They now number about sixty active riders, and it looks as if that number would shortly be increased to one hundred.

The bicycle seems to be becoming more popular every year, and there are swarms of new riders springing up on every hand.

The Bay City Wheelmen give a smoker in a week or so, in honor of their new club-house, when the usual good time is expected.

The San Francisco Club is as lively as ever, and working hard to make its May 30 meet a success. It is expected most of our good men will, for the first time, meet on racers on that day, which means a new set of records for the Pacific coast. Our present mile record is 3.04 $\frac{1}{2}$ , which of

course will be easily knocked on a racing machine. Our chief need is a good track, and although everybody is aware of it, and many schemes have been set on foot, yet we are still *sans* track. What is needed, is a good man to take hold of the thing and push it through. He would find plenty of support from the boys.

Our Chief Consul Welch, who has been re-elected, is taking a tour through Southern California. He has selected a splendid time of year for it and is averaging over fifty miles a day, having made seventy-three miles the second day.

The California division is to hold its annual meeting at Santa Cruz, on July 2-6. A splendid programme has been mapped out, including racing, and the affair promises to be a great success. The town of Santa Cruz is situated on the sea shore, and is a great summer resort, and as it will be very crowded this year (on account of the Hotel Del Monte, at Monterey, being burnt) and accommodations consequently scarce, the committee having the matter in hand have decided to rent the grand pavilion and fit it up with cots. This scheme is wildly seconded by the boys, though some of those, who look ahead, see very little sleep for those few nights. The citizens are to tender a grand ball, and the famous Hook and Ladder Company of Santa Cruz, a reception, and altogether the affair will be most enjoyable.

Yours truly,

S. F. BOOTH, JR.

SAN FRANCISCO, April 22, 1887.

## News Notes.

1887,

May 20, 21,

All aboard

For St. Louis!

Seventh annual

Meeting L. A. W.

No race meeting.

Fun, pure and simple.

Will the King be King?

Clubs (cycles) are trumps.

Oregon has 160 wheelmen.

The L. A. W. table is a dandy.

Are all the spring poets dead?

Special train for eastern wheelmen.

Aaron is out of the League. Will Wells follow?

Spring! Did we hear any one say that it was here?

W. G. Wilcox reports increased sales of the Facile.

The Columbia double grip handles are rightly named.

Punnett reports great sales of uniforms this spring.

S. T. Clark & Co. report rapid sales of their Quadrants.

Only chance to see the road race for the world's championship.

There is no out on the Victor tricycle, it is certainly the Victor.

After two months of patient waiting our L. A. W. rug has arrived.

Cyclist hopes that the big fall tournaments are not things of the past.

The West will have the two leading offices, the presidency and treasurership.

There seems to be a craze for tandems, and the supply is out about once a week.

D. H. Huie, the Scotch champion, intends returning to the path the coming season.

George H. Nash has a two years' engagement with the Australian Novelty Company.

Up to date only thirteen cycling papers promise the best account of the League meeting.

Frank White, of Spalding Brothers' New York house, is confined to his house by illness.

President Beckwith has appointed N. L. Colamer, of Washington, League tourmaster.

The three Rs (Rowe's Racing Records), will they stand at the closing of the season of 1887?

Pope Manufacturing Company are not equal to the demands on them for the Columbia tandem.

The Star has appeared in the streets of London, and is causing much astonishment in that little village.

The American team has been well pictured in about all the prominent cycling papers in Great Britain.

To race or not to race the coming season is the question among the racing portion of our fast wheelmen.

Of all the mails give us one from Wm. Read & Sons, who control some of the best looking Mails in the country.

"My kingdom for a horse" is nothing compared with what the average wheelman would give for settled spring.

A small pot of black paint and a large tub of whitewash have been prepared for the coming League meeting.

The position that the Springfield Club holds in the world is sought after by the makers of the Springfield Roadster.

Gormully & Jeffery devote a page in their new catalogue to cycle publications, a feature worth following by other dealers.

The Oregon *Cyclist*, issued by the Western champion, F. T. Merrill, is a creditable looking sheet and Mr. Merrill is deserving of great success.

At Aston Lower Grounds bicycle track, near Birmingham, England, they are using an elephant as the motive power to drag the immense roller.

A road race from Jersey City to Philadelphia is one of the probabilities of the season. The Hudson County Wheelmen have the scheme in hand.

Cunard tandems are selling faster than D. Rogers & Co. can import them. A large supply is on the way, when they expect to be able to fill all orders.

Canary is in Paris; Woodside, Morgan, and Temple are in Scotland; Kaufman, Wilson, and Alden in England; Wood, James, and Maltby in Australia.

For the first time in five years the Springfield Club will not have a large delegation at the League meeting, in fact only one wheelman will journey to St. Louis.

A fellow in Eastern Oregon, who never before saw a bicycle, claims to have made a wooden one "all out of his own head." It must be a chip of the old block.

Send for one of the Pope Manufacturing Company's early closing cards, then close your place

of business on Saturday afternoons and thus give your clerks a half holiday.

It is estimated that W. B. Everett & Co. control more Singers in the United States than any other manager, and the best of it is that Everett's Singers are a good make of cycles.

The *Wheelmen's Record* gives as a supplement one of the best pictures of Thomas Stevens that has been published. It is a fine likeness and well worth more than the year's subscription asked.

W. J. Morgan keeps the American team well before the English public. The English press is teeming over with notices setting forth the virtues of the only American team that ever crossed the ocean.

The invitations and *menus* gotten up by the Scranton Bicycle Club, on the occasion of the reception of Thomas Stevens, were the neatest thing in the way of cycling invitations yet issued by any club.

Weatheroak hill, the Corey hill of England, has heretofore baffled all attempts of cyclists to ride up same. On February 26, Mr. Alfred Bird, of the Speedwell Bicycle Club, rode up the hill on a Quadrant tricycle.

Poor Hillier! The last dose of Springfield was too much for him. He has not had a word to say about America since. The *Cyclist* owns up and feels easy in its mind. Come, brother Hillier, own up; confession is good for the soul.

George M. Hendee again leads them all. This time as a drummer, having sold in three weeks over two thousand of the Springfield Roadsters, one order being for six hundred, the largest single order ever given in this country for wheels.

Woodside has lowered the Irish records from one to five miles inclusive—five mile time, 1m. 47 $\frac{1}{2}$ s. On the same day R. J. McCrady, the Irishman holding the '86 English tricycle championship, lowered the mile tricycle time from 2.59 $\frac{1}{2}$  to 2.58 $\frac{1}{2}$ .

Stoddard, Lovering & Co. will present the winner of the hundred mile road race, which is to be held at Clarksville, Mo., May 24, a purse of \$250 in gold, providing he breaks the world's record and rides and wins the race on a Rudge light roadster.

The Facile Bicycle Company offer a prize, value £50, to any rider who can accomplish a ride of 300 miles in 24 hours on one of Messrs. Ellis & Company's admirable little machines. Why don't some of the American manufacturers offer a prize for a similar ride?

Prof. P. Harvard Reilly, who conducted the foreign tour so successfully last year, will leave again the latter part of May, and will be pleased to hear from any one who would accompany him this season. No better guide or companion can be found. Don't all speak at once.

The Rev. Dr. Logan, of Scranton, Pa., holds that the bicycle is "a means of grace," because a man must be sober in order to ride one successfully. There is food for reflection in this thought, and it is to be hoped the advocates of temperance will take the hint and distribute bicycles among the boys.

The Elizabeth and Orange, N. J., clubs have each ten ladies as active members. The "ladies' runs" have become very popular and are fully attended. Distances of from ten to twenty-five miles are covered in afternoon spins. The Orange

girls take a very active part in club affairs, attending all meetings and doing their share of committee work.

The cities and towns of Massachusetts are required, by a recently established law, to erect and maintain guideboards at all forks and intersections of highways leading from one town or city to another. The failure to comply with this statute will subject the offending town or city to a penalty. The legislature deserves the thanks of all wheelmen.

The *Irish Cyclist and Athlete*, in referring to Mr. Wilson's report on the tournament letters, says: "The result is that Ducker comes out with flying colors, and the only wonder is that he went to so much trouble in the matter. Nobody with a grain of discrimination in his composition believed anything of the story told by his accusers." How is that, Mr. Hillier?

*Outing*, for May, has an artistic colored lithograph of its bicycling hero, Thomas Stevens. The picture represents him as he appeared while pedaling along the great central trunk road of Hindooostan. The portrait is by Kelly, clever and picturesque in treatment, and will be very acceptable to all cyclists, although we don't think the picture of Thomas Stevens as good as the one issued by the *Wheelmen's Record*.

The Columbia calendar furnishes more items for the cycle press than any other one source of news that the poor cycle editor has at his command. The frequency with which the papers quote from the daily slips and the excellence of the selections show the good taste of the editor. One thing, however, the Pope Manufacturing Company do not get the credit for it, as the calendar is only a selection of cycle sayings.

Here's a pretty state of things which calls for action on the part of the League officials. Out in Ohio there is absolutely no law that compels a vehicle to turn out and give part of the road when passing another; and in case of an accident occurring, unless it can be clearly proven that one of the parties willfully and intentionally ran into the other, so that the injured party can bring action for assault, there is absolutely no redress.

A club in the west of Scotland met in committee and seriously and solemnly discussed the insertion of the following in its rules: "No profane language will be allowed in the club at headquarters or on club runs." A heated discussion followed, when it was suggested by one of these sapient legislators that the words "except immediately after a header" be added, and the proposal was carried with acclamation. The punishment for the offense—drinks all round at the very nearest pub.

The London *Times*, in a leading article on the volunteer cycle corps for war purposes, says "Volunteers, at any rate, cannot complain of want of variety or of experimental novelties. Both in the Dover and the Eastbourne maneuvers the use of bicyclists and tricyclists as scouts and orderlies is being tried. As yet the testimony is entirely in their favor. They have evinced their ability to go where light cavalry itself would have found progress impractical. For noiselessness and readiness at a moment's notice they are incomparable."

A motion for a peremptory injunction was entered by the Pope Manufacturing Company, of Boston, against R. Philip Gormully and the Gor-

mully & Jeffery Manufacturing Company, *et al.*, in two separate suits, before Judge Gresham, of the United States Circuit Court of the Northern District of Illinois, on Monday, April 4. The entire case was reviewed and occupied the entire day. Decision was reserved by the judge, and rendered Saturday, April 9, as follows: "Motion for injunction denied in both cases, without prejudice, with leave for either party to move to consolidate all cases."

The *Irish Cyclist* has been wrestling with the amateur question and says: "The definition was for athletes, and only by including cyclists in this category can it be made to apply to them. If so, why not include lawn tennis players and yachtsmen, who take money prizes, and declare them ineligible to compete in athletic events? The two classes—cyclists and athletics—are distinct and differently governed, and, to a man of common sense, the straining of the term 'athlete' to include cyclists is absurd, and he who says otherwise must be overfactual, or else fond of observing the letter of a rule at the expense of the spirit."

A match between three bicyclists and a Russian trotter took place April 12, in Vienna. The prize was for 2,000 francs and the distance 10,000 meters, being forty times around the course. Three bicyclists took part in it, Mr. Duncan, from London, Jules Du Bois, from Paris, and Paul Medinger from Bordeaux. The Russian trotter belonged to Herr Stefan Tupan, of Vienna. After the second round the bicyclists took the lead, and finally, after a nineteen-minutes' race, the horse was easily beaten, the result being a dead heat between the two Frenchmen. The second race, in which the three previous competitors ran again, was won by Mr. Duncan, who rode 11,000 meters in 1m. 52s.

A young man named James Stewart, who had been stopping at Langley's boarding-house on River street in Waltham, went Wednesday afternoon to William Shakespeare's of that city, who sells and rents bicycles and tricycles, and hired a tricycle for a short ride. He went to Watertown and made several unsuccessful attempts there to sell the machine. Then he rode to Newton, to Sterling Elliott's tricycle manufactory, and there, falling in with a Boston man who was looking for a good tricycle at a reasonable price, succeeded in disposing of it for \$60. He accompanied the purchaser to Boston, received his money, and then "skipped" to parts unknown. Mr. Shakespeare, with some difficulty, traced the machine, which was valued at \$125, and recovered it from its purchaser, who in turn is now looking for Stewart and his \$60.

#### STAMFORD (CT.) NOTES.

Will some one explain where the "violent exercise of road riding" comes in, as we could never discover it, even when we drove an ordinary that was too large, as eight out of ten do to this day. There is lots in having the most suitable mount, and since we made a change, sixty to seventy miles in a day of ten or twelve hours, including stops, is as easily done on the same kind of roads as forty used to be in the old days.

This is on hilly and sandy roads between New York and Springfield, and what we should do on a decent macadam on this route, say in 1909, is startling to think of.

Offers of that water-proof helmet do not pour in worth a cent yet, but we hope for something later.

A wintry blast of the most blasted kind—at least buds were doubtless blasted—came with a parting touch to this section as late as April 18th.

At last bees and wheels hum again, and that charming tracery of verdure and early spring flowers has come to gladden humanity, as the cycle of the year rolls round.

Notwithstanding Jo Pennell's going back on England's roads in general, we long for an inspection of them and a chance to report. There is an unceasing jumble in ye writer's head of such names as "Havre to Paris, Brussels to Boulogne, Portsmouth to London, Coventry to Edinburgh, Glasgow to Dublin, Cork, Queenstown, etc., etc.,"—and he gets no better fast!

When wheelmen ride at a moderate pace, on a machine that is easy to mount and handle in every way, that gives no headers nor sudden strains, they can ride without that copious perspiration mentioned in the *Bulletin*, April 22. It matters little how warm the days are, if "scorching" is subordinated to a fair rate of speed, much more pleasure will be secured and distance covered. Why scorch and complain?

A lack of time and a frenzied look from ye editor prevent our proposed article upon the "superiority of lever and crank power for cycles, over cranks, alone," and the cycling public has escaped a paper of Power-ful "Brilliant!"

"STAMSON"

#### WILMINGTON (DEL.) NOTES.

Wilmington cyclists are happy, with all conditions favorable for the sport. The few unhappy ones are those who have not yet received their new mounts, anxiously and patiently waiting for them to arrive. Your humble servant is one of the unhappy ones, having disposed of his wheel over a month ago on the strength of a promise from headquarters that his new mount should arrive by that time; that day has passed, followed by forty more, and no wheel yet. We impatient ones beg to suggest to the manufacturers that they be more considerate of wheelmen's wants, and have their stock made up ready for shipment before the hot summer weather is upon us.

There was a large attendance at our last club meeting, which was held at our new rooms, 826 Market street. Our dues were recently raised in order to enable us to move into better and more commodious quarters; we usually have several applications for membership at each meeting, and we look forward with much pleasure to a season of unusual interest in cycling.

Our club is possessed of several "scorchers," who may generally be found at the lead in any of our club runs. One of our riders has made, up to April 22, 970 miles, which we think very good, considering the amount of inclement weather we have had this season. Several other members have figured well up in the hundreds.

At the spring sports of the Warren Athletic Club of this place, to be held May 7, there are to be one and two mile bicycle races, which promise to be very interesting, as we expect some fliers, not more than 100 miles distant, who hold records better than 2.52.

The principal makes of wheels ridden by our different members are as follows: Expert, Standard, Rudge, Royal Mail, New Rapid, British Challenge, American Challenge, Facile, Star,

Premier, American Safety, and Ideal, and we shall soon have the Springfield Roadster, King, and New Mail, to be represented here by Messrs. Pyle, Todd, and Smith respectively. Mr. A. C. Phillips reports business to be good at his stand, 4th and French streets, where he has the Columbia and Rudge together with a line of second hand wheels.

Several of our members anticipate going to Washington to attend the national drill in May. We have had no club runs as yet, and news of any interest is scarce. Trust us for more interesting matter next time.

#### READING (PA.) NOTES.

Was not there once a man named Thomson who made some verses beginning:—

"Come, gentle Spring, ethereal mildness come!"

It is "Owed to the Season" (the late season since Mr. T. wrote said lines) that Mr. Thomson's lucky escape is due; for as sure as you're born we'd kill him if we got hold of him. Like Mrs. Easy—the mother of the immortal Mr. Midshipman Easy, in Captain Marryat's famous work—we exclaim that "all men are liars, and poets in particular."

Let us drop the whole subject. Spring, this year, is a very sore subject among wheelmen all over this broad land, north of Mason & Dixon's line. South of that they don't apparently care a picayune whether winter keeps or not. So mought it be with us, were the Fates propitious.

A wheelman don't know what he wants anyway, or at least is never satisfied. First he wants rain to clean up the roads. He gets it; and immediately you hear a howl of "mud, mud, nothing but mud!" Then it's too cool; again too hot; and so it goes.

Mankind are mighty unsatisfied cattle, take them right through. The old fable of the Sybarite who could not be comfortable because one rose leaf of his couch was crumpled, had a pretty large grain of truth in it. There was another poet, who wrote:—

"Man wants but little here below,"

but he didn't know what he was talking about, either. I never knew the man who didn't want all he could get.

I don't know what I am growling at, though. The weather is just winding up into a lovely day, with a delightful promise for the morrow, and my new wheel has reached me from the factory. The roads are in fine condition, and what more can a cyclo want? I should like to rhapsodize over my new wheel, if I had the time, and you the space to print it. It's a beauty, though, without exaggeration. One of the Overman Wheel Company's new model Victor light roadsters. Perfection in wheel building has at last been reached, I think. One of the greatest points of this machine, to my mind, is the method of attaching the handle-bars. Forged solid to a lug or clasp which fits directly over the head, they are set on a straight line through the center, and as a natural consequence "she minds her helm" to the slightest touch, just as a boat answers the least motion of the rudder. Spade handles, true tangent spokes, and long cranks are an acquisition—croakers to the contrary notwithstanding. A half-hour on the road will convert the most skeptical. England may have begun cycle building, but if we can't give them a few points now, I know nothing about wheels.

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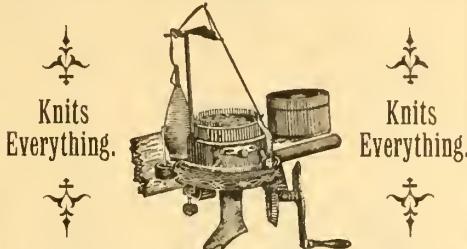
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on a

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It goes to a class of young men who have money to spend. The advertisements in *The Bulletin* are read as carefully as the news.

Our rates are not high, when the circulation and the character of the paper are considered.

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SECRETARY-EDITOR,

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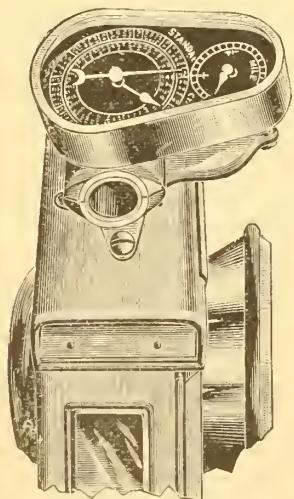
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ARTHUR MUNSON, AGENT,  
STAMFORD, CT.

## The Star Advocate

A MONTHLY JOURNAL  
DEVOTED TO THE INTERESTS OF STAR RIDERS  
AND CYCLISTS IN GENERAL.

E. H. CORSON, — Editor and Proprietor.

"Direct vs. Tangent Spokes," is what Messieurs "James Arkins" and "Mechanic" are having it over in the last two *Bulletins*, and I must say that neither one is going to convert the other. There is a great deal to be said on both sides, but after all the proof of the pudding is in the eating. Now, I have ridden both kinds of wheels, and I would not go back to the direct spoke, and I believe that every rider who has made the change will bear me out in this. The difference in vibration is inappreciable; in fact it would be unnoticed by ninety-nine out of one hundred unless their attention was called to it, while the increased power in hill climbing and on up grades is beyond comparison, every ounce of pressure on the pedals being transmitted directly to the rim. My new wheel, with the true tangent spoke, illustrates this to even a greater extent than my old Victor, which had the right-angled tangent spoke, and no better test of its hill-climbing powers is required than the fact that it was always borrowed by my direct-spoke-machine-owning friends whenever they wished to surmount a grade which they found unridable on their own mounts. Not only that, but this same Victor, which was purchased early in 1885, has been ridden for two full, and part of a third, season over our very rough and hilly roads without jarring any spokes loose, whereas a number of riders who purchased direct spoke wheels last year, found them to require constant tightening. Look at the "Notes and Queries" column in the *Bulletin* if you want to see the howls of the direct spoke men. Just imagine being coolly advised—as was the case in last *Bulletin*—to stick matches, wire, etc., in the holes to hold them! And the correspondent naïvely adds, "but this is injurious to the thread." Well, I should rather say it was. And another chap says use glue, shellac, and varnish. No; the direct spoke is much the cheapest, and that is the reason the manufacturers use it. But I venture the prediction that "Mechanic" will see the day—and that shortly—when a direct-spoke wheel will be ranked as only second class—if that day is not here already.

The Ariel Wheel Club at its last meeting elected four new members, and has more on the string. Quality, however, and not quantity, is what it aims at. And from what we read in the present cycling press, the "tough" is an element that needs repression with a strong and vigorous hand. The last *Bi. World* states that quite a large number of Massachusetts hotel-keepers are discouraging the patronage of cyclers owing to this very fact. Pity that it should be so, indeed. Cycling has had enough to contend with without the drawback of rowdyism. I am glad to say that down this way we have yet to find hotel men discouraging wheelmen. Quite the contrary, which speaks well for Pennsylvania boys.

Mr. John C. Dotter, Captain of the Ariel Wheel Club, having taken up his residence temporarily in the city of Brotherly Love, Mr. Frederick G. Willson was appointed captain during his absence. While Mr. Dotter's removal, it is hoped, will not be permanent, yet I must say that a better selection to fill the vacancy could not have been made. Mr. Willson is an enthusiastic cycler, and none of the members take more interest in the club than he.

It is quite an unfortunate thing that the majority of this club are English, for nearly all the country girls around here are German, and consequently the lovemaking on the little country excursions has to be carried on by the silent lan-

guage of sheep's eyes. This, though expressive, is scarcely as satisfactory as some of the members could wish.

We had a very practical illustration of this on our last run.

Up near Sinking Spring we noticed a horse and buggy coming towards us, and presently the man jumped out, waving his hands and making cautionary signals. We of course dismounted and walked our machines to the roadside, but the horse was very nervous and skittish, having—as we afterwards learned—been frightened by another wheelman a few miles further up the road, and he reared and plunged in a lively way for a few seconds. We finally got him quieted down, but not until he had broken one of the shafts, and then turned our attention to getting the lady out of the carriage and fixing things up. While assisting her out it was discovered that she could not speak English—nothing but Dutch. Here was a state of things—a pretty girl and not one of the party could talk to her! Perhaps there wasn't some hair torn! The lady-killers of the crowd were in despair. And worse than all, the member who could have talked to her (he is fond of airing his Dutch on all occasions) had staid at home. The rest, in a spirit of fiendish revenge, took especial delight in recounting the circumstance to him afterwards, whereat, I am informed, he cursed his ill luck most emphatically. Think what a snap that would have been,—to monopolize the attention and conversation of a pretty girl while the rest stood around with envious looks. I understand that the single men of the party are all studying up German most industriously.

One of our club men has a new Humber tandem coming to town, which he is expecting daily. Nothing of the sort having yet been seen here, it is safe to say that there will be something of a sensation created by its appearance on Penn street, especially if a cycler of the feminine persuasion occupies the front seat. I don't think he will have any difficulty in finding occupants for that seat. I hear that he has a little list of applications as long as Ko-Ko's, which he has engaged to fill in the order of their receipt. In order to even up, however (for even wheelmen have their preferences, like ordinary mortals), I learn that one or two particular names are repeated a dozen times on said list; so that, don't you see, no one can complain that any partiality is shown. If there should be any grumbling, out comes the list: "There's the name, in regular order, if you please."

"CYCLE."

#### EAST HARTFORD (CT.) NOTES.

Preparations for the racing tournament to be given by our club on some date as yet undetermined—but probably the 4th of next month—are being vigorously and systematically pushed. By the exertions of a few active members who have always been in the front rank of club enterprise, and who, at the sacrifice of time, trouble, and often money, have labored for the sake of the club, a large sum has been secured for the purpose of putting the quarter-mile track, on which our races are run, into perfect condition. This work has been going on for the past week and will continue until the day of the tournament. Both turns will be raised, making a banking which will more than satisfy even the most fastidious of careful riders. The home-stretch will be widened so as to make a straightaway of 145 yards varying in width from

seventeen to twenty-six feet. The track next the pole was considered by many last year to be far better, as regards material and condition, than the Charter Oak Park track, and it is intended to make the whole track as good this year as the pole was in '86.

The programme of races has not yet been determined on but will be studiously selected so as to give an exceptionally fine opening to new riders and to all who wish to satisfy their curiosity as to what they can do on the track. There will be three prizes in each race and, in addition, a fourth in each handicap, provided there are six starters. In the consolation there will be five or six prizes. It is estimated that \$250 will not cover the cost of prizes even at wholesale rates. Among the events which will appear on the score cards will be: a mile novice; a mile, 3:20; a two-mile, seven minute handicap; a half-mile handicap in heats; a mile open, and a tricycle race (distance not determined).

A dressing house is to be built and the grand stand and the judges' stand to be enlarged and improved. It has been found that the grand stand should be ample enough to accommodate from 400 to 800, and it is thought it can be enlarged to the latter capacity at a slight cost.

Among the club riders who will compete, probably, are Ed. Horton, Steve Tyrrell, "Simmy" Beaumont, Richmond, Ackley, Ford, Brasch, R. O. Olmsted, and possibly Ernest Smith. Tyrrell can make the pedals revolve in a way to make some of the old timers tired and fully deserves all his laurels, if faithful and honest training counts for anything. "Steve's" wind is good and if he can develop a spurt to correspond it will take no prophet to predict that he "gets there just the same." Horton rides as much with his head as with his pedal extremities and is well known as the dark horse who won the mile open at our meet, last spring. As a débütant at the New Haven races last June he disposed of a valuable prize, coming in second out of a field of six in the mile 3:10. Though having absolutely no chance to train this spring, as he lives seven miles from the track, he has the "sand" to enter races and so help out the club, of which he is the second lieutenant. Beaumont is a rider whom it is hard to classify; though he has ridden in two club races he is considered by some of his friends as a moderately good second-rate rider but needs considerable training to acquire a spurt. Richmond is a man to gladden the heart of the managers; he enters the races with little solicitation, appears at the scratch at the proper time, and rides for all he's worth. He, Horton, and Tyrrell are the reliable of this spring's meet and will no doubt represent the club well, whether winning or beaten. Ackley with some training knows how to make the spokes scintillate beneath his 180 pounds avordupois. Ford, Brasch, Olmsted, and Carroll are wheelmen who out of club patriotism start in races and make it interesting.

At the annual meeting of the club held May 3, officers for the ensuing year were elected as follows: President, L. S. Forbes; secretary, H. D. Olmsted; treasurer, W. K. Ackley; captain, H. E. Bidwell; first lieutenant, F. E. Arnold; second lieutenant, E. S. Horton. The officers "don't pretty" much but they are a hard working, reliable lot, faithful and honest and to them the welfare of the club can safely be entrusted.

In conclusion, a few words to the club members, individually: Don't be afraid of hard work. Don't hang off and let the racing committee do

all that is to be done; their work is liable to be unappreciated and thankless, but don't let it become harder by making appointments with them and then not keep the appointments. Remember that solid work is to be done by all and that all is for the benefit of the club in which all should take a common interest.

Information about the June race meeting can be obtained from any of the members of the following committees, which have exclusive control of the tournament:—

*Racing and Track Committee*:—H. E. Bidwell, L. S. Forbes, and E. E. Arnold.

*Press Committee*:—E. O. Goodwin, J. O. Goodwin, H. D. Olmsted, and D. D. Bidwell.

#### BLAISDELL.

#### WHAT TO WEAR ON THE WHEEL.

"DAISIE" TELLS HOW LADY RIDERS SHOULD BE ATTIRED.

"What shall I wear?" is the most oft recurring question addressed to "Daisie," the conductor of the ladies' column in the League *Bulletin*, and the result of her observation and experience is:—

"That one must have a special dress for riding no one will dispute who has been through the dusty and oily experiences of wheel life, but that it must needs be an expensive dress does not follow. A great deal of money can be spent on a wardrobe if one's purse is plethoric and her tastes proportionately luxurious, and on the other hand a good and sufficient outfit can be provided at a very small cost.

"For the gown, select some material medium in weight and in color. The League cloth of last year was very satisfactory, for it made up well and 'wore like iron.' The skirt should be without back drapery and each one can suit her taste and pleasure about the front. A little drapery in front can do no harm in riding, and is of decided advantage in relieving the plainness of the skirt when one is away from the wheel; make the skirt of ordinary walking length in front with a slope of three inches at the back. The present style of waists, with revers and vest front, is very pretty and looks well on the wheel, and, as a rider is not restricted to any particular form of bodice, it may be well to follow the fashion in this regard, always remembering that a dress will catch and hold dust in inverse ratio to its simplicity.

"Underneath wear flannel next to the skin, dispense with both crinoline and corsets, and have but few skirts. The jersey garments made in Boston are worn by many ladies, and are well adapted to riding purposes.

"For head gear, wear a small hat or cap. Let it be of light weight and of the same color as the dress. I have worn and like very much, a ventilated helmet. By no means wear a kid glove. The silk and linen or the lisle thread gloves are elastic and will stand a good deal of wear. Do not go out without an extra wrap strapped to your wheel; you will need it if you stop for any length of time. One writer suggests a V-shaped pocket in the skirt behind to prevent the lifting of the dress by the saddle. I see no objection to this, nor do I see any advantage over the sloped skirt, and certainly when off the machine the latter would be more easily handled, and perhaps attract less attention than the former. I think I voice the sentiment of all lady riders when I say 'that the less conspicuous a dress is, while at the same time it is appropriate to its uses, the more satisfactory it is.'

#### Among the Clubs.

##### ILDERAN BICYCLE CLUB.

###### THEIR NEW THREE-STORY CLUB-HOUSE.

The seven gentlemen who met at the private residence of Mr. H. Greenman in 1884, and organized the Ilderan Bicycle Club, had not the least idea that it would reach its present large proportions, and if anybody had prophesied that the seven would be increased to sixty-seven this year, he would have been thought "a little off." Nevertheless the Ilderans now number sixty-seven, with prospects of a much larger increase in membership.

Friday, April 29, was the memorable day when the boys left the rooms in a body to march down to the new house. The old club rooms were bidden farewell, and each member struggled along with some chair, table, or tools to commence work immediately and get things into shape. The house is situated near Sixth avenue, is three stories in height, and has in addition a large sixty foot yard. The entire first floor is to be used for wheels. The back room is to be used as a workshop and for cleaning machines, while the front room is to be used for storing wheels only and will be kept clean and neat. The second floor is reached by a wide stairway which brings us to the parlor. The parlor, of course, will be the finest room in the house. It is 21x23 and will make an excellent reception room for visitors. It will be furnished with a handsome mahogany table, which will stand in the center of the room, and a piano against the left wall. The mantel will be adorned with a handsome bronze clock, and the walls are to be hung with photographs of different cycling events. The back room on this floor is being fitted up as a locker room. The locker room is connected by a doorway with the bath room. It is useless to say that this room will be used a great deal during the coming summer. Opposite the bath room we have the coat room, which will be very convenient on entertainment nights.

Ascending the next staircase we reach the billiard room. The room will be provided with all conveniences for billiard and pool players, of whom there are quite a number in the club. Connected by a doorway with the billiard room we now have the reading and meeting room. This room will be furnished with several dozen chairs, and the table which stands in the center will contain all the wheel papers. A door opens from the meeting room into the card room. The card room is to be a cosy retreat for those who are interested in card playing and desire to have a quiet game to themselves. The whole house contains nine rooms, and the members feel satisfied and delighted that they have plenty of room to "spread themselves."

At the last meeting held in the old club rooms, seventeen applicants were admitted to membership in the club, and at the time of writing there are six new names posted on the bulletin board to be acted upon at the next meeting. The Ilderan Bicycle Club is growing rapidly and in a short time may outrival its sister clubs in this city.

The officers of the club deserve great credit for their efforts in bringing it up to its present standard, and their services are highly appreciated by all of the "boys." In finishing I might remark that the Ilderans have one thing which the majority of other clubs have not, and that is harmony, for harmony prevails throughout. J. W. S.

#### TWENTY-FIVE MILES AMATEUR CHAMPIONSHIP.

The twenty-five miles bicycle championship, under the auspices of the New Zealand Cyclists' Alliance, was run at Invercargill on March 17. The weather was fine, and the track in good condition. Prior to the championship race some foot races and a mile bicycle handicap took place, the latter event being won by Willmott, of the North Canterbury Bicycle Club, in 3m. 24s. Only four competitors faced the starter for the big race, viz., A. C. Willmott, Canterbury; S. Kerr, Otago; F. H. King and G. Rough, of Invercargill. The two last named were never in the hunt, and when it came to racing the Canterbury representative left Kerr and won easily. A three miles race, which was won by A. M. Ayling, completed the cycling events on the programme. The following are the details of the twenty-five miles championship of New Zealand. Prizes—New Zealand Cyclists' Alliance medals and trophies.

A. C. Willmott, Canterbury, 1st,  
S. Kerr, Otago, 2d,  
F. H. King, Invercargill, 3d,  
G. Rough, Invercargill.

th. 36m. 18 $\frac{1}{2}$ s.

#### COMING EVENTS.

##### MAY.

- 20, 21, Friday, Saturday—Annual meet of the League of American Wheelmen, at St. Louis, Mo.
- 23, Monday—100 mile road race, at Clarksville, Mo., for the world's championship.
- 23, 24, Monday, Tuesday—Springfield Bicycle Club minstrels.
- 24, Tuesday—Fourth annual meeting Woodstock (Canada) Amateur Athletic Association.
- 30, Monday—New York and New Jersey Team Road-racing Association's twenty-five mile race, at Irvington, N. J.
- 30, Monday—Race meeting of the Lynn Cycle Track Association.
- 30, Monday—Race meeting of the San Francisco Bicycle Club, six events.
- 30, Monday—All day run of the Massachusetts Bicycle Club to Lynn.
- 30, Monday—All day run of the Pittsburgh Wheelmen to Wheeling, W. Va.
- 30, Monday—N. C. U. championships, at Aston—One-mile bicycle, twenty-five mile tricycle.

##### JUNE.

- 5, 6, Sunday, Monday—International races, at Berlin, Germany.
- 23, 24, 25, Thursday, Friday, and Saturday—International tournament, at Alexandra Palace, London.
- 27, Monday—Second annual tour of the Minnesota Division L. A. W., from St. Paul.

##### JULY.

- 1, Friday—Canadian Wheelmen's Associations annual meet, at Brantford.
- 2, Saturday—N. C. U. five miles tricycle championship, at Aston, England.
- 2, 3, 4, Saturday, Sunday, and Monday—Annual tour of the Illinois Division L. A. W.
- 2-6, Saturday to Wednesday—Meeting of the California Division L. A. W., at Santa Cruz.
- 4, Monday—Annual meeting of the New Hampshire Division L. A. W., at Manchester.
- 4, Monday—Race meeting of the Somerset (N. J.) Wheelmen.
- 4, Monday—Annual meeting Pennsylvania Division L. A. W., at Wilkesbarre.
- 4, Monday—Races of the Athletic Park Company, Cleveland, Ohio.
- 4, Monday—N. C. U. championships, at Aston—One-mile tricycle, twenty-five miles bicycle.
- 23, Saturday—N. C. U. championship, at Aston, five-mile bicycle.

##### AUGUST.

- 1, Monday—N. C. U. fifty miles championship, at Aston, England.

THE WHEELMEN'S GAZETTE leads the way.—*Wheeling (London)*.

## The Trade.

## PATENTS.

List of patents granted for devices of interest to wheelmen, for the month ending Tuesday, April 19, 1887, compiled from the Official Records of the United States Patent Office, expressly for THE WHEELMEN'S GAZETTE by O. E. Duffy, patent law office, No. 607, 7th Street, N. W., Washington, D. C., of whom copies and information may be had.

No. 359,608, March 22, 1887, T. B. Jeffery, Chicago, Ill., bicycle backbone.

No. 359,609, March 22, 1887, T. B. Jeffery, Chicago, Ill., velocipede.

No. 359,629, March 22, 1887, A. O. Petit, Chicopee Falls, Mass., bicycle brace.

No. 359,800, March 22, 1887, Jay McClintock, Williamsport, Pa., home trainer for bicyclists.

No. 359,809, March 22, 1887, C. A. E. T. Palmer, of Handsworth, County of Stafford, assignor to John Cornforth, of Edgbaston, Birmingham, England, wheel for bicycles.

No. 359,863, March 22, 1887, J. Harrington, of Coventry, County of Warwick, England, assignor by mesne assignments to the Pope Manufacturing Company, velocipede.

No. 360,017, March 29, 1887, F. C. Hernandetz, of Boston, Mass., velocipede.

No. 360,101, March 29, 1887, E. G. Latta, of Friendship, N. Y., assignor by mesne assignments to the Pope Manufacturing Company, velocipede.

No. 360,162, March 29, 1887, H. A. King, of Springfield, Mass., assignor to the King Wheel Company of New York city, velocipede.

No. 360,392, March 29, 1887, F. P. Prindle and C. H. Koyl, of Washington, D. C., bicycle lantern.

No. 360,470, April 5, 1887, R. Johnston and G. W. Peifer, of Wilkesbarre, Pa., bicycle.

No. 361,024, April 12, 1887, C. M. Reed, of Connersville, Ind., and W. C. Frazee, of Clermont, Ind., tricycle.

No. 361,233, April 12, 1887, G. A. Parker, of Chicopee, Mass., assignor to the Pope Manufacturing Company, ball bearing for velocipedes.

No. 361,280, April 19, 1887, L. B. Gaylor, of Stamford, Ct., bicycle.

No. 361,310, April 19, 1887, A. C. Monnin and P. Fillicz, of Canton, Ohio, bicycle.

No. 361,523, April 19, 1887, T. B. Jeffery and L. M. Cottle, of Chicago, Ill., bicycle backbone bending machine.

No. 360,341, April 19, 1887, J. Witt, Los Angeles, Cal., motor for velocipedes.

No. 361,530, April 19, 1887, C. Kramer, of Albany, N. Y., velocipede.

No. 361,581, April 19, 1887, S. C. Ellis, of St. Louis, Mo., tricycle.

## NEW ENGLISH PATENTS.

List of new English cycle patents specially compiled for THE WHEELMEN'S GAZETTE, by Messrs. Hughes, Eli & Hughes, patent agents and engineers, 76 Chancery Lane, London, W. C., England, of whom copies and information may be obtained.

No. 3,500, J. Brusic, of London, for "improvements in velocipedes."

No. 3,510, H. J. Lawson, of Warwickshire, for "improvements in velocipedes."

No. 3,535, A. B. Smith, of London, for "lateral see-saw action cyclist saddle."

No. 3,575, J. Whittle, of Lancashire, for "an improved driving gear for bicycles or tricycles."

No. 3,578, J. E. Thorpe, of London, for "a novel construction or arrangement of tricycle carriage capable of extension to carry any number of persons as driver or riders at pleasure."

No. 3,582, A. Hurmable, of London, for "improvements in bicycles and velocipedes."

No. 3,607, C. M. Sinley and J. Biggs, of London, for "improvements in velocipedes."

No. 3,775, M. Hedderwick and R. S. Crawford, of London, for "improvements in the means of securing rubber tires to channel section metal tires of wheels for road vehicles."

No. 3,898, F. Tentschort, of London, for "improvements in velocipedes."

No. 3,806, W. Dunsmore Bohm, of Acton, for "improvements in tricycles."

No. 3,877, W. W. Woolridge, of Kent, for "improvements in velocipedes."

No. 3,935, J. G. Jelley, of London, for "improvements in or connected with the steering of cycles and other vehicles."

No. 3,968, W. Shave, of Berkshire, for "improvements in chains for velocipedes and other purposes."

No. 3,982, G. G. Tandy and H. Roe Tandy, of London, for "improvements in velocipedes."

No. 4,081, M. Doubleday and Henry A. Bettney, of Nottingham, for "a four-wheeled velocipede which may be propelled along by an action similar to walking, the riders standing, thus using his or her weight to propel the machine along."

No. 4,095, A. H. Overman of United States, for "improvements in velocipedes."

No. 4,215, T. Ashburn, of London, for "improvements in velocipedes."

Receiving no notification that he had forfeited his membership, he left this country in the full conviction that he was a member of the L. A. W., and wore the badge of the League around the globe; was welcomed by the wheelmen of San Francisco and the country at large as such upon his return, and was never more surprised than when informed to the contrary by the above Secretary-Editor's letter.

Whilst fully recognizing the necessity of drawing the line, and drawing it sharply, it is an open question whether, taking all of the above facts into consideration, the League of American Wheelmen should not reconsider its action in dropping from its rolls the name of the man who has carried its gold "wheel and wings" triumphantly around the globe, and who has done more to advance the cause of purely amateur cycling in the eyes of the world at large than any one else in existence.—*Outing*.

## IMPORTANT.

NEW YORK, May 2, 1887.

To the Members of the League of American Wheelmen:—

The contract for making the League uniform has been awarded to John Wanamaker, Philadelphia, Pa., at the following prices:—

Coat, \$6.20; trousers, \$4.34; cap, 84 cents; shirt, \$1.95; hose, 80 cents.

The above prices cover delivery without extra charge to any part of the United States reached by mail or express facilities. The uniform and parts thereof will be supplied to League members only.

Those wishing the cloth for the purpose of having suits made by home tailor will be supplied by the manufacturer of the uniform, at an advance of twenty-five cents a yard. The cloth will be supplied to none but League members, and procured only of John Wanamaker, Philadelphia, Pa.

A descriptive illustrated price-list, order blanks, and blanks for self measurement will be mailed to every member of the League at an early date.

The manufacturer is now ready to receive orders, and has facilities for supplying any reasonable demand at short notice.

N. MALON BECKWITH,

GEO. R. BIDWELL,

E. W. JOHNSON,

*Uniform Committee L. A. W.*

The following reduced transportation rates have been secured for wheelmen who attend the annual meet of the L. A. W., at St. Louis, on May 20 and 21:—

To St. Louis and return from	Sleeping car berth to St. Louis only.
New York,	\$29 70
Newburg, N. Y.,	29 00
Highland (Poughkeepsie),	29 00
Albany,	28 35
Utica,	28 35
Syracuse,	28 35
Rochester,	27 50
Buffalo,	28 00
Dunkirk,	26 95
Erie, Pa.,	25 15
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Dayton, O.,	14 60
Springfield, O.,	15 50
Indianapolis, Ind.,	10 75
Terre Haute, Ind.,	8 05

## SELLING THE 30,000 BOOKS.

BY KARL KRON.

On January 23, 1884, the Editor of the *Bi-World*, who was an entirely competent judge of the market for cycling literature,—having had far more experience as a seller of it than any other American,—sent this reply to my prospectus: "You cannot sell 1,000 copies of a bicycling work at \$1 each,—no matter how good it is. I place the outside limit of your sales at 300 copies, and I can't believe you will sell that number." On June 5, 1886, the President of the Pope Manufacturing Company, who is distinguished among business-men both for the exceptional shrewdness of his foresight and for his sanguine spirit towards the future of the cycling-trade, wrote: "We are sure we could never sell 1,000 copies of your book, on which you think we could make \$500. Even if we sold 1,000, it would cost a great deal to make the sale. The book, it seems to me, will only be used as a matter of reference." This was in response to my proposal (accompanied by proofs of the volume's first 544 pages and its list of 3,300 subscribers) that 1,000 copies be bought at \$1, on the chance of selling them at \$1.50.

Nevertheless, as my stake in the scheme has now grown to be a good deal more than \$10,000 (the direct cash outlay being \$5,000, and the four years' all-absorbing labor being equivalent to more than that,—even if taken to represent only "living expenses," instead of probable earnings at some other work), I intend to sell 30,000 books, at \$2 each, by way of justifying the enterprise. In the "four years" named, I include the next seven months, ending Dec. 31, 1887; for I hope within that interval to dispose of my first edition of 6,000,—half to advance subscribers at \$1 and half to new purchasers at \$2. These estimated receipts of \$9,000 will still leave me behindhand by \$1,000 to \$2,000, on the four years' investment; but "if," during the four following years, I can sell 24,000 books at \$2 each, the profit will be good enough to make a decent average for the eight years. The faith which I thus declare, in the possibility of forcing this enormous later sale, is my only excuse for putting so low a price as \$2 on a volume whose 664,000 words would cover 2,650 large octavo pages, like those in "Gen. Grant's Memoirs," if printed in the same type.

Now, I am perfectly aware that the average hard-headed business-man, whether engaged in the book-trade or in any other, will class me as a crank and a visionary, when I say that my main reliance for success is the simple sentiment of good-will towards myself which I assume that the book will create in the minds of the 3,000 strangers whom I call "my co-partners," and to whom I supply it at half-price. If each one of these shall be enough pleased with it to promptly persuade even one friend to buy a copy, I shall get back the money which I have risked; and, if each one shall be enough pleased to sell ten copies for me, within three or four years, I shall win a fair reward for my long labors. I have paid no one anything for soliciting subscribers, and I shall pay no one anything for selling the book. Whoever buys a copy from one of my depositaries may rest assured that the entire profit thereon will reach me as certainly as if mailed direct.

My depositaries are requested to bear in mind that \$2 is the regular rate, as stamped upon the cover,—no matter what lesser sums may be named in earlier advertisements or misprints,—and that, though each advance subscriber has the

privilege of taking at half-price (\$1) the book which is specially labeled in his name, no subscriber is to be urged to do this. I release every one from every promise or obligation in the case. If any man, when notified that his book is awaiting him at a certain place, says he doesn't care for it, he thereby forfeits his right to the half-rate, and authorizes the depositary to sell it to some one else for \$2. As a matter of curiosity I should like to file the names of those who thus refuse the book, and also the names of new purchasers.

Depositaries are requested to immediately acknowledge by postal-card the arrival of books, and then, as soon as any considerable amount of money is paid in, to remit the same, without waiting for all the copies to be sold. Costs of freight, express, postage, money orders, and other outlays can of course be deducted from each remittance. *No books are to be returned to me;* for, whenever a depositary wishes to close his account, I will send him stamped labels by which he may mail the unsold copies to later purchasers. Though I cannot presume to request that my unpaid agents should take any special trouble to spread the sale of the book, I suggest to any of them—and to all subscribers—who may volunteer to take such trouble, that every copy sold to a public library, or to a town's leading hotel, will help greatly to advertise my scheme. I shall print a list of such purchasers in the cycling press, and probably in the book's later editions.

Boxes and packages of books will be shipped directly from the Springfield Printing Co.'s works, Springfield, Mass., and cash orders for copies to be mailed at \$2 each may also be sent there; but all payments for subscriptions, requests for circulars and specimen pages, and orders and correspondence from depositaries should be addressed to myself at the University Building, New York.

Massachusetts subscribers east of Framingham will call for their books at the Boston office of the Pope Mfg. Co., 79 Franklin st., and copies will be kept on sale also by W. W. Stall, 509 Tremont st.; W. Read & Sons, 107 Washington st.; Stoddard, Lovering & Co., 152 Congress st. As regards New York City, the 80 subscribers of Citizens B. C. will get their books at the club-house and pay the club treasurer: members of the N. Y., Ixion and Harem clubs, and all residents above 41st st., and in Westchester county, will call at G. R. Bidwell's, 313 W. 58th st.; while all the non-club subscribers who live b-low 42d st., and all the Brooklyn men (except K. C. W.), who will be attended to by Mr. Loucks, at the club-house, will find their copies at the Pope Mfg. Co.'s, 12 Warren st. I shall also deposit at that agency all Long Island, Staten Island and New Jersey books (except those for Bordentown, Camden, Morristown, Newark, Orange and Trenton). In Brooklyn, the volume may be bought of Schwalbach & Willdigg, Prospect Park Plaza. Chicago subscribers will call at the Pope Mfg. Co.'s, 291 Wabash av.; and three other leading firms there will serve me freely as selling-agents: the Gormully & Jeffery Mfg. Co., 222 N. Franklin st.; the J. Wilkinson Co., 77 State st.; A. G. Spalding & Bro., 108 Madison st. My other most important depositaries are these: Baltimore, S. T. Clark & Co., 2 & 4 Hanover st.; Buffalo, E. N. Bowen, 585 Main st.; Cincinnati, A. A. Bennett, 14 W. 4th st.; Cleveland, Davis & Hunt; Hartford, Weed S. M. Co.; Newark, H. A. Smith & Co., Oraton Hall; St. Louis, L. J. Berger, 1901 Oregon av.; San Francisco, C. A. Biederman, Fourth and Townsend sts.; Washington, E. T. Pettengill, 1713 N. Y. av.

As Canada "levies a tax on knowledge," in the shape of a 15 per cent. duty on all books entering its borders, I shall keep none on sale there except Montreal,—with A. T. Lane, 1421 St. Catherine st., who will also mail copies for \$2. My Australian agent will be W. J. Parry, of Wills st., Sandhurst, Victoria, who will mail copies to any colony of the island, on receipt of \$s. 8d. Englishmen who send that sum to my London agent, H. Etherington, of 152 Fleet st., will find an acknowledgment of it printed in his weekly, *Wheeling*, with a request that I mail the book, the same as if the money were sent to me direct.

In the following list of depositaries, the star shows either

that subscribers' copies are not to be sent, or that I have not recently been in correspondence with the agent. Most of the names were printed in last June's GAZETTE: Adrian, Mich., W. B. Mumford. Albany, N. Y., H. Gallien, 283 Madison av. Altoona, Pa., R. M. Riddle. Amherst, Ms., E. R. Bennett. Ann Arbor, Mich., J. E. Beal. Ardmore, Pa., W. A. Stadelman. Ashland, Ky., J. C. Brubaker.\* Auburn, Ind., F. E. Davenport. Auburn, N.Y., A. E. Swartout, 75 Genesee st. Augusta, Ky., R. L. Armstrong. Aurora, Ill., G. O. Clayton. Beaver Falls, Pa., T. Midgley.\* Belfast, Me., G. T. Read. Bethlehem, Pa., J. S. Dodson.\* Beverly, Ms., G. Chinn. Birmingham, Ct., W. G. Taylor (Derby). Borden, N. J., W. Cutter, 100 Farnsworth av. Brattleboro, Vt., A. W. Childs. Bridgeport, Ct., C. W. Spooner. Bristol, Pa., W. P. Pray. Canandaigua, N. Y., F. H. Hamlin. Canton, O., C. S. Cock. Cazenovia, N. Y., S. Dorion. Chambersburg, Pa., W. G. Nixon. Chatham, N. Y., G. E. Patton. Clearfield, Pa., J. E. Harder. Coal Dale, Pa., E. G. Zern. Cohoes, N. Y., F. J. Hiller. Coldwater, Mich., C. A. Conover. Columbia, Pa., J. S. Musser. Columbus, Ind., W. G. Irwin. Concord, N. H., A. F. Sturtevant. Corry, Pa., F. G. King. Danbury, Ct., L. L. Hubbell. Dayton, O., A. W. Gump. Denver, Col., L. C. Rice. Derby, Ct., W. G. Taylor. Detroit, Mich., T. B. Ray & Co. Elgin, Ill., F. Crosby.\* Elizabeth, N. J., J. C. Wetmore.\* Elyria, O., R. B. Cary. Fall River, Ms., C. S. Wady. Ft. Leavenworth, Kan., C. C. Candy. Ft. Wayne, Ind., C. W. Edgarton. Fostoria, O., A. E. Mergenthaler. Friendship, N. Y., Latta Bros. Gloucester, Ms., J. S. Webber, Jr. Great Falls, N. H., T. P. Duffil. Greenfield, Ms., F. R. Hollister. Greenville, Pa., W. R. Field.\* Hagerstown, Md., W. E. McComas. Halifax, N. S., H. Temple.\* Hamilton, O., P. Benninghofen. Hamilton, Ont., R. H. Skinner.\* Harrisburg, Pa., G. A. Gorgas. Harrisonburg, Va., F. L. Harris. Henderson, Ky., V. F. Mayer. Holyoke, Ms., W. O. Green. Merrick Thread Co. Hornellsville, N. Y., C. H. Baldwin. Hudson, N. Y., H. R. Bryan. Indianapolis, Ind., C. F. Smith. Irwin, Pa., R. E. Humphreys. Jacksonville, Fla., W. A. George, 27 W. Bay st. Kansas City, Mo., F. S. Ray. Kingston, N. H., F. B. Tuck. Lafayette, Ind., B. Lewis. Lancaster, Pa., C. E. Haberbusch. Lewiston, Me., A. F. Nutting. Little Falls, N. Y., G. L. Smith. London, Ont., W. Payne. Louisville, Ky., Huber & Allison. Lyons, N. Y., G. H. Cramer. Macon, Ga., J. C. Flynn. Madison, Wis., F. M. Davis. Memphis, Tenn., W. L. Surprise. Meriden, Ct., T. S. Rust. Merrimac, Ms., J. W. Logan. Middletown, N. Y., H. C. Odgen. Minneapolis, Minn., S. F. Heath. Milwaukee, Wis., A. A. Hathaway. Montgomery, Ala., R. H. Polk.\* Morristown, N. J., G. E. Voorhees. Jr. Mt. Vernon, O., W. H. Disney.\* Nashville, Tenn., J. B. Burdett. Newark, N. J., H. A. Smith & Co. New Britain, Ct., C. C. Rossberg. Newburg, N. Y., J. T. Joslin. New Haven, Ct., J. W. Jewett. New Orleans, A. M. Hill,\* 115 Canal st. New York City, 12 Warren st.; 313 W. 58th st. Niagara Falls, N. Y., N. Campbell. Norfolk, Va., C. A. Field. Norristown, Pa., W. W. Acker. Orange, N. J., L. H. Johnson. 4 Park Stores. Pawtucket, R. I., B. W. Gardner. Peekskill, N. Y., D. C. Hasbrouck. Peoria, Ill., G. W. Rouse & Son. Pine Bluff, Ark., J. P. Angell. Pittsburgh, Pa., H. E. Bidwell. Pittsfield, Ms., L. L. Atwood. Plainfield, N. J., H. Serrell. Port Jervis, N. Y., F. Malvern. Portland, Me., F. A. Elwell. Portland, Or., F. T. Merrill.\* Portsmouth, N. H., C. A. Hazlett. Poughkeepsie, N. Y., C. B. Herrick. Princeton Depot, Ms., A. J. Williams. Providence, R. I., H. P. Morgan.\* Reading, Pa., H. W. Potter, 606 Penn st. Red Bank, N. J., G. F. Marsden. Rochester, N. H., E. H. Corson. Rochester, N. Y., S. H. Pool. Hill Flouring Mills. Rockford, Ill., F. Lillibridge. Rockville, Ct., J. C. Whittlesey. Rome, N. Y., J. M. Barton.\* Rutland, Vt., C. G. Ross. Salem, Ms., F. P. Symonds.\* Schenectady, N.Y., Jacob W. Clute. Scranton, Pa., A. J. Kolp. Simcoe, Ont., H. B. Donly.\* Sinclairville, N. Y., W. J. Dunihue. Smithville, N. J., E. F. Burns. Springfield, Ms., Springfield Printing Co.; Cooke & Dunbar. Springfield, O., L. F. Olds & Bro. Stamford, Ct., W. L. Baldwin. Stockport, N. Y., J. Reynolds.\* Summit, N. J., J. F. Haas.\* Summit Point, W. Va., A. S. Allen. Syracuse, N. Y., C. W. Bardeen, 83 S. Clinton st. Terre Haute, Ind., Probst & Fisbeck. Thomaston, Ct., C. T. Higginbotham. Toronto, Ont., C. Robinson & Co.\* Trenton, N. J., B. S. Rose, cor. Stocton & Merchant sts. Troy, N. Y., F. P. Edmans.\* Walden, N. Y., C. W. Sadlier. Wappinger's Falls, N. Y., H. H. Brown. Weissport, Pa., J. F. Zern. Wellsville, Pa., F. A. Deans. Westboro, Ms., F. O. Swallow. Westfield, Ms., A. B. Norton. West Point, Ga., H. & F. Lanier.\* West Randolph, Vt., F. E. DuBois. Williamsport, Pa., F. R. Otto. Wilmington, Del., V. H. Pyle.\* Worcester, Ms., L. Holland, 8 Washington sq. York, Pa., D. K. Trimmer.

# THE WHEELMEN'S GAZETTE.



## COLUMBIA LIGHT ROADSTER TRICYCLE.

THE rapidly increasing use of the Tricycle as an economical and thoroughly practical vehicle for both recreation and business pursuits has led the POPE MFG. CO. to put upon the market this year a new machine for all-round road use and adapted for the requirements of either a lady or a gentleman rider. The COLUMBIA LIGHT ROADSTER TRICYCLE has been designed with a view of embodying general principles which have already proved successful in all respects, and in the direction of which the public demand is turning, so combined as to afford the most satisfactory results, modified in such ways as use and experience have shown to be necessary. By adherence to various well-established principles they are able to offer a machine of simple and durable construction, lighter than most that have gone into successful road use, yet not so light but that it will afford good service for years, for long or short tours, for any rider who is willing to give serious consideration to the respects in which a high-grade Tricycle differs from an ordinary road vehicle. The handle-bar steering type affords an economy of weight without a proportional sacrifice of strength. The means of adjustment are such as to admit of a perfectly upright and natural position, practically the same as that upon a bicycle, with all the advantages to a rider arising therefrom. The axle, than which no part of the Tricycle is more important, has been made with a careful consideration of all the strains to which it is liable. It consists of a strong tubular axle carrying the wheels, and an outer axle taking three bearings upon the inner section and having its connection with the latter and with the driving-wheels through the balance-gear at the left side. The bearings between the axles are so made and placed as to add much strength to the whole. Upon the outer section the upper sprocket-wheel and the brake-drum are firmly pinned and brazed, and on either side of these, at such a distance apart as to afford the greatest strength and to remove the danger of springing of the axle, either by jars caused by the driving-wheels coming in contact with obstructions, or, on the other hand, by the heavy strain of the chain, are the bearings in which the axle turns, and through which it has its connection with the main frame of the Tricycle; they will be found satisfactory in every respect, as our COLUMBIA bearings always are. The wheels are made with spokes enlarged at both ends, headed at the felloe, and screwing directly into the hub-flange. For extra stiffness we use our well-known hollow felloe, made of the best cold-drawn seamless steel-tubing, and the tires are of pure rubber and securely cemented in. The central loop of the frame is of one continuous piece of tubing, passing vertically upward through the main frame bracket, and tapered to receive the adjustable seat-rod. At the front it presents the Copeland patent socket steering-head in which the tubular steering-spindle turns, with a cam shoulder at the lower end to automatically retain the steering-wheel in a straight position, and a neat ball-bearing and a spiral spring above, affording an even and adjustable tension. This spindle is firmly fixed to the tubular front fork, and at the top receives the straight arm of the handle-bar, which is adjustable up and down in it. Strong spiral springs at the fork-ends, and carrying the steering-wheel, serve to effectively take up the vibration which has in some cases been a source of complaint in this type of machine. The driving-gear is similar to that which has proved so valuable a feature in others of their machines, with the Wallace interchangeable sprocket-wheel, and the admirable Ewart forged-steel detachable-link chain. The lower sprocket-wheel is carried upon the central loop by a strong bracket, the position of which may be adjusted when so desired, to change the direction of the rider's thrust upon the pedals. The brake arrangement consists of a strong strap-band drawn around the drum upon the main axle by means of an adjustable rod-and-chain connection with the brake-lever at the handle-bar. The means of adjustment for different riders are ample, and all changes may be easily and quickly made. The equipment of the machine is complete and its finish of the high quality for which COLUMBIAS have become noted.

[Published May 25, 1887, after four years' struggle. Price \$2.]

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Cash orders, at \$2 each, may be mailed to SPRINGFIELD PRINTING CO., Springfield, Mass.; books will be sent in return as soon as subscribers' copies have been attended to,—probably by June 10,—and will be kept on sale after that date. For other agencies where subscribers may call, see page 36 opposite. Subscribers beyond the reach of these agencies, who wish to receive the volume by mail, should send \$1.20 to the publisher, "KARL KRON, at the University Building, New York City, D"; and all applications for circulars and specimen pages should be addressed to him.

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ADVERTISERS will consult their own interests by advertising in THE WHEELMEN'S GAZETTE.

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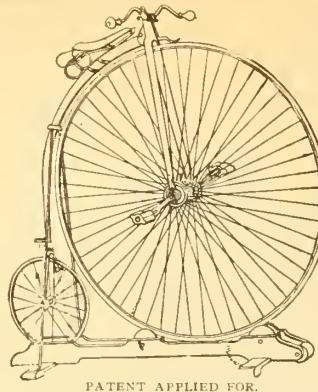
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Can be found on the head. Had on at the time it was stolen a Lamson Luggage-Carrier, a Standard Cyclometer registering 787 miles, a plate on the left fork bearing my name (which can be easily removed), and Columbia double-grip handles.

Parties seeing the above wheel will please notify

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SPRINGFIELD, MASS.

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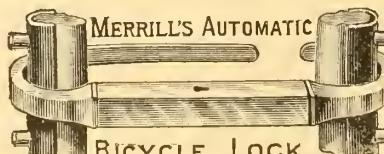
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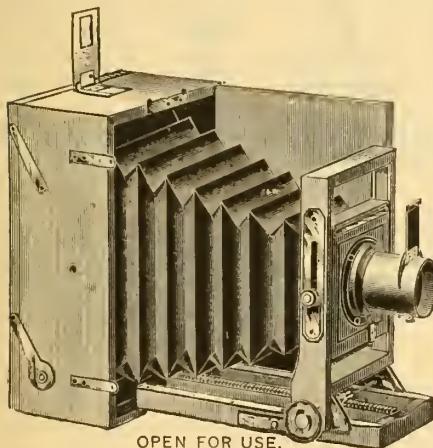
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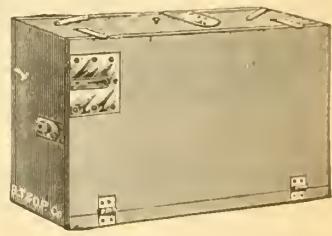
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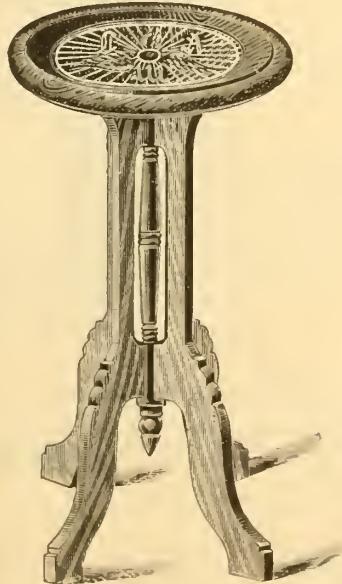
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 11—F. Ives, Meriden, Ct.  
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 16—John Williams, Massachusetts Bicycle Club.  
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 23—Fred Wood, Leicester, Eng., Professional Champion of England.  
 24—Robert James, Birmingham, Eng.  
 25—Hal W. Greenwood, St. Louis, Mo.  
 26—Group of Judges at Springfield Tournament, 1886.  
 27—Group of Judges at Lynn Tournament, 1886.  
 28—W. Haradon, Springfield.  
 29—Eugene M. Aaron, Philadelphia, Pa., Secretary-Editor L. A. W., 1886.  
 30—Abbot Bassett, Chelsea, editor of *The Cycle*, and chairman L. A. W. Racing Board, 1886.  
 31—Lynn Track, 1886, looking up home stretch, including judges, music, and grand stands.  
 32—Springfield Track, 1886, looking up home stretch, including judges, music, and grand stands.  
 33—Columbia Tent, Hampden Park, 1886, exterior view.  
 34—Columbia Tent, Hampden Park, 1886, interior view.  
 35—Victor Tent, Hampden Park, 1886, interior view, showing Aaron, Bassett, etc.  
 36—Rowe and Hendee, Springfield, Sept. 17, 1886; start of promateur championship race.  
 37—Rowe and Hendee, Lynn, Sept. 24, 1886.  
 38—George Weber, Smithville, N. J. (deceased).  
 39—W. E. Crist, Washington, D. C.  
 40—P. S. Brown, Washington, D. C.  
 41—H. S. Kavanaugh, Cohoes, N. Y.  
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 44—H. G. Crocker, Newton.  
 45—Charles H. Frazier, Smithville, N. J.  
 46—W. M. Woodside, Minneapolis, Minn.  
 47—W. H. Huntley, Newton.  
 48—Start of 100-mile Road Race, Boston Bicycle Club, Oct. 4, 1886—Amateurs.  
 49—Start of 100-mile Road Race, Boston Bicycle Club, Oct. 4, 1886—Promoteurs.  
 50—Faneuil House, Brighton.  
 51—D. E. Hunter, Salem.  
 52—J. H. Sherman, Captain Lynn Bicycle Club.  
 53—C. H. Chickering, Smithville, N. J.  
 54—Group on Machines at Magnolia.  
 55—Group of Twenty, Willow Cottage, Magnolia.  
 56—Group of Six, Pavilion, Gloucester.  
 57—Pavilion, Gloucester, from the beach.  
 58—Beaver Dam, between Gloucester and Rockport.  
 59—Granite Quarry, Rockport.  
 60—Arch at Quarry.  
 61—Landscape at Rockport.  
 62—Sea View from Pavilion.  
 63—Peculiar Bowlder between Gloucester and Rockport.  
 64—A. Kennedy-Child, London, Eng.  
 65—Instantaneous Finish, one-mile promateur race, 2.50 limit, Lynn, Sept. 24, 1886.  
 66—Start of 2-mile amateur tricycle race, Lynn, Sept. 24, 1886.  
 67—Start of 10-mile promateur lap bicycle race, Lynn, Sept. 24, 1886.  
 68—Start of 1-mile amateur bicycle race, first heat, Lynn, Sept. 24, 1886.  
 69—Start of 1-mile professional bicycle race, Lynn, Sept. 25, 1886.  
 70—Start of 1-mile promateur tricycle championship race, Lynn, Sept. 25, 1886.  
 71—Start of 10-mile amateur lap bicycle race, Lynn, Sept. 25, 1886.  
 72—Start of 3-mile amateur bicycle race, Lynn, Sept. 27, 1886.  
 73—Start of 2-mile professional bicycle race, Lynn, Sept. 27, 1886.  
 74—Start of 5-mile promateur bicycle race, Lynn, Sept. 27, 1886.  
 75—Start of 10-mile professional bicycle race, Lynn, Sept. 27, 1886.  
 76—Group at dressing tent, Lynn track, Sept. 10, 1886.  
 77—South Side Hotel, Waltham, Nov. 6, 1886; finish of McCurdy's 305 miles in 24 hours.  
 78—Henry Goodman, Hartford, Ct.  
 79—Goodman Brothers, Hartford, Ct.  
 80—A. A. McCurdy, Lynn, 24-hour champion, 1886.

Ladies' Second Annual Tricycle Tour, 1886.

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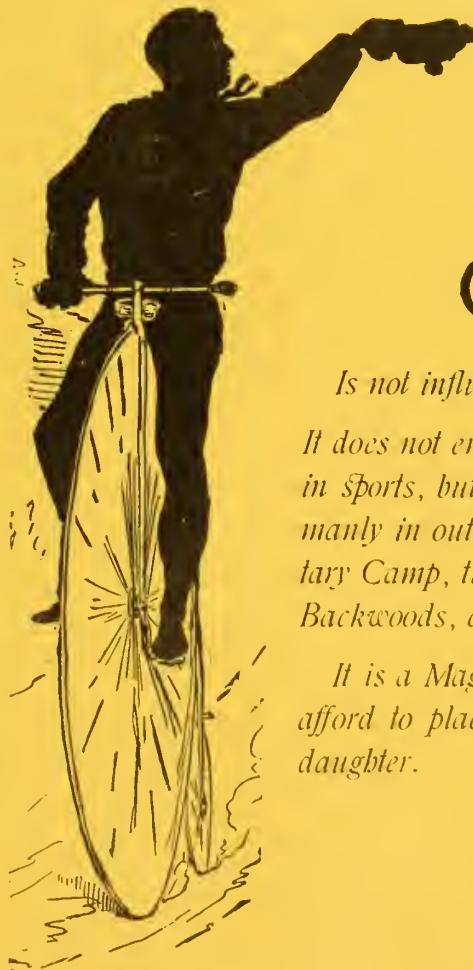
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