

THE WHEELMAN'S GAZETTE.

A JOURNAL OF CYCLING.

PUBLISHED MONTHLY.

Vol. IV. No. 5.

INDIANAPOLIS, IND., MAY, 1889

50 cents per Annum.

ONE IN THREE OF THE RAMBLERS BRINGS IN SOMETHING LIKE THIS.

Buffalo, N. Y., April 15, 1889.

Messrs. Gormully & Jeffery Mfg. Co., Chicago, Ill.,

Dear Sirs--I have ridden the machine, a Rambler, almost daily since last August, and do not think there is a safety, or, in fact, any wheel made for which I could be induced to make an exchange. Formerly rode a - - - - and my experience is, can put this wheel through more difficult places than any wheel made. Have had no trouble in riding without hands since first few days after received wheel, and, in fact, am full of the merits of the wheel, and cannot fail, at all times, to let others, know what a find I have made.

Awaiting your pleasure, I am,

Truly Yours,

W. E. PLUMMER, JR.

1372 Niagara Street.

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THE WHEELMEN'S GAZETTE.

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Warwick Perfection Cycles BEST ON EARTH.

The Only SAFETY For a Lady or Gentleman.

ABSOLUTELY DUST PROOF ADJUSTABLE BALL BEARINGS.

Actual Weight of Safety, All on 48 pounds.

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L. A. W. Members Attention.

Custom made League coats at reduced prices

Coats \$8.

Long Pants \$5.

Knee Breeches \$4.

Vests \$2.50.

Uniforms of the leading clubs of the United States.

Hundreds of testimonials for references.

GOODS ARE MADE UNDER THE SUPERVISION OF A PRACTICAL CYCLIST.

PUNNETT

98 & 100 West Avenue, Rochester N. Y.

The Publisher of the WHEELMEN'S GAZETTE takes this opportunity of suggesting the advisability of cycle manufacturers and dealers and wheelmen in general, supplying themselves with extra copies of this May edition, to send to their country constituents who may be contemplating the formation of a bicycle club as it will prove invaluable to them.

Extra copies will be sent in any quantity, by mail, post-paid, for ten cents per copy. Address all orders to the Publisher.

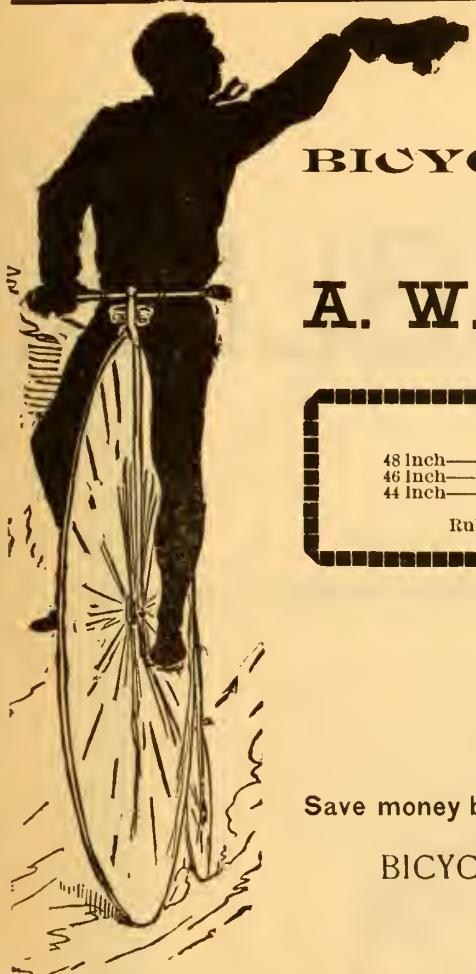
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Descriptive Catalog of all our wheels free.
No Headers. No Dead Centers.

SPRINGFIELD BICYCLE MFG. CO., HIGH GRADE SAFETIES, BOTH HIGH AND LOW
\$75, \$100, \$115.

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Over 400 Shop Worn and Second Hand

BICYCLES, SAFETIES & TRICYCLES

For Sale at Bargain Prices by

A. W. GUMP & CO., DAYTON, OHIO.

NEW ACME BICYCLES.

48 Inch	Factory Price, \$50	Our Price \$27
46 Inch	" " \$45	" " \$25
44 Inch	" " \$40	" " \$23

Rubber Tires. All New, with tool bag and tools.

\$160 Victor Tricycles now \$40

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SECOND HAND SADDLES LAMPS AND CYCLOMETERS.

Save money by sending for List before you buy. Lowest prices guaranteed on any new bicycle.

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THE IVEL TANDEM SAFETY.

Two Brakes.

Double Steering.

Holds all records for this style of wheel on both road and track.

This machine can be controlled by the rear rider, and successfully does away with the dangerous and awkward connecting rod between the ends of the handle-bars, which is a very objectionable feature in other machines of this type.

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Gentlemen's and Ladies' Single Safeties Always Kept in Stock.

Send for illustrated descriptive catalog of all styles of IVEL cycles.

Sole Importers.

STRONG & GREEN CYCLE CO., 707 ARCH ST., PHILADELPHIA, PA.

In answering Advertisements please mention this paper.

WE HAVE STRUCK THE RIGHT PRINCIPLE IN THE

AMERICAN RAMBLER.

We put the spring exactly where it belongs.

We absorb vibration without affecting the steering.

The RAMBLER is positively the most expensively constructed rear driver before the American cycling public.



It is made only of selected steel.

It will carry up to 250 pounds with safety.

A quartette in Ft. Wayne weighing nearly half a ton ride this wheel constantly and daily demonstrate its strength.

It is a strictly original machine in all its vital features and has besides the foregoing

a Thousand and One Good Qualities.

See what a few of its riders say about it on the opposite page and also on the first page of the cover, and then take a look at the wheel,

IT WILL PAY YOU.

Our 80 page Catalog, describing the RAMBLER and the rest of our long line of cycles, on application.

Gormully & Jeffery Mfg. Co.,
CHICAGO, ILL.

Largest American Manufacturers.

THE WHEELMEN'S GAZETTE.



Quincy, Ill., March 23, 1889.

Gormully & Jeffery Mfg. Co.,

Gentlemen—I am more than pleased with my '89 Rambler, and after an experience of six years, during which time I have ridden several different makes of high grade wheels, both of the safety and ordinary pattern, I am safe in saying that the Rambler is the easiest running wheel I ever rode.

The new spring, which, with the aid of the hinge joint, allows the pedals and saddle to move together, is a big improvement, and in rough riding it does not have a tendency to throw the power off the pedals, as is the case of the spring in other safeties,

Yours Truly, HAL S. OSBORNE, Capt. Ramblers Bicycle Club.



Phoenix, Arizona, April 2, 1889.

Gormully & Jeffery Mfg. Co., Chicago, Ill.

Gentlemen—The Rambler was received the latter part of the past week, and your sight draft was honored on Saturday, the 30 ult. I have been very busy since its arrival, but have had time to try the wheel myself, and I must confess that since it came I have not ridden my —— at all, for the Rambler runs so much prettier than any other wheel I ever rode that I do not care about riding any other. I think it rides about perfect, and I do not think you can improve on spring over rear wheel. All the riders here have tried it, and think it is the finest riding wheel they ever saw, and several persons who never have been on any kind of a wheel before rode right away the first time they got on. I note with pleasure that it has not the disagreeable front spring the —— has and that when riding rapidly over rough roads it is no trouble at all to keep the feet on the pedals, while on the —— safety all the riders here acknowledge it is an impossibility. I rode it hands off the first time I mounted it and so has every one of our Star riders here.

I have been too busy to teach any ladies to ride yet, but have had two on the machine for a few minutes, and from what they did in the short time they tried, I can see it will be no trouble at all to teach them. I note what you say in your letter of March 28, just received.

Yours Very Truly, W. L. Pinney.



Buffalo, N. Y., April 15, 1889.

Messrs. Gormully & Jeffery Mfg. Co., Chicago, Ill.

Dear Sirs—I have ridden the machine (a Rambler) almost daily since last August, and do not think there is a safety, or, in fact, any wheel offered for which I could be induced to make exchange. Formerly rode a —— and my experience is, can put this wheel through more difficult places than any wheel made. Have had no trouble in riding without hands since first few days after received wheel, and, in fact, am full of the merits of the wheel, and cannot fail, at all times, to let others know what a find I have made.

Awaiting your pleasure, I am,

Truly Yours,

W. E. PLUMMER, Jr., 1372 Niagara St.



Chattanooga, Tenn., April 1, 1889.

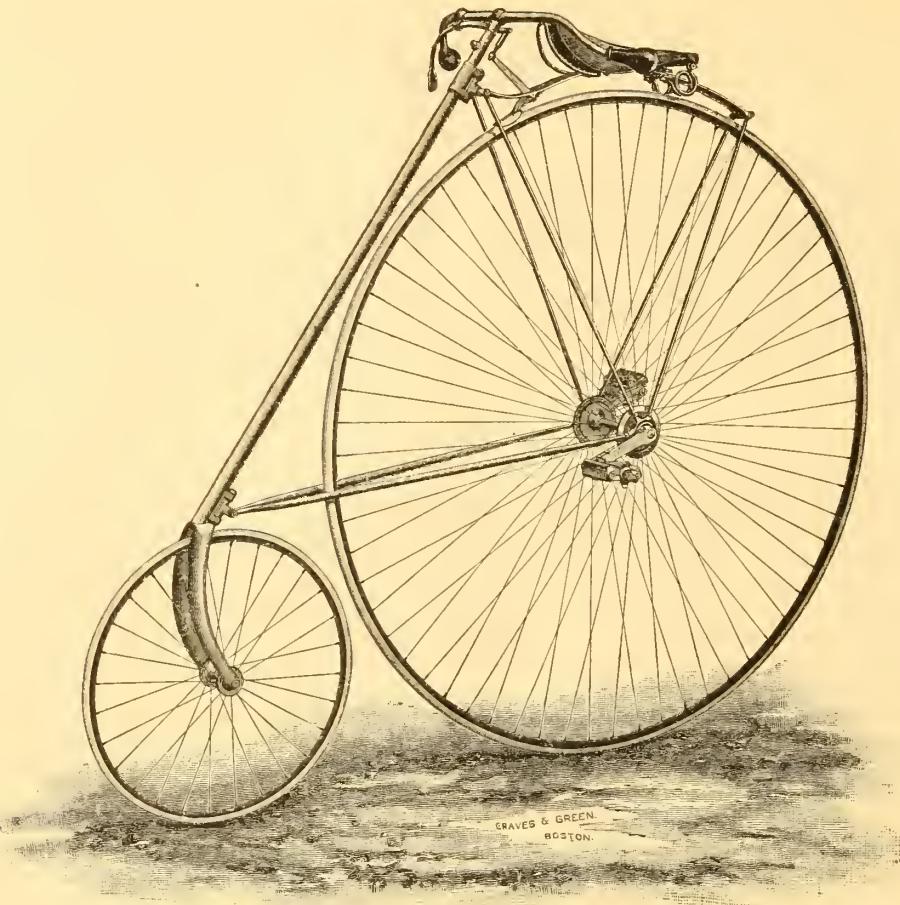
Gormully & Jeffery Mfg Co., Chicago, Ill.

Gentlemen—Our Mr. Sedgewick is the only member of the firm who rides. You can say all you want to about the Rambler, attach Mr. Sedgewick's name to it and then you won't have half expressed what he thinks about it. We consider it the lightest running, best hill climbing, nicest coasting, and withall the most perfect and practical all around machine ever put on the American market.

Respectfully Yours,

Sedgewick & Bowser.





EAGLE ROCK HILL!

Climbed with ease on a 44½ lb., 50 inch **Eagle** Bicycle with 5½ inch cranks, on Saturday April 6, by Wm. A. Clark of Stamford.

WHAT NEXT?

Now that the critics of the **Eagle** have had their pet theory exploded and find that the **Bird** can climb with the rest of them, and perhaps, may lead them all as its riders get more accustomed to it.

The **Eagle** depends on no complicated mechanism to aid it on hills, it has on chains, clutches or leavers to get out of order, collect dirt, and rattle continuously. It depends simply upon the weight of the rider so placed on the driving wheel that **no power is wasted**, and no unnecessary weight is placed upon the wheel which is not doing the work.

It may take a little practice to learn to handle the EAGLE but those who have mastered it are better pleased with it with each day's riding.

Apply for the agency for the EAGLE in your town,

Do not wait until it has been given to some one else.

The Eagle Bicycle Mfg. Co., Stamford, Conn.

—THE— WHEELMEN'S GAZETTE. A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

VOL. IV.

INDIANAPOLIS, IND., MAY, 1889.

No. 5.

CLUB MAKING; HOW IT IS SUCCESSFULLY ACCOMPLISHED,

AS INSTANCED BY THE LINCOLN CYCLE CLUB, OF CHICAGO.

BY VERAX.

 VERY few prominent wheelmen are there who have not been importuned from time to time on the subject of club making. Our good friend from Podunk or some other locality of more or less renown expects us to accomodatingly sit down at his suggestion and at the expense of our dearly bought leisure, and not a few swear words give him the benefit of our experience in this regard, with divers hints and pointers which may be appropriate to the distinguished neighborhood in which he resides. This can be particularly appreciated by members of the trade who are supposed to have been created solely to satisfy the desires and whims of a not over considerate cycling public. It will perhaps then be apropos to present the whys and wherefores and general routine which have made it possible for the Lincoln Cycling Club in the short period of eighteen months to attain to the largest paying membership of any institution of like character in the country with quarters as comfortable and practical as any.

It is not our intention to be especially laudatory of this Chicago organization or its projectors but confine ourselves as far as possible to a straight forward narrative of the salient points in its history in the hope that it may be of service to the many collections of young men similarly ambitious.

It was early in September, 1887, that Frank E. Spooner, and a number of his associates arose to the fact that our beautiful north side, with its fine boulevard system, its lake shore drives, its long stretches of asphaltum and cedar block pavements, both of which make first class city riding, that this specially favored section was without a club or any place of rendezvous for its many wheel owners. As a result a call was issued by Spooner, as Secretary, protom, setting forth the desirability of such an organization and appointing the evening of the 6th., and a centrally located hall in which to come together and discuss the situation. About twenty young men, most of them on

the green side of their majority intrduded themselves to each other on the evening in question, and after a general handshaking, Edwin Oliver was made the temporary Chairman, who defined the object of the call, and suggested that all present sign a paper guaranteeing the payment of the club dues for six months in order that there might be a financial basis on which to work.

The following impromptu contract was then cirenlated and signed: "We, the undersigned hereby agree to pay the dues, the amount of which shall be determined by a Committee on Constitution and By-laws, providing they shall not exceed one dollar per month, for six months from the 6th., day of September, 1887.

A motion was then made and carried that a meeting for permanent organization be held in the same place on the evening of the 13th. On motion a committee of five were appointed by the chair to present a proper name for the new club at the next meeting.

The foregoing business having been satisfactorily accomplished the meeting was adjourned for one week.

A few pertinent comments might be made here on the importance of a guaranteed income from the start. Money talks, and especially is it eloquent in new organizations when dissensions and differences of opinions are constantly liable to occur, but when one is on paper for an obligation extending over a term of months, he is more apt to be charitable and realize that there is such a thing as the milk of human kindness even in his own make up.

The business of the second meeting was promptly dispatched. The outstanding committee on a suitable name reported in favor of The Lincoln Cycling Club, more particularly because it is a name closely identified with the north side. The report

was unanimously accepted and the committee discharged.

In the absence of a constitution the chair declared the following elections in order for permanent officers: President, Vice President, Secretary, Treasurer, Captain, First Lieutenant, Librarian, Quarter-



REAR VIEW OF THE CLUB HOUSE OF THE LINCOLN CYCLING CLUB.

master and Surgeon. Messrs. Edwin Oliver, A. G. Frost, F. E. Spooner, R. G. Hall, C. B. Pierce, J. G. Calrow, J. A. White, and Jno. A Benson M. D., were elected unanimously in the order named.

Naturally it is essential that the first President be a man of known executive ability, quick to think and act and with some experience at least in presiding over deliberative bodies. Especially does this apply to embryo parliamentary bodies composed of youngsters who are ever ready to see the ridiculous and funny rather than the serious side of the question. And, too, it is essential that the Secretary and Treasurer be in perfect harmony with the executive, the Secretary who is the entire clerical force and must needs do his bidding, and the Treasurer who collects and handles the funds. The remainder of the official roster is of no immediate moment.

The Lincoln Cycle Club was fortunate in its selection of officers from President down. They were all enthusiastic, and all willing and hard workers, and the Club has ever since congratulated itself that its almost hap hazard selection, for the boys hardly knew each other, turned out so happily.

The officers elected a committee of five on constitution which was instructed to report as soon as practicable, preferably at the next meeting, and then a committee of four with the Captain as chairman



EDWIN OLIVER,
FIRST PRESIDENT OF THE LINCOLN CYCLING CLUB.

with power to appoint sub-committees if it were deemed necessary, were requested to find suitable quarters in which to pass the winter.

It was decided to allow all, who had signed the guarantee contract up to this time, to come in as charter members, and when the meeting adjourned until the first Wednesday in October the roll contained the names of 51 enthusiastic wheelmen, who were in the swim for six months to come, under any circumstances.

Thirty seven of us answered to the roll call, October 5th., a goodly percentage and satisfactorily indicative to any old club man of the high pitch of our enthusiasm. Some of us had been constant attendants in this city upon meetings at which hardly a quorum were present and we were correspondingly gratified.

The committee on quarters in their detailed report recommended the dwelling known as 567 North Clark Street, as the most available place they had been able to discover, the rental of which came somewhere within our limit. This report was accepted and the remainder of the evening given up to the report of the Committee on Constitution. This constitution I reprint in its entirety. It was taken up article by article, and section by section and thoroughly discussed, but with few exceptions was adapted as read. We do not claim that it is original. In fact the committee in framing it had before

them the printed constitutions of some of the strongest athletic organizations in the country and borrowed very generously from the ideas of the well known Citizens Bicycle Club, of New York, of which I chanced to be a charter member. We do believe, however, that it is perfectly practical and admirably adapted to its purpose. We have changed it from time to time, as occasion demanded and the next time it is printed a careful reader will notice quite a number of minor changes. But as a nucleus about which to build something to satisfy local demands I know of no better than this.

CONSTITUTION AND BY-LAWS
OF THE LINCOLN CYCLING CLUB, OF CHICAGO.
ORGANIZED 1887.

CONSTITUTION.

Name.

This organization shall be named the Lincoln Cycling Club of Chicago, Illinois.

Objects.

Its objects: To promote social intercourse, and to advance the general interests of wheeling.

Officers.

Its officers shall be and rank as follows: A Board of Directors of five, President, Vice-President, Secretary, Treasurer, Quartermaster and Librarian, who shall constitute the Executive Officers, and a Captain, First Lieutenant, Second Lieutenant, Surgeon, Color-Bearer and Bugler, who shall constitute the Road Officers. The Board of Directors shall consist of the President, and four other members who shall hold no other office, together with the Vice-President and Secretary, as ex-officio members.

Membership—Active.

Any amateur wheelman—according to the rules of the League of American Wheelmen, is eligible to active membership in this club, upon payment of requisite initiation fee and approval of the Board of Directors.

Honorary.

Any gentleman who has distinguished himself in the encouragement of Cycling, or who has rendered this club any important services or benefits, or whom for any other reasons the club wishes to honor, may (provided he is not an active member) be elected an honorary member, in the same manner as candidates for active membership.

Dues.

Dues shall be \$12 00 per annum, payable monthly in advance.

The Constitution and By-Laws may be altered, added to or amended at any monthly meeting by a three-quarters vote of the members present, providing seven days' notice to such effect is sent by mail to each active member by the Secretary, with a copy of the proposed amendment.

BY-LAWS.

DUTIES OF OFFICERS.

Board of Directors.

ARTICLE 1. The Board of Directors shall have full management and control of all the properties, effects, assets, and affairs of the club, shall enforce the preservation of order, and obedience to the By-Laws and Regulations; shall make or authorize all necessary contracts or purchases, but shall have no power to render the club liable for any debt beyond the amount of money which at the time of contracting such debt, be in the treasury and not needed for the discharge of existing debts and liabilities; they shall have power to employ such servants or assistants and make such regulations for the economy, comfort and success of the club as they shall think proper. They shall appoint two of their number a House Committee, who, with the Quartermaster as Chairman, shall have entire charge of the Club House, with power to make rules for its regulation and government; three, a Membership Committee to investigate the qualifications of candidates proposed; and three an Auditing Committee, to audit the accounts of the club and its Treasurer. Each of these committees shall elect one of their members as chairman, with the exception of House Committee.

President.

ART. 2. It shall be the duty of the President to preside at meetings; enforce all laws and regulations; have a general supervision of

the affairs of the Club, and perform such other duties as are incident to his office, subject to the direction and approval of the Board of Directors.

Vice-President.

ART. 3. The Vice-President shall assist the President and perform his duties in the event of his absence or disability.

In case of the absence or disability of both President and Vice-President, the Board of Directors may appoint a President *pro tem.*

Secretary.

ART. 4. The Secretary shall issue all proper notices, keep a correct roll of membership, a record of the meetings and of all other matters which shall be deemed advisable by him, or by the Board of Directors, which record shall at all reasonable times be open to the inspection of any member. He shall take charge of the valuable papers of the club, and shall attend to such correspondence and perform such other duties incident to his office as may be required by the Board of Directors. He shall be exempt from dues.

Treasurer.

ART. 5. The Treasurer shall properly keep the accounts and books of account, and shall collect all dues and receive all moneys, funds and evidences of debt due the club. He shall keep its funds on deposit in the name of the club in such bank or banks as the Board of Directors may direct, and draw out the same only by his check as Treasurer to be used only in the transactions of the club. He shall pay all bills approved by the Board of Directors, but no others, and keep proper vouchers. He shall submit to the Board of Directors, whenever so required by them, a written statement of all his transactions as Treasurer since his last report. He shall at each monthly meeting make a statement of the finances and shall at each annual meeting make a written report, and exhibit his accounts. He shall post upon the bulletin the names of all members who are in arrears, as provided for by the sixteenth by-law. He shall be exempt from dues.

Captain.

ART. 6. The Captain shall call meets, runs excursions and drills, command the same, and make, at his discretion, arrangements and appointments pertaining to his office, and not otherwise provided for.

Lieutenants.

ART. 7. The Lieutenants shall assist the Captain, and in order of seniority, command in his absence.

Surgeon.

ART. 8. The Surgeon shall, in case of accident, render such professional assistance as lies in his power.

Color-Bearer.

ART. 9. The Color-Bearer shall carry the club standard and colors on all runs, excursions, etc., whenever so directed by the commanding officer.

Bugler.

ART. 10. The Bugler, under the direction of the commanding officer, shall transmit to the club such orders as he may receive. No bugle shall be sounded except by order.

Vacancies.

ART. 11. Should any office become vacated from any cause, it may be filled by election at the next monthly meeting, provided one week's notice of such vacancy shall have been given to each member by the Secretary. But the Board of Directors shall have power to fill such vacancies, *pro tem.*, by appointment, until such election shall be held.

Election of Officers.

ART. 12. Election shall be by written or printed ballot, and a majority of the votes cast shall be necessary for a choice. Each

officer shall hold office until the adjournment of the next annual meeting or in case of vacancy or holding over, until his successor be chosen and enters on the duties of office. At the annual meeting in case of failure to elect in any office by reason of no candidate receiving a majority of the votes cast, the club shall have power to fill such office by an election by ballot at the same or any subsequent monthly or special meeting.

Election of Members.

ART. 13. All elections of members shall be by secret ballot and three negative votes (or black balls) shall reject. No candidate once rejected shall be again proposed for three months. Candidates for active membership must be proposed and seconded by members, in writing, and the full names, occupations and addresses of such candidates, together with the names of the members proposing and seconding them sent to the Secretary, and by him handed to the membership committee, who shall investigate each application, and if they report favorably, the name of such candidate, or candidates, shall be posted by the secretary upon the bulletin at least seven days previous to the next monthly meeting.

Honorary Members at Meeting.

ART. 14. Honorary members are permitted to be present at all meetings, but are not eligible to office, nor permitted to take part in debate, nor to vote, they shall be exempt from the payment of initiation fee, dues or assessments.

Initiation Fee.

ART. 15. The initiation fee shall be such sum and payable within such time as the Board of Directors shall determine. Failure to make such payment shall render the election null and void and the name of the member shall be dropped from the roll.

Arrears.

ART. 16. The monthly dues are payable in advance, and any member failing to pay his dues by the 15th of each month, shall, at the discretion of the Board of Directors be published on the Bulletin Board. Any name thus posted may be called up at any monthly meeting, and by a two-thirds vote of the members voting, shall be stricken from the roll.

Fiscal Year.

ART. 17. The fiscal year shall commence on the first day of January in each year.

Annual Meetings.

ART. 18. The annual meeting shall be held on the second Monday of January at the Club House, for the election of officers and the transaction of such other business as may come before it. Seven days' notice thereof shall be sent to each active member by the Secretary. The general meeting shall be held at 8 o'clock P. M. but the polls for election shall be open at 7 o'clock P. M., and remain open two hours. At the monthly meeting in December in each year, three inspectors or canvassers of the ensuing election shall be appointed by the chair, any two of whom shall be a quorum; and if necessary, the chair may fill vacancies at or before the election.

Monthly Meetings.

ART. 19. Monthly meetings shall be held on the second Monday of each month at 8 o'clock P. M., at the Club House, and seven days' notice thereof shall be sent to each active member by the Secretary.

Special Meeting.

ART. 20. A special meeting shall be called whenever the President or the Board of Directors consider one expedient, or whenever the President shall be notified to call one, upon the written request of five members, setting forth the purposes thereof. Notices of special meetings shall state, in general terms, the matters intended to be acted upon, and no business other than that so specified shall be transacted at such meeting.



GYMNAEUM OF THE LINCOLN CYCLING CLUB.

Quorum.

ART. 21. Ten active members shall constitute a quorum.

Directors Meeting.

ART. 22. The Board of Directors and its Sub-Committees shall meet at such times, and under such regulations, as they may determine.

Order of Business.

ART. 23. At all meetings, except special meetings, the order of business shall be as follows: Calling of the Roll, Reading of the Minutes of the previous meeting, which shall stand adopted as read if no objection be made, Report of the Secretary, Report of the Treasurer, Reports of Committees, Elections, Unfinished Business, Miscellaneous Business, Adjournment.

Resignations.

ART. 24. All resignations of office or membership shall be tendered in writing, addressed to the Secretary, and shall be acted upon at the first monthly meeting subsequent to the receipt thereof, subject however, in the case of officers, to the provision of the eleventh by-law.

Members, upon resigning, must return their keys to the club house and locker to the House Committee. No resignation shall be accepted from any member in arrears.

Discipline.

ART. 25. Any officer who neglects his duty, or any member found guilty of violating the By-Laws and Constitution, of disobedience to orders, or of conduct unbecoming a gentleman, may after a trial by the club, of which he shall have at least seven days' notice, and at which he may be heard in his own defence, be admonished, suspended or expelled by a vote of two-thirds of the members voting.

Uniform.

ART. 26. The uniform shall be a black sack coat and black knit



J. M. ERWIN,
SECRETARY OF THE LINCOLN CYCLING CLUB.

jersey knee breeches, white shirt, black stockings, black shoes, and a cap of same cloth as suit, with turn-down visor and a black cord (except in the case of Captain and Lieutenants, who shall wear a silver cord and the club badge affixed to the front.) The summer hat shall be a white helmet, with the club badge affixed to the front, to be worn when directed by the commanding officer.

All the insignia of rank shall be of silver. That of the Captain shall be three bars on each side of the coat collar and on each sleeve; that of the First Lieutenant two bars, and that of the Second Lieutenant one bar similarly placed; that of the Surgeon, a caduceus above a chevron worn on the left sleeve. The following officers shall wear their insignia on each sleeve: that of the Color-Bearer shall be a flag above a chevron; that of the Bugler, a bugle above a chevron.

Each active member shall, within ninety days after his election, provide himself with a complete uniform, which must be inspected and approved by the Captain.

Club Colors.

ART. 27. The club colors shall be red, black and white.

Visitors.

ART. 28. Members will be allowed to introduce visitors at the Club House, subject to such restrictions as the House Committee may establish. Members may invite wheelmen to ride with the club on any run, by permission of the commanding officer.

Parliamentary Law.

ART. 29. Roberts' Rules of Order shall be the authority on parliamentary law, and all questions in dispute shall be decided thereby.

Proxies.

ART. 30. Voting by proxy shall be allowed at the discretion of the Board of Directors,—except for the election of officers.

Pledge.

ART. 31. Each active member shall subscribe to these By-Laws. At a special meeting on Oct. 11, the additional officers as provided by the Constitution and consisting of four Directors, Second Lieutenant, Bugler, and Color Bearer were elected, Messrs. C. H. Heywood, Jos. Barroll, F. W. Gerould, Jos. Crennan, John Thiele, B. J. Schneider and Chas P. Whitney being the favored ones.

The club was now ready to do business. It had a Constitution which permitted the executive to go ahead and perform the necessary routine without submitting every five cent purchase to debate, and this perhaps is the commendable feature. Any corporation that depends upon a vote of its stockholders to move will be a failure. Any business that is not absolutely in charge of a few will will be like the broth made by a lot of cooks. So it is with social institutions. Consult your individual membership on routine and you will at once run up against a startling dissimilarity of opinion. Hence in framing a constitution take care to provide against this bug-bear. The Board can be limited as to power, which should not be beyond the resources of the exchequer.

The first thing considered by the Board was a club house. At that time there was not a single club in town that could boast of a whole house of its own. With an income of but \$49 per month, the Secretary and Treasurer paying no dues, it seemed sheer folly to Chicago wheelmen to take a place like the Clark Street property, at a monthly rental of \$40, but we argued, that to secure recruits we must offer inducements, and what we did during the time elapsing before the next regular meeting, Nov. 7 is best described by our monthly circular.

Chicago, October 31, 1887.

To the Members of the Lincoln Cycling Club:

GENTLEMEN:—The Executive Committee desire to announce that they have leased the house, 567 North Clark street, from November 1, 1887, until May 1, 1889, at a monthly rental of \$40, which is an exceedingly reasonable charge. The committee have signed the lease, and are, therefore, personally responsible for the carrying out of the contract. It was the intention to have the house entirely furnished, and ready for the next monthly meeting, on the evening of November 7, but a number of unavoidable delays having occurred, it was found to be impossible. The main floor however, will be suitably furnished to accommodate the entire membership.

As this will no doubt, be the most important meeting in the membership of the club, the committee are exceedingly anxious that each member allow no previous engagement to interfere with his being present.

(Continued on Page 73.)

THE WHEELMEN'S GAZETTE.

Issued on the Fifteenth of Every Month.

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Subscriptions may begin with any number; back numbers can always be supplied at regular rates.

Receipts. The fact that you receive your paper is proof that we have received your remittance. Your subscription expires at the date on the wrapper.

Errors. We make them; so does everybody, but we will cheerfully correct any we may make if you will write us. Try to write good-naturedly, but if you cannot, then write us anyway; do not complain to your friends and let it pass; we want an early opportunity to make right any injustice we may do.

Entered at the Post-Office, Indianapolis, as second-class mail matter.

CURSORY TRAINING.

AS THE racing season is now fully open there are a number of riders who, while they desire to enter races that may be given in their vicinity have neither the time, opportunity, or inclination to indulge in that systematic course of training or preparing for a race which a large number of well-to-do amateurs and almost all professionals undergo; to such we would advise the following plan of training, which will usually get a rider in good condition in a few weeks, providing he can devote a few hours to it every day.

If you are entered for a road race, the best, and in fact, the only place to train is the road, for race path training is of little or no assistance in such an event. If possible train on the course over which you are to race, so as to become accustomed to it, for it is a well known fact that a rider who is a entire stranger to the surrounding country in a road race, stands very little show of winning.

Start at the commencement of the course, if possible, and for the first few days content yourself with riding only as far as you can without tireing yourself unnecessarily, gradually increase the distance, however and in a few days you will be able to ride the entire course. Strike a moderate pace and stick to it, without spurts or breaks of any kind, for they only decrease your power of endurance. Gradually increase your pace as you do the distance ridden, but never ride so far or so fast as to feel completely fagged out when you get off your machine, instead, save your strength all you possibly can so as to be able to make a spurt of about 100 yards at the finish, for that is where it counts.

If you are entered for a race on the path, if possible practice there, but if that is not practical, select some smooth stretch of road, on which to do your training. If you intend entering short distance races you should pay particular attention to spurring, for in quarter-mile races, it is really a spurt from start to finish.

Make a practice of always riding over the path or road on which you are to race, so as to become as familiar as possible with any peculiarities it may posess, for when you are racing you will have no time to study them, and the knowledge gained beforehand will be found invaluable.

Remember, also, that practice, alone, makes perfect, and do not enter a race, expecting to win unless you have repeatedly ridden over the course in better time than any of your competitors have made, for, barring accidents, amateur races are generally won by the best man.

In the June GAZETTE will appear an illustrated sketch entitled, THE SPECTRE WHEELMAN by CHAS. A. PERSONS.

RATIONAL TOURING.

THESE are rational days, so why not include touring and go at it in a rational or sensible manner.

Too many wheelmen start on a tour, wholly unfit for the strain they are about to undergo, and with no previous training whatever. This would not be so bad were they contented to jog along at an easy pace and enjoy themselves, but no, they must make their century run, one day at least, or be everlastingly disgraced, so argue a large number of cyclers, in fact the majority, and it not unfrequently is the result that the century run is finished more dead than alive, and it takes several days to rest up from the effects, when if the distance had been run at a moderate pace, more enjoyment and no bad effects, would have been the result.

Of course "old campaigners", men who have ridden for several seasons, can do this, or more with perfect impunity and with no bad effects, and this often leads the novice to think he can do the same thing, but for a young rider, who desires to take a tour merely for pleasure, we would advise him to mark out no particluar route, but jog along easily as the wind, the weather and his inclinations may point.

A bicycle protector.—Its lock.

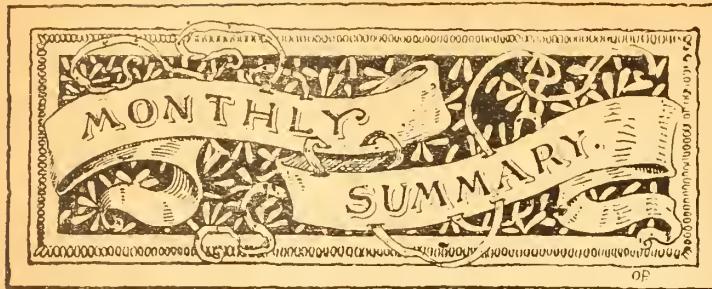
The next article in the series on the Cycling Clubs of Chicago, by VERAX, will be on the Chicago Cycle Club, and will be an interesting account of the progress of this club which now ranks among the foremost in Chicago. It will be fully illustrated with original engravings, and will, if possible, appear in the June issue.

Special attention we think is due to the series of articles now appearing on HOW I CAME TO RIDE. We have on hands articles from wheelmen prominent in all branches of cycling and each in his own individual way recalls the circumstances that made him join the ranks of cyclers and embrace that most glorious recreation and pastime, wheeling. In our June issue we will publish the recollections of GEO. W. PECK JR., on that subject, illustrated with his portrait, and feel confident that it will prove interesting to all our readers.

The GAZETTE can promise its readers a treat in the series of illustrated sketches it has made arraungements to publish from the pen of MR. TELFAIR HODGSON, who will start on his tour through England and the continent on June 12. He will be accompanied by Mr. Mitchell, son of Ex-Senator Mitchell, of Pennsylvania, and both of the gentlemen intend seeing everything of interest there is to be seen in the countries through which they pass, and everything they see will be graphically described in their letters in the GAZETTE, which will be illustrated in the most extensive manner, the engravings being reproductions of photographs which will be taken and forwarded with the letters. Their publication will begin in the July or August issues, and we can congratulate our readers on the treat in store for them.

The article in this issue on CLUB MAKING, by VERAX, will, we are confident fill a void which has heretofore existed among many wheelmen in the country towns and in some large cities, as well, in regard to organizing and successfully carrying on a Bicycle Club, especially in regard to carrying it on with success, for there is where the rub comes. The article mentioned however sets that difficulty aside, for, by following the suggestions given therein any set of men who have sufficient energy to ride a bicycle ought to be able, not only to organize a bicycle club, but to carry it on successfully.

We would also suggest the advisability of manufacturers and dealers, and the cycling public, as well, procuring a number of extra copies of this issue which they can, with advantage, hand to their friends or send to their country constituents, to whom it will be invaluable as a text book on the subject it is intended to cover.



FROM APRIL 15 TO MAY 15.

Colorado. A team road race between the Social Wheel Club and Denver Ramblers was held at Denver May 5.

Illinois. Closing reception and May Party of the Aeolus Cycling Club, of Chicago, May 3. Cycling exhibit and tournament, Exposition Building, Chicago, May 13-18.

Massachusetts. Wakefield Bicycle Club had a club supper May 6. Harvard Bicycle Club will celebrate its tenth anniversary by holding a tournament May 11. Cambridge Bicycle Club's last ladies' night of the season, April 25. Annual ball of the Roxbury Bicycle Club April 18. First union run of Boston wheelmen, April 21.

New York. Manhattan Bicycle Club's reception, April 27.

Pennsylvania. Ball of the South End Wheelmen, of Philadelphia April 22.

Canada. Race meet at Woodstock, Ont., May 6.

COMING EVENTS.

May 13-18.—Cycling tournament at Exposition Building, Chicago.

May 18.—Frank A. Elwell's European party sails from New York. New Orleans Bicycle Club Race for the Hill Cup.

Stone-Lumsden 1 mile match race at Chicago, Ill.

Staten Island Athletic Club's Games at New Brighton, S. I.

May 20.—Run of Orange Wanderers to Pine Brook and Morris town.

May 24.—Tournament at Woodstock, Ont., Canada.

May 25.—Stone-Lumsden 3 mile match race at St. Louis, Mo.

May 27.—Stone-Lumsden 25 mile match race at Crawfordsville Ind.

Orange Wanderers five mile championship race.

May 30.—Winsted (Conn.) Whel Club race meet.

Race meet at Narragansett Park, Providence, R. I.

Annual meet of the Maine Division at Biddeford.

Bay City Wheelmen of San Franciseo, race meet.

California Division meet at Los Angeles.

Fort Schuyler Wheelmen, of Utica, N. Y., 50 mile road race.

Pullman road race, Chicago to Pullman.

Handicap road race over the Irvington-Millburn course.

Race meet of Saco Wheelmen, of Biddiford, Me.

Annual meet of the California Division of the L. A. W. at Los Angeles.

May 30.—Annual meet of the Maine Division of the L. A. W. at Biddeford.

June 4-6.—Annual meet of the Kansas division at Ottawa.

June 8.—Century run from Orange N. J. to Philadelphia, Pa.

June 15.—Race meet at the Brooklyn Athletic Club's grounds.

Two mile bicycle handicap at the New York Athletic Club's grounds, Travers Island.

June 18.—Third annual meeting of the Tennessee Division of the L. A. W.

June 22.—New Orleans Bicycle Club race for the Hill Cup.

June 28 - 29.—Tournament of the Kings County Wheelmen, of Brooklyn, N. Y.

July 2-4.—League Meet at Hagerstown Md.

July 4.—Meet of the Brownsville (Pa.) Cycle Club.

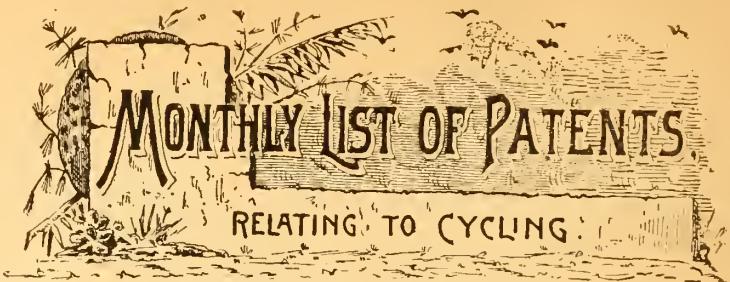
Illinois Division meet at Ottata.

Tournament of the Lancaster (Pa.) Bicycle Club.

July 20.—One mile and 25 mile bicycle an 5 mile tricycle N. C. U. championships at Paddington, Eng.

July 27.—One mile and 25 mile tricycle and 5 mile bicycle N. C. U. championships at Paddington, Eng.

Oct. 23, 24, 28, 29.—Tournament at Macon, Ga.



NEW AMERICAN PATENTS.

A selected list of patents reported especially for the WHEELMEN'S GAZETTE, by C. A. Snow & Co., Patent Attorneys, Washington, D. C.

- 400,727. April 2. Leon Baudreau, Chicopee Falls, Mass. Spring fork for bicycles.
- 401,105. April 9. Desire A. Babe, Paris, France. Bicycle.
- 401,123. April 9. Jno. C. Brooks, Birmingham, England. Velocipede saddle.
- 401,295. April 9. Malcolm A. Norton, Hartford, Conn. Velocipede.
- 401,237. April 8. Chas. E. Woodward, Chicopee Fa ls, Mass. Velocipede.
- 401,339. April 16. Richard H. Fletcher, Socorro, New Mexico Ter. Bicycle.
- 401,425. April 16. Wm. J. Fitzpatrick, South Boston, Mass. Gearing for bicycles.
- 401,748. April 23. H. Kunath, Dresden, Germany. Ball bearing.
- 401,736. April 23. S. Curlin, Union City, Tenn. Marine velocipede.
- 402,460. April 30. J. Kibbe, Amsterdam, N. Y. Bicycle.
- 402,303. April 30. H. P. Chapin, Chicopee, Mass. Bicycle step.
- 402,143. April 30. C. J. Colling, Cincinnati, O. Handle bar for bicycles.
- 402,313. April 30. C. G. Duryea, Washington, D. C. Velocipede.

NEW ENGLISH PATENTS.

5,979. April 8. Walter John Lloyd and William Priest. A new or improved luggage-carrier for bicycles, tricycles and other velocipedes.

6,001. April 8. Alfred Julius Boult. Improvements in convertible velocipedes.

6,059. April 9. John Boultbee Brooks. Improvements in velocipede luggage-carriers.

6,138. April 10. Samuel Arthur Gibbs. An improvement on the ordinary bicycle.

6,302. April 13. Henry William James and John Thomas James. Improvements in velocipedes.

6,341. April 13. Brian Buckley. An improved method of attaching springs to bicycles, tricycles and the like.

6,376. April 13. John Tate Williamson. Improvements in cycles.

SOME REMARKABLE OLD MEN.

ELDER Bobea Snaggs of Salt Lake City is one hundred and twenty-one years of age. He attributes his remarkable health and advanced age to the fact that he has always indulged in athletic sports.

Pomp Cadwallader, an old negro man in Tennessee, is probably one of the oldest men in America. He says he guesses he is "'mos' free hundred." While he does not look so old as that, he must be at least fifty eight. He says he can remember very distinctly when the first bicycle was brought to this country. Pomp is an accomplished liar.

Mrs. Herway—Dear me I'm getting so stout. Do you think I could manage a tricycle, Charley?

Mr. Herway(married three years)—Manage a tricycle, my love? You can manage anything.

A WONDERFUL INVENTION.

A FEW days ago we received the following illustrated letter which is self explanatory. We print it with all its orthographical, and other peculiarities. We will only add that we have not invested in the enterprise, as yet, but leave the opportunity for some capitalist who may wish to revolutionize the cycling world.

Dear Editor:

Allow me to submit to you an invention in regard to cycle locomotion, which I feel confident will revolutionize the entire field of sport, for it is simply wonderful, and had it's origin in Russia.

But I will explain.

You have no doubt read descriptions of journeys made in Russia



The principle involved.

and know that the Russians are expert horsemen, and ride small, but well nigh tireless horses. Still these animals often become worn out from the long journeys they are obliged to make and refuse to travel as they should. This their riders overcome by strategy, for they know from experience that force will be unavailable, and so, fastening a bundle of hay to the end of their spears, they suspend it in front of the horses' head, leaving the animal under the impression that by swift running it will surely be able to seize the the hay. Still it never gets any nearer.



The principle applied.

This, dear editor, would be an excellent scheme for propelling a bicycle, if it could be applied to such a machine. Of course hay has no attraction for a bicycle, but that difficulty I was intelligent enough to easily overcome by using a large horse-shoe magnet, suspending it in front of the machine by means of a steel rod, which is fastened to the bicicle, as shown by the enclosed diagram, leaving the magnet stationary, a few incies in front of the large wheel. This, of course, attracts the machine and starts it to

running, and it will be easily seen that the machine can never touch the magnet, hense it will continue to run indefinately.

The rod by which the magnet is suspended is moveable and when you wish to change your course you have only to turn it gradually in the direction you wish to go. In coasting you move it until it is near the back-bone, when it acts as a brake. On reaching the bottom you simply turn it around front again.

The enclosed illustrations will, I am confident, explain all.

Will you buy the invention?

As I am hard up at present I will sell it for 75 cents. Will you take it?

Yours Truly,

James Crank.

P. S. I hear you have a large collection of photographs of celebrated wheelmen and thinking you might feel insulted, should I write you and not send one of my photographs, I enclose one here-with.



James Crank.

ABOUT TOURING.

I should now like to say a word, that may be of benefit to some of my brother wheelmen about touring. This I have tried alone, and must confess that after three or four days it becomes rather lonely work; for an extended tour of a week or two, it is certainly more enjoyable to have the company of a friend. It is at night, when having settled down in the inn for the evening, that the absence of a companion makes itself most felt. But as to starting for a tour, as some do, with a casual friend, I could not do it; my companion must be one whom I have been acquainted with for a considerable time, and with whom I have frequently ridden before.

For the enjoyment of a tour, 45 miles per day will be found by 19 out of 20 cyclers to be quite enough, and yet it will give him plenty of time to look around. The way I divide my 45 miles up, is to do about 20 miles in the morning, and, taking it easily after dinner, do ten or twelve, and then finish up in the evening, which I do usually about seven or eight o'clock to leave time for a stroll around the place where I have to put up.

With regard to the stopping places at night, allow me to say that I am not a member of the L. A. W., for, whisper it gently, I will undertake to tour much cheaper, and quite as comfortably, by putting up at the smaller inns and country hotels as any L. A. W. would by stopping at the club's hotels. Allow me to give one example which occurred during a three days' tour which I took the other day. I had my tea at a L. A. W. house and was charged for it 25c, and 10 cents for stabling the machine for two hours. After that I went on to a small village I had spotted on the map; and finding there a clean, respectable looking inn, went in, and, being satisfied with the look of the place, inquired if they could give me a bed, and at some little inconvenience to themselves they obliged me, and when settling my reckoning in the morning found that I owed 25c for my bed and 25c for my breakfast, and nothing for stabling. How does that compare with the L. A. W. house?

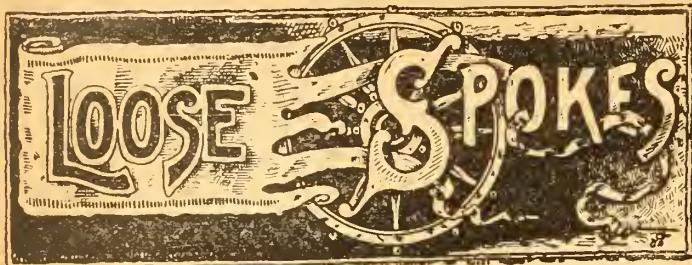
For touring I do not believe in attempting more than eight miles an hour, and for Saturday runs or short rides about ten miles per hour, that is, if the cycler wish to thoroughly appreciate the delights of riding; whilst as to hill riding, in my opinion it is much easier to ride up an ordinary hill than to be continually on and off the machine at every little gradient of about one in eighty.

AMATEHE.

In Massachusetts, if a dog rushes at a wheelman, the law says the latter may kill the animal.



Coasting.



A racy remark.—“Go!”

* * *

The Louisiana Division has adapted a new constitution.

* * *

Charles Richard Dodge, the well-known cycling writer is now in Europe.

* * *

The Aeolus Cycling Club, of Chicago, have adopted a uniform of gray cadet cloth with black binding, which is generally acknowledged as very neat and tasty.

* * *

About this time of the year college athletic clubs lay in a stock of railroad sandwiches to be used as foot balls. They also make splendid bases to be used in base ball.

* * *

Among the most prominent Division meets this year is that of the Kansas Division, at Ottawa, June 4, 5, and 6, at which an especially good time is promised every one who attends.

* * *

All business houses that favor the early closing movement should send to the Pope Mfg. Co., of Boston, for an attractive lithographic announcement card which gives the hours of closing, and is convenient to hang in window or door.

* * *

Visiting Wheelman—I understand that Mr. Fallough is one of your hardest riders, is he not?

Member of the Club.—He ought to be anyway. He falls off his wheel so often I should think he would be actually calloused.

* * *

Fitz Dood.—I'm going in for athletics, Gawge.

Swellville.—Don't say so, ol' chappie.

“Got to do it—doctah ordahs it.”

“Going to try bicycling?”

“No, I fawney I will twy wolling my own cigarettes.”

* * *

Roll on, my wheel, roll on!
O'er road and pathway smooth.

Roll on!

Its true I've lots of bills o'erdue;

Its true my prospects all look blue;

But don't let that unsettle you,

Never you mind,

Roll on!

* * *

The League organ in its issue of May 3, publishes the long expected notice of the National Meet for this year, which will be held at Hagerstown, Md., July 2, 3 and 4, a place, where, according to President Luscomb there are excellent roads and every facility for accommodating all the wheelmen who may wish to attend. Full particulars of the meet will be published in the June and July GAZETTES.

* * *

Turn, turn, my wheel! Turn round and round,
Without a pause; without a sound;
So spins the flying world away!
This clay, well mixed with marl and sand,
Follows the motion of thy hand;
For some must follow, some command,
Though all are made of clay.

* * *

French chalk is a very useful substance to carry when touring. To begin with it is an excellent dentifrice, and is “exceedingly good to apply to the limbs of such as be chafed and sore.” Dusted into the shoes it materially aids one in the deadly struggle which takes place with those obstinate articles after a wet day's ride, and a little rubbed on the saddle makes it luxuriantly smooth and slippery for the day, and by diminishing friction prevents that “solution of continuity” which even the “double-seated” tourist is in daily fear of.

YE BALLAD OF YE ROAD HOG.

Come, listen all ye cycle men.

For ye I twang the lyre;

Come listen to a tale that turns
A wheelman's blood to fire.

Ye know that we have many foes
Among the lowly born,
And even titled ones have held
The nimble wheel in scorn.

But though such enemies as these
Thy finer feelings goad,
They're nothing to the to the hateful hog,
Who dominates the road.

The sun was high, the wind was low,
As o'er the broken stones
A lonely cycleman there sped—
Young Launcelot de Jones.

And as he went he cried—“I would”
That these were knightly days,
That I might do some doughty deed
And win my lady's praise.

When lo, around a distant turn
A tricycle is seen,
And on it pedaling for her life,
Is Ermynarde de Green.

“O! wherefore, wherefore fly so fast,
With pale and anxious face?”

“I fly fond youth, because, in sooth,
A road hog gives me chase.”

“A road hog, ha! the hour has come,”
Says Launcelot beneath his breath,
“Fly, lady, fly! thy home is nigh,
I'll guard thee to the death.”

And now the road hog's cart appears,
The hog, a butcher wight,
The victor he in many a brawl
And many a corner fight.

Now stay, now stay, thou butcher man
To fight thou mayst decline,
For little pluck it takes to be
A woman chasing swine”

Loud laughed the burley butcher man,
And brandished high his whip,
Cried he “I'll catch the lady first,
And then I'll make you skip.”

But as the cart was crashing by
Upon its headlong course,
Launce hurled his wheel of flashing steel
Before the butchers horse.

The spoke entangled horse is down,
The butcher man is out,
And at young Launcelot de Jones
He comes with frenzied shout.

One, two; one, two, a stop or two,
And then a sounding crack;
With blackened eyes the road hog lies,
Reclining on his back.

Then said the lady running up,
“My lion hearted boy,
As you have smashed your bike for me
I'll give you mine with joy.”

“Not so” replied young Launcelot,
“I'll tell you what I'd like
To order”—here he clasped her hand—
“A bran new tandem trike.”

And then he cried, “Oh, name the day;”
She named that afternoon,
So now upon a tandem they
Are on their honeymoon.

Will Wagtail.

Continued from Page 68.

The following amendment to the constitution and by laws will be proposed:
ASSOCIATE MEMBERSHIP.

There shall be an associate membership, consisting of gentlemen who desire to avail themselves of the privileges of the club without taking active personal interest in the same. Associate members shall be admitted in the same manner as active members, but shall have no vote in business meetings, and shall be ineligible to office. Their dues shall be the same as those of active members, but they shall not be required to pay any initiation fee.

The treasurer wishes those members who have failed to forward their dues to do so at once. His address is R. G. Hall, 613 North Clark St. The constitution provides that dues be payable in advance. Members will, therefore, bear this in mind, and either mail them early in the month or be prepared to hand them to the treasurer, at the meeting.

Owing to the unsettled condition of affairs, it has been impossible to collect the correct names and addresses of all the candidates for admission at the next meeting, so it is deemed best not to publish them in this announcement. There will be a goodly number, however, and members will greatly oblige the Secretary by forwarding the names of all candidates, with requisite money to his address, F. Ed. Spooner, 415 Belden Ave.

The initiation fee, as at present determined upon, is \$1. It will be to the advantage of incoming members to join now, as the fee will be raised as soon as the club house is furnished.

In conclusion, the committee have only to assure the members that they are doing all in their power to hasten matters, and if the members each and every one do their duty, a happy consummation cannot fail to be the result at an early date.

Respectfully submitted.

FRANK ED. SPOONER, *Secretary.*

THE EXECUTIVE COMMITTEE.

EDWIN OLIVER, *Chairman.*

To digress a little, we have found the use of a monthly circular, detailing our plans and wishes an admirable way of keeping the boys interested. Those, who, from business, or other reasons cannot be about are thus posted and those who are on hand, for that matter, like to know the whys and wherefores.

Our new home was a two story and basement dwelling, with a front of about twenty feet. The rent was guaranteed by the Board until a year from the following May. The landlord agreed to paint and repair the exterior but would do nothing inside and that was in a horrible condition. It required painting, papering, and calcomining to be habitable, to say nothing of carpets and furniture. All these things required money. Our boys were not burdened with the commodity and were disposed to hang on to what little they did have. We decided to issue a certificate to increase our income. This is how it read:

NO. 1.

\$5.

This is to certify that

has agreed to loan the Lincoln Cycling Club the sum of
Five and $\frac{00}{100}$ Dollars.
payable in monthly installments of fifty cents each, to be returned only
when the club is in a position to do so without suffering pecuniary inconvenience.

EDWIN OLIVER, *President.*

R. G. HALL, *Treasurer.*

So keen was the interest by Nov. 7th., that forty members responded to the roll call, standing, as we had not been able to get any furniture. Sixteen new members were taken in. The certificate scheme was favorably received, each member subscribing as liberally as his means permitted. A financial committee with C. P. Whitney as chairman, were elected. It was their business to interview each member personally and solicit pecuniary assistance. In this way a large number of the certificates were placed and the income was so substantially increased that the Board did not hesitate to procure the needed furniture and interior decorations on their personal credit, and the house soon became a cosy trysting place, which the boys were not slow to take advantage of.

The next thirty days saw many more improvements in our quarters and a first class new combination billiard and pool table was purchased. Dec. 5th., was our banner meeting, up to that time forty-five members were admitted and Chicago was astonished to find that the youngest club in town should be the first to reach the century mark. We decided to incorporate and placed the matter in the hands of our Board, with power to act. The Treasurers report showed that our income for the preceding month had reached \$271.

Having been presented with a bicycle, we concluded to raffle it. We appointed an entertainment committee and gave them plenty of leeway. The advisability of giving an amateur minstrel entertainment was favorably commented upon. The air was filled with

enthusiasm. It could not be resisted, and for the next month our cycling lives were one continuous round of social amusements and we learned that there was something to a bicycle club even if we couldn't ride and scorch.

From Jan 1st., 1888, the march of the club was one of uninterrupted progress, with no set backs worth recording. The same officers were returned at the annual election, bar one or two, thus demonstrating complete confidence in their management. Our entertainments were numerous, well attended and enjoyable. The raffle before referred to netted something like \$280. Recruiting was steady and healthful, with few resignations, except for cause. When the membership became too bulky to be readily handled we incorporated under the laws of the State of Illinois. As soon as the riding season opened we took to the road with a will and our racing men kept our colors well to the front. In May we discovered that we had outgrown our house and needed more commodious quarters and with the same dash that had characterized our movements heretofore, we found and leased our present property at 235 La Salle Ave., at a rental of \$125 per month, and our Board again personally guaranteed the lease. This was really quite an undertaking but that we were right was evinced by the large and frequent additions to the roster. To meet our increased expenses we added 50 cents per month to the dues. We also issued 200 debenture bonds of a par value of \$10 each, drawing interest at 7 per cent. With these we called in the outstanding certificates, and we placed enough together to get what furniture we needed, including another billiard table, numerous wall decorations and a piano.

The past winter has been a gay one. Right up to the Lenten season we had weekly hops in the parlors with occasional smokers, concerts, etc. Various means of obtaining money were tried and invariably found successful. And so I might go on in a seemingly endless enumeration of what we did to arrive at our present satisfactory condition.

The last annual election in Jan., 1889, resulted as follows:

Board of Directors, Edwin Oliver, Chairman; C. P. Whitney, C. V. Jenkins, J. E. Templeton; President, F. W. Gerould; Vice-President, A. G. Frost; Secretary, J. M. Elwin; Treasurer, R. G. Hall; Librarian, B. J. Schneider; Captain, A. W. Harris, First Lieutenant, Geo. C. Stamm; Second Lieutenant, W. A. Smith; Third Lieutenant, J. C. Harrington; Color Bearer, N. D. Fernald; Bugler, W. J. Elwell.

These men represent a harmonious choice and are the strongest that could have been selected in their respective positions, Mr. F. W. Gerould, whose portrait we publish, is a man of affairs, with a long business experience, of great advantage in his official capacity. We publish, too, a portrait of our Secretary, who is one of our workers and always attentive to his duties. Our Board, on whom devolves the executive management of affairs are able and enterprising, and at the same time sufficiently conservative to avoid breakers, and in our road officers we have enthusiastic riders who can on occasion show a very respectable turn of speed.

235 La Salle Ave., is a large roomy old fashioned edifice in a 50 x 150 foot lot, a few doors north of Chicago Ave. It is exactly suited to the purpose, and, if we had built it ourselves we could suggest few improvements. It is large enough to take care of a membership of 400. It is handsomely furnished throughout. The billiard rooms are large enough to avoid the striking of a cue, with full sized tables. The parlors and library are hung with original pictures, and all the halls and floors are carpeted mostly in velvet or moquet. There are a number of rooms for cards and games, and a couple of roomy bedrooms at the disposal of our out of town guests. The janitor and his family live in the basement and he has an assistant, who lives at home.

The picture at the head of this article is taken from the rear and does not show our gymnasium, which is one of the good things given us by the new administration. It is 25x50 feet in dimensions, and contains every essential appurtenance for the development of the muscles. The illustration of the main floor offers a fair idea of what it is like. The floor above is divided into four rooms, the largest is used for sparring and dumb bells, two serve as locker rooms and the fourth has been made into a perfectly appointed toilet room, with hot and cold showers, etc. Financially we are in splendid shape. The gymnasium, although it cost a great deal of money, is rapidly paying for itself, and to its drawing powers can be laid the sixty in-

itation fees the past two meetings have showered into our treasury.

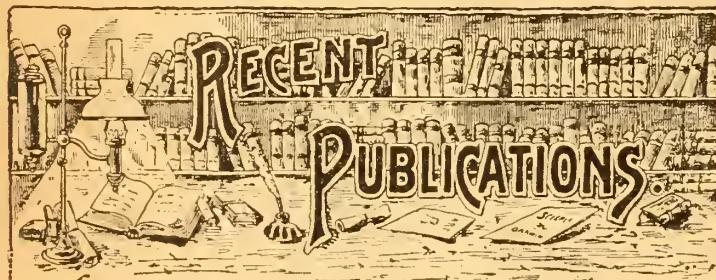
The reader may think that I have written a very long article, perhaps more so than the subject warranted. But I have been identified with the Lincoln Cycling Club from the start, have watched its growth from a little assembly of wheelmen, who didn't know what they did want, have solicitously seen the realization of all the plans of its projectors, until now when we look back upon our work with pride, we are perfectly willing to be congratulated. I had hoped besides that our experience would be of value to the many organizations of the kind that spring up every season, only to drop out of sight when the first serious obstacle is encountered.

In conclusion I would like to add a few words of advice to club makers which may serve as an epitome of what has gone before. People will not pay for what they do not get, nor will they be attracted by, nor long remain contented with sentiment. It follows, therefore that the inducements offered must be fully worth the amount demanded for dues. A high mark should be aimed at, and the struggle to attain to the ideal will of itself find followers and adherents. Small towns and cities can as well have successful cycle clubs as the larger ones. Their advantages are cheaper rents and expenses generally, and with the proper attractions a not objectionable associate membership can be secured, only to eventually succumb to the irresistible flavor of the atmosphere and become active.

The cycle club should not imagine that because a man rides a wheel he changes his conditions of life and loses all interest in social enjoyment. Remember that there is a long winter every year, and fill up the evenings with harmless amusements for the boys, and their girls, too, for that matter. It will keep them interested and together.

Means of raising money will suggest themselves, from time to time. Manufacturers have been so frequently called upon, that a request nowadays is quite liable to be met with a refusal, but they generally are willing to sell a wheel for a raffle at a sufficiently large discount to make it profitable.

The Gormully & Jeffery Mfg. Co., A. G. Spalding & Bro., The Jenney & Graham Gun Co., and a few other concerns have shown us many courtesies, and it gives us great pleasure to thus publicly acknowledge their kindnesses.



Sports Afield, a general sporting paper, published at Denver, Col., is, we are pleased to note, prospering. We are sorry, however, to see cycling given so little space in such an excellent paper, the "Cycling Comments," column as edited by Velox, could easily be improved and made readable.

A stern parent who had reason to believe his son was becoming fast, got him a bicycle and started him to training.

One of the prettiest and most attractive advertisements we have seen in a long time is the small statuette of Thomas Stevens, recently sent us by the Pope Mfg. Co., the likeness is good and the work very neat. On the base the Columbia Light Roadster Safety stands out in relief.

J. Purvis Bruce, "Jack", has been appointed travelling correspondent and agency manager for the White Cycle Co., a new firm, that will have its machines on the market in a short time. "Jack" will lead a nomadic life and we may expect to hear from him from even the most remote parts of the country. As he has a knack of making friends with every one with whom he comes in contact we have no doubt but what he will be a success in this, his latest venture.

HOW I CAME TO RIDE.

I AM blushing friend Darrow. Don't you see the flush illuminating my manly brow and cropping up back of my auricular appendages.

You ask me to contribute my quota as a "prominent wheelman" to this series of articles. You see its the honor, that embarrasses me.

There is no romance in how I came to ride, Mr. Editor, and in the confusion of the moment I hesitate before bringing the awful responsibility of my inaugural-home to any body or anything.

Looking back to that day, a series of influences seem to have consolidated in producing the awful end. I attribute the most subtle and cogent, as well as the first noticeable incentive to join the cycling brotherhood to the masterly articles that first appeared in *The Wheelmen*.

Seven years ago I was city editor of a weekly paper. In that year *The Wheelman*, now *Outing*, made its debut. I was struck by its neat and attractive appearance, and my review of the magazine was afterwards published in that journal's sheet of newspaper comments. I read its articles studiously, and was favorably impressed. Naturally of a poetical temperament and with a warm heart for outdoor sport, I read the sketches of such splendid, and long to be remembered wheelmen as Charles E. Pratt and Charles Richard Dodge with a burning interest. There is much in our descriptions of the sports in which we are heart and soul engaged that is visionary and imaginative, but now, after twelve thousand miles of touring across my native state and days and nights passed with happy and spirited companions, I would not detract one iota from those enthusiastic articles that I have read in the past.

Next to these articles, the grace of the machine, the poetry of motion, the practicability of wheeling won my heart. As a sport the class of men who were attracted by it was in its favor. Almost the first to introduce the machine was the Principal of our Public Schools and the Pastor of the M. E. Church, who owned a wheel in partnership early in 1882. An unfortunate accident to each of these individuals, which happened during the first few weeks of their riding, led the public to look upon the bicycle with disfavor.

The popular pastor appeared in the pulpit one bright Sunday morning with his arm in the sling, his face a mass of scars and bruises and a green patch over his left eye. Not a muscle moved in the placid countenance of the good man as he gazed upon that large and fashionable audience as he announced his text: "It is I, be not afraid!" The Professor, the same week fell and sprained his ankle and for months afterwards walked with cane and crutch.

About this time a number of my associates, lads in their teens, like myself, madly consumed with the fever were able to purchase wheels. In the spring of 1883, I joined them, and the first bicycle club in the city was organized.

There is no power to gauge the wide reaching influence of sprightly, well written wheel articles. There is health in their tone, truth, beauty and happiness in their soul. No country; no nation on the earth will see a pastime more exhilarating, more enticing, more adaptable to the business interests of life than cycling. These qualities must impress themselves upon the observer, no matter how antagonistic he may appear to the cause.

I want to say in conclusion, Mr. Editor, for I do not intend to make this letter long, that I am as much interested in the wheel today as I ever was, and I attribute this to the causes that led to its purchase. For six years I have been an active member of our State Association and have regularly been present at its meetings. I have never been a racing man, but always a tourist.

The racing fraternity will neither elevate, nor perpetuate the sport. Ohio inaugurated the Tour Meet, and it did so in the face of ridicule. The wheel world knows how well it has maintained it.

The companionship of riders on the road has lent a pleasure and zest that will never die. Not only will it keep up the enthusiasm in our old hearts, but it will yearly bring us new recruits. The country through which we are passing will awaken to a higher conception of wheeling and the small country lad who stands by the roadside, clasping his sister's hand, and watching us as we swiftly pass

him by' will be our successor, when our decrepit days have come.
Am I right?

PRES. MERG.

* * * * *

MY EXPERIENCE of "How I Came to Ride" no doubt is somewhat similar to a great many others by being at some time or other the possessor of an old bone-shaking velocipede. In the latter part of my school days the velocipede craze had begun to wane and although the auction rooms and junk shops offered second hand "veloces" cheap, my finances forbid investment. To keep within our means (all told about 75 cents) a young man and myself conceived the idea of making a wheel entirely out of wood. With fence boards we made the wheels by nailing two inch boards together and having them sawed out round at a saw mill. The forks, cranks, axles, handle-bar and all small parts were made of the strongest young tough oak we could find. Take it altogether it was not much for beauty but pretty fair for strength. At any rate it was great times we had with it until my father one day presented me with a genuine velocipi-



RUEBEN A. PUNNETT.

pede which owing to the craze at that time had been a very expensive one, but like others had found its way into the auction room.

Later on I find myself looking with wistful eyes at a regular bicycle, so nothing would do but I must enlist my three brothers into the scheme of having a bicycle built by one of our local machinists, costing us about \$40 all told, and weighing about 70 pounds with spider wheels suitable for a fire engine and all other parts made out of gas-pipe which being soft metal of course wore loose in the joints so that the rider would continually feel as if the little wheel was trying to catch up with the other one by its jerky motion. All these experiences only proved to us all the practicability of the bicycle and in the year '81 our family could boast of six fine ball bearing bicycles.

My first experiences happened in the years of '78 and '79, and in '79 we organized the old Rochester Club with some six charter members, so that the club ranks along with the oldest in the country, and at present has a membership of some sixty riders. My first experiences like others at the date when the bicycle was a novelty was to race, but races were scarce then so I turned my whole attention to

development of fancy riding for just at that time Mr. Rex Smith, of Washington, had begun to bring fancy riding forth. Having come up with the wheel in this country from its very infancy, I feel proud of the evidences of its coming to the front as a permanent enjoyable and athletic exercise and a means of recreation obtained in no other way.

REUBEN A. PUNNETT.

CYCLING IN TACOMA.

ALTHOUGH we seem to be 'way out of the world—and probably are not much thought of by many of our Eastern brothers, nevertheless we "get there just as hard" and I'll wager the growth of cycling in Tacoma has been as rapid, during the past twelve months, as in any other city in the United States, of which Washington is one of the latest acquisitions.

At present we have at least sixty riders, while a year ago "we were seven." The majority of our wheelmen are harder riders and more skillful than the average bicyclist east of the Rocky Mountains. To be sure we have recently received a new importation of good riders—who have greatly strengthened our club; but as they are now permanently located in Tacoma, we claim them as ours.

Special mention should be made of Messrs. Prince Wells and E. Irving Halsted—the former holds the world's championship and record for ten miles on a unicycle, and is also one of the best and most daring trick riders of the world. Mr. Halsted is well known in the East, having ridden many long and short distance races. While never having made better time than 2:40 $\frac{1}{2}$ for a mile, still his record as a racer is rarely equalled. Last year he attended most of the race meets in the vicinity of New York and Philadelphia, starting in fifty-six races, winning thirty-nine firsts, eleven seconds, and three thirds. But what is most surprising to racing men, is the fact that Mr. Halsted kept up his road-riding irrespective of the track performances, and during the past three years has rolled up a 12,000 mile record. While the other riders of Tacoma have never appeared prominently before the public, however they are now making careful preparations to present as good form as possible on the afternoon of May 11, on which date will be run the 20-mile road race, for the championship of Washington. Up to date the entries number twenty-five, and we have a few other counties to hear from. Notwithstanding the fact that Wells and Halstead will compete, the race is not yet won, and there are several "dark horses" who will show their mettle, and not cast discredit upon their names. Both Wells and Halsted are out of shape, and from present appearances neither has a sure go at the first prize. Karl Thompson and Ed Barlow are putting in some tall riding, while Ed McCoy and his new mount are not gathering any great amount of moss. As for Rainey—Great Scott! how that man can spurt a half-mile—and Halsted and Wells can corroborate my statement. The prizes for this race are costly and of delicate workmanship. There will be seven in all, so that everybody who has any "sand" is sure of something. But more of this topic anon.

The prairie roads south of Tacoma are excellent for cycling, and now that the weather can be relied upon, the boys take a practice spin each afternoon. One of the principal rides is to American Lake a distance of twelve miles. The route to this beautiful sheet of water winds through the woods—after leaving the prairie, and at a point a short distance from the lake, a brook courses its way across the cyclist's path. To the left of this ford a narrow plank bridge has been placed over the stream "For the convenience of pedestrians only." But this sign aroused the fiery spirits of some of our boys and they finally decided to make the bridge a convenience to cyclists also. Several wheelmen had made up their minds to ride across the eight-inch board, but their courage always failed them, for they had never taken water before, and thought they were too old to make a change. However, our worthy Captain, Prince Wells, sent forth a proclamation that on April 24 he would successfully cross the raging torrents. The notice of this proposed attempt was duly promulgated throughout the city(at least to all the worthy citizens who possess wheels) and a general meeting of cyclists was held.

On the day named and hour specified in the formal notice, a merry party of wheelmen escorted our sanguine Captain to the above-mentioned brook and watched with interest the preparations for the dating feat. No time was lost, and with a bright smile and light

heart the doughty cyclist approached the narrow plank and rode out manfully over the dashing waters below. Success seemed assured, and Wells uttered a triumphant yell. But he whistled before he got out of the woods, for just as the echo of his joyful cry died away, he faltered, swerved and in an instant was lost to view—completely submerged! The yell of a party of wheelmen is second to none other in volume and ear-splitting hideousness and this occasion was no exception to the rule. Mr. Wells soon reached terra firma, and to do him full justice, I will make it a matter of record that his second attempt was successful. A lifelike pen sketch of the scene described above adorns our club rooms, and vividly portrays to our many visitors the average "eccentricities and idiosyncrasies" of a Tacoma cyclo, while attempting to cross our now famous "bridge of sighs."

"Q. Q. Q."

AN AIR BICYCLE.

THE celebrated aeronaut Prof. Carl Meyers of Mohawk, N. Y., has recently perfected an air bicycle, which he claims is constructed on purely scientific principles, and is above all practical.

As it has not as yet been subjected to any very thorough test we cannot say as to its practicability, but we think it is worthy of a brief description in our columns.

Imagine a horizontal rod suspended a few feet above the ground, and at one end of the rod a saddle is formed, much like the saddle of a bicycle only lighter, as there are no springs necessary. The rod is about 6 feet long forward of the saddle, and at the forward end is a propeller-shaped arrangement formed by two rods, moving on the main shaft as an axis and revolving on it at right angles. These rods are not altogether firm on the axis, but play sufficiently to allow a change of angle when the motion is reversed to produce a reversion of the propeller. Hence, by turning the propeller it at once resolves itself into the regular screw-propeller shape and begins to worm its way forward or backward at a rapid rate. Here, then, is the propulsive, or rather the tractive power which works the flying-machine.

Attached to the forward end of the saddle, at an angle of about 89 degrees, is a rod running downward for about four feet and terminating in a foot bar. Near the lower end of this rod, which is hollow and encloses a steel shaft, is a pair of pedals, very similar to those used upon a bicycle, and geared to act with them is a similar pair, only fitted with knobs fastened to the shaft where it joins the saddle. Thus hand and foot power can be used at the same time, or the feet can be placed on the foot rest and the hand power alone used. This upright shaft is geared by cogs to a steel shaft working in the horizontal rod that runs through the horizontal rod bearing the propeller. This main rod is of bamboo, and the cross rods which form the edges of the propeller are also of bamboo. The vertical rod at the saddle rises above it and is attached at the upper end to the gas bag or lifting apparatus.

The rear of the saddle is supported to the lifting apparatus by a strong cord. This gives just the right amount of stability, for, as in a balloon, the movements of the body are of great importance in governing the movement and direction of flight. From the rear end of the saddle another rod goes downward, curving in to meet the supporting rod at the pedals to give strength to the whole structure. To this rod, a short distance below the saddle, is attached by a universal joint hinge another rod reaching backward, on which is a lozenge-shaped rudder of cloth. This rudder, by means of the universal hinge and a small handle, can be set in any direction, horizontal or vertical, for steering, or used as a propeller by employing a sculling motion. When set in any direction it stays, this being one of the properties of the universal hinge which the professor has patented.

There are a few wire stays running in different parts of the machine to give it steadiness. This is all there is to the propelling part of the machine.

Now for the lifting power. This consists of a spindle-shaped balloon, parallel with the machine and from which a slender spar is hung by cordage. The balloon is sharply pointed at either end. It is large enough only to give the necessary lifting power to sustain one man's weight. To this spar, which is of stout bamboo, is attached the machine by the rod and cord before mentioned. The balloon is so constructed that it moves through the air both upward

and forward with least possible resistance, and on this point the professor has spent seven years' study and has experimented till he is convinced that he has secured the desired shape.

For this shape he has now applied for a patent, and he proposed to extend the application not only to balloons, but to the construction of vessels of war for the water and for air-ships and projectiles in the air. He has made bullets on this plan and finds that they go further and move faster than in any other form and is surprised himself at the results. He has said nothing about it till he has proved everything, for he does not want to be set down as a crank with a new idea and would not be willing to hurt his reputation as an aeronaut by any such means. The application for a patent on this plan is now in the Patent Office and nothing can be said further than that the explanation seemed most plausible and yet surprisingly simple. The principles are simple scientific ones and there is every reason why they should prove satisfactory.

The weight of the whole apparatus will not be over 180 pounds with the rider, and the cost will not be more than \$130.

A NEW BICYCLE FOR SALE.

I HAVE been working very hard lately, and as a consequence have been in rather poor health for the last few days. So last week I called on our family doctor and asked him for relief. Instead of giving me a prescription, he familiarly asked me a lot of impudent questions about matters that concerned only myself, and wound up by telling me I needed exercise, and very strongly advised me to get me a bicycle, and I at once ordered one.

It came in due time, and I was very well pleased with it. It had a nickel-plated complexion, with enameled mane and tail, and was really quite a nice-looking article. The next day I hired a small boy to bring it out in the woods for me, so I did not care to learn to ride with the public gaze on me.

It was a beautiful spring day; the egg plant was just beginning to lay, and the rail fences were in bloom. Over in the woods a piece a Shanghai rooster was cooing to his mate, the farmer in the next field was planting hoop-poles, and I could distinctly hear the animated twitter of an excited pig. In short, all nature seemed gay, etc., as per spring poet.

Then, for the first time, I got on my bicycle.

It was also the last time.

There are several ways of falling off a bicycle. Some are easier than others, but when you start to fall you don't have a chance to stop and reflect how you want to alight, but you just keep right on falling and if there are any reflections to be made you make after you have reached terra firma.

I have known men to create a small sensation by falling from a bicycle, and then making audible reflections about it. It is cheaper for a beginner to engage a physician by the year. He should not try to ride it on first receiving it, but should get some experienced friend to break it in for him.

After he has learned how to fall off without lighting on his head, or skinning cuticle off his system, let him arise, gird up his suspenders, and try to go somewhere. It would be as well to take a man along to bring it back, for he may want to walk; or he may come home on a shutter. When he has been thrown till he can't navigate, and does not need his wheel any more, he will probably take a hatchet and spoil the symmetry of its voluptuous outlines. This is a poor plan. He can return it to the factory, and they will pay him one-third price for it.

Then he can pay his doctor bill.

P. S.—Any one wishing to purchase a nice new bicycle that has only been fallen from once, and is warranted not to buck, shy, or balk, will secure a bargain by applying to the undersigned.

I am taking my bicycle rides on foot now.—U No Hoo, in Texas Siftings.

From what we have been able to learn of the tournament to be held next October in Macon Ga., it will be quite an important meeting. Among the events will be two state championships. One thing we heartily approve of, is that there will be no professional races, all amateur, and it is safe to say the best man will win, every time.

JACK THE RIPPER.

UNCLE KERLUMBIA* GIVES HIS EXPERIENCE
BACK IN THE FORTIES.

BY CHARLES ALEXANDER PERSONS.



"ENTLEMENS," said Uncle Kerlumbia one evening, "am it so dat Jack de Ripper is done com' back heah ergin?"

"What do you know about him?" asked Charlie Bland, looking up from his paper rather uneasily.

"Whut duz I know 'bout 'im? Well—lemme see. Back yonder in 'forty he wuz frisken 'bout mighty lively in dis town, I tell yer—"

"Now Uncle Kerlumbia, you know Jack just started into business only last summer!"

"Now you luck er heah. Whut right is you got ter come 'yer tellin' me 'bout t'ings whut happened way back yonder enduren uv he Mexekin war, an' you aint mo' en twenty-five yeah ole," he said, setting down for a lecture. "Lemme see. Hlit uz erlong 'bout forty-six an' seben. Iwuz young and spry den,—jes erbout yo' age. I'uz

I had er bicycle, an' I got mose all de boys in de town ter by em, an' we putty soon got up er lively club. I wuz president fer er long while, but whin my time wuz mos' up, I heade dat my fust l'utenant wuz goen ter run fer de office, and I 'termined ter 'oust 'im fer good. When de 'lection cum off, I got lef', while all deudder fellers got er bottle er corn juice an' er half er dozen cigars er'piece. Dat wuz my ole l'utenants trick, an I got mad too!"

"Bout dat time, Jack de Ripper arriv' in town. He infarm de police on er postal kyard, whut wuz all bloodied up, an' nex' night he commenc' killen wimmen. He jump dis way—an' he jump dat—so fas' no body kyant catch 'im, and eviy body so skeahed up dey wont go out at night. De young fellers used ter cum out to de rooms at night—"

"What rooms?"

"De bicycle club rooms!"

"Oh!"

"Yesser. But when Jack 'gan ter prowling 'round; de tendence 'gan ter fall off like you duz off yer wheel."

"Now Uncle Kerlumbia!"

"But I is seed you sar."

"De new Cap'en had 'pointed er moonlight run some time a'foe,



"It 'uz er big feller, an' e'ad er big knife 'tween 'is teeth, an' he'uz ridden like de'win'."

cap'en ub our club, an'—"

"What club?"

"Whut club? Why bicycle club. Whut do yer 'spose? Dar wuz erbout—"

"Now Uncle Kerlumbia, I want you to come a little nearer with those figures. You know the bicycle wasn't invented till—"

"Seuse me, Mr. Bland, but if you knowed how yer hu't my feelings by 'sinuating dat I wuz meken false statements, yer wouldn't do et. It makes my po' ole heart—"

"There now, don't get Offended. But what about Jack?"

"Who—Jack de Ripper?—well he wuz er terror fer sho. Dis town heah want no bigger 'en Clinton over yonder 'n Jones County. But

* One of his many peculiar habits, whims or ideas, was to forever ignore the fact that slavery ever existed. Here in the South, it is one of the greatest pleasures of old negroes to refer back "enduren of slavery," and such, but in this our old friend never indulged, and when talking, he always had his listeners to believe that he and his companions han' always lived a life of ease, and did as they pleased, the chances of which are just the opposite. The rest of his sayings may be taken for what they are worth—if the reader thinks they are worth anything.

an' dat ebneb I went eround an' tole dem all what ter meet, an' dat if dey wasn't dar, dey had ter pay nine dollars, or be fired out uv de club. You kin bet dey wuz dar to er man. Den I wrote a postal kyard to de Cap'en, and tole 'im I had decided ter teck 'im nex', an' signed it, 'Jack de Ripper', an' put it in de mail. He got it out de post-offic' dat night. Nex' I went 'round ter his house, an' tole 'im I wuz call out uv town radder sudden lik' but would be back nex' week, an' dat if he didn't go out wid de boys dat night, dey would mob 'im. Den I went 'ome an' 'gan ter fix fer de biz'nes'. I got some long black har, and er ole slouch hat—er pair er cowhide boots, an' er big piece er tin, whut er man cut er long knife out er, but it wouldn't cut nothin'. Den I rubbed clay an' red paint over my face, an' wuz ready for de fun. Dat night when dey started out, wid de lanterns on dier machines. I wuz 'bout er hundred yard behine 'em, widout any light. When dey got out uv town, an' wuz goen fru er strip er woods, I hurried up, and got right 'hind de Cap'en, an' giv' er yell. De recollection uv dat postal kyard seemed to flash 'cross his memory, an' de way he run—I neber see de like. But I started at'er 'im fer all I wuz wuth. I had de bes' wheel, and knew what I

wuz erbout, while he wuz skeered mos' ter death, an' I tell you he did run, wid me right at'er 'im. De gang got lef' in lessen no time, an' putty soon, when de Cap'en see I had 'im all ter myself, he begin yellen out—“Oh, Mr. Jack—spar me—spare me fur Hebbens sake. I'll”—“Dar aint no Hebben fer you,” I yelled at 'im, ‘but dar am er-nudder place whar your dirty ole carkass am erg'en ter be er cizzen an' er frien—you er holler'en an' er crien—er danceen an' er frien—er yellen an' er crien fo' day brake ergain.’ “Oh Lord!—Mr. Ripper kyant yer spar' me—I'll do anything yer say sir—deed I will, sar,’ but he kep’ his ole wheel er hustlen wus an’ it ‘erd ever done befo’. It wuz all er could do ter keep erlongside his little wheel. Prisntly I tole 'im he 'ad better say his prars, if he had any ter say, fer 'is time wuz er comen. Well sir—de way dat nigger did run wuz er sight ter see—but I stuck ter 'im! ‘Bout dat time dar come out er by-lane inter de road sumen whut I couldn't make out. It wnz on a bicycle sho, but er little 'un wid two wheels de same size. It bothered me some den, but I wuz so buisy wid Bill (dat wuz his name,) dat I didn pay no 'tention ter 'im till I heard Bill go across er little hole—ker bump—den I come—ker bump—an' den there wuz er nuther ker bump. I tell yer I felt sorter ticklish, an' couldn't look round squar’—just 'nough ter see dat it 'uz er big feller, an' e'ad er big knife 'twene 'is teeth, an' he 'uz ridden like de win’. I tried ter pass Bill, but he thought I wuz still at'er 'im, an' de faster I went, de faster he went. Putty soon we struck er road whut lead back ter town, an' Bill turned in it, an' I foller'd, an' dat udder feller de same as my lil'le wheel. I commenc' t'inken how ter git out de scrape, an' leave Bill in it. I had done shut up talken since I heard dem free ker bumps, an' Bill looked better—as if he thought he might get out of it now, at'er all.

“In er little while we struck er fork in de road. One way went by de cemetery road, an' I come on ter town de udder way, an' I didn stop dat pace 'till I got clar home. Yes Bill took de cemetery road, an' he aint got heah yet. Dat big feller on de lil'le wheel, wid de long knife 'tween his teeth turned in atter 'im, an' nobody aint seen 'im sence. Dey all 'spose I had gone out uv town dat night as I tole em, so I laid low, an' dis am de fust time Ise tole it befo', an' it happen just forty year ago. An now dey say Jack am back here er-gin. Well I'll bet yer he don't ketch *dis* chicken out in de woods at'er dark no mo’! Hits mos' night now, an' I'm goen home ter my ole lady. Good night.”

As he closed the door, things were still and quiet inside, and more than one who had seen that strange postal card the Chief of Police had received, decided that he had better go home and stay there the rest of the evening too.

Those lady riders who combine the pleasures of the ball-room with those of the cycle, and dance with as much energy and enjoyment as they bring to bear upon a brisk spin a-wheel, will find how much the one form of active exercise helps the other. For my own part, I have never found myself able to waltz so long and continuously without fatigue or loss of breath as I have done since sharp hills and long stretches have brought muscles and breathing powers to their best condition, ar d I have been surprised, after a “spell,” as the Americans call it, of such weather as made riding an absolutely hopeless attempt, to find how little condition I have lost if plenty of balls have filled up the otherwise lost interval. Not long ago I was dancing with a gunner subaltern, who prided himself on his powers of “staying out” the longest waltz, or most vehement galop. His somewhat compassionate hope that I would tell him when I was tired and had to stop roused the spirit of evil within me, and I secretly resolved that he should give the signal for stopping before I did. He had an awful time of it, that poor gunner! and he must have regretted his proud boast, when in answer to his panting suggestions he only had for answer, “Oh, no not on my account, pray! Not the least bit tired!” “How on earth did you manage?” he gasped at last, leaning up against a wall, and regarding me with something akin to awe. “What's the secre?” To which I serenely responded in one concise word, “Cycling!”—*Violent Lorne in Bicycling News.*

First Wheelman.—Did you see that fellow he's agent for one of the cycle manufacturers, and he tried to bribe me. Think of it! Actually offered me money to ride his wheel.

Second Wheelman.—Disgusting. Which way did he go?



THE WARNING BELLS.

“JIM, old man, you are looking overwork-ed,” said my old friend, Tom Cassilis, to me as he came into my chambers in Gray's Inn. “I am going to be your guide, philosopher and friend, and especially guide.”

“All right,” I responded. “I was just thinking of taking a rest—deal with me as thou wilt.”

“Well,” he continued, “suppose we seek fresh fields and pastures new, and take a short trip through Switzerland, for a change?”

“Agreed to *ncm. con.*,” I laconically replied, and the matter being settled, we marked out our route over a couple of pipes and a tankard.

Our preparations did not take long, as we were veteran campaigners, and a few days after our conversation we were having a final and satisfactory overhaul of our bicycles at the entrance to the Swiss frontier. A few words of mild chaff and a couple of francs quite satisfied the douaniers, as the most lynx eyed gendarme could be easily convinced that our spidery machines and spare bodies could not conceal aught contraband; and soon we were bowling along the wide chaussee and taking in huge draughts of the pure, exhilarating mountain air. It was early spring, and in many places the snow on the mountains was as yet not wholly melted, and trickling down the cliffs in countless streams varying in size from tiny rivuletts to quite respectable cascades. On we sped, turning at last from the chaussee towards a valley remote from the beaten track of tourists—following the recommendation of a friend who, when on a similar tour the year before, had mistaken his way in the dusk of evening and taken a wrong turning, and after an hour or so of hard riding had unexpectedly discovered the village and his mistake simultaneously.

A luckier mistake, he afterwards told us, he could not have made; the kindly, unsophisticated, simple folk turned out *en masse* to look at him and his bicycle, and later he was the hero of the evening, when he astonished the good cure and his flock with some fancy riding. He further informed us that the village was a perfect mine of antiquarian treasures, and as both Cassilis and myself were enthusiastic *brie-a-brac* hunters, we anxiously looked forward to a similar pleasant experience and perhaps, to pick up some wonderful bargains as mementoes of our trip.

The shadows lengthened as the afternoon passed by, while we wheeled along, mile after mile. The houses had become fewer and fewer, and for some distance we had noted no sign of human habitation.

“Evidently the people at the village are purely agricultural and self supporting,” I said.

“Yes,” Tom responded; “they must be something like that forgotten city in Siberia, that was re-discovered the other day—in fact Willie said so, and that accounts for their being so ‘unspotted from the world.’ It will be rather a novel and pleasant experience to meet them.”

“We ought to be getting there soon now,” I said uneasily.

“The night is closing in fast, too. How cold and chill it has grown,” he continued, with a shiver.

The road had long since narrowed from the trim Goverment chaussee to an ill kept country road. The mountains frowned and looked black, save where the last red ray of the setting sun glared luridly at us from behind the ridge of one of them, and even as we looked it dissapeared, and a cold wind whistled down from the snow capped heights.

“Come on, quick riding must bring us there soon, now,” I said, and shortly afterwards an abrupt turn of the road, where it passed round an immense rock, showed us the twinkling lights of the hamlet. We gave a cry of relief, though I could not help laughing at the absurdity of our position. The way had been far longer than I had expected, and instead of making the grand entry we had anticipated we were noiselessly creeping in in the dark.

“Where is our grand triumphal march?” said my friend, “it reminds me of the cabman dragging the cabriolet ‘up to the house with the yellor door’—in ‘Pickwick,’ when Mr. and Mrs. Randles and

Mrs. Clippins went to lunch with Mrs. Bardell—"with no bangin' of the steps, or throwin' open the door with a crash or nothink'!"

"Yes," I responded, "it is gloomy enough outside—I am glad I can see the sign of the auberge jutting out on the road."

"Stop," Tom said abruptly, "let us get down and walk; even the sound of our footsteps would be a relief to this utter deadening of all sound."

"Yes," I said almost in a whisper, for I also felt strangely affected.

We dismounted and looked round. All around us at varying distances, the mountains reared their frowning crests; in the valley Cimmerian darkness reigned supreme, unrelieved by a single ray of light, save where one feeble light shone, blurred in the gloom, from the auberge in front of us, and another, still more faint, twinkled further up the narrow street. The hamlet lay directly under a precipitous mountain, which we could see towering far away above our heads. I seemed to feel some instinctive tremor of dread pass through me, and I turned to Cassilis. He appeared, so far as I could see his pale face in the darkness, to be similarly affected.

"Our nerves are unstrung, old man," I said cheerfully; "we have gone too far without sufficient training—we shall be all right to-morrow." He did not reply, but sighed deeply, and pushed hurriedly forward to the door of the auberge and gave a low knock. Slight as the sound was it seemed to jar against the death-like silence around and his voice seemed harsh and out of place as he spoke to the man who had silently opened the door.

He was evidently the innkeeper from his dress and bunch of keys hung to his girdle. He glanced impatively at us both and then at the bicycles, and motioned us to place them in a little porch. Our request for beds and supper was met by a vacant stare, and only the mechanical nod of his head showed he understood our request, and without any sign or word of welcome he led the way into the common sitting room.

As soon as we entered the room we felt there was something unnatural or supernatural, weighing down the minds of all present, and beyond a listless raising of the head in one or two instances for a moment, no one took any further interest in our arrival.

"A drop of spirits will pull us together," said my friend to me. "Our host has lost his tongue, it seems," and he went to the table and helped himself from a square-faced bottle of Schiedam. "Have you no fresh water?" he asked, turning to the host—"this smells horribly."

"Sirs, we are curscd here!" he said speaking for the first time, "all our wells and streams smell like this. Oh, sirs! you are learned men. Have you known trees to bow and dance? have you known the bright earth to smell like the grave? have you known it to open and throw up the bodies of the dead and close again? have you known it to moan like a wounded chamois? We have known all these things in the last three days. Our good cure has gone for advice, and we know nothing." And he wrung his hands.

His wife now came into the room. At other times evidently a comely buxom dame, now her face bore the same look of hunted horror the others did; but the careful housewife was apparent as she placed a tray on a side table and silently beckoned us to it.

"Ach, Meine Herren!" we heard her say, "we know not what has come to our peaceful valley. I pray you when you reach the neighboring town to-morrow call on my sister Marie. She lives at 13, Veinegrasse, and give her this money, and ask her to have the holy fathers pray for us, for we are in sore dread and amaze," and beckoning her husband, she soon returned with a small leather bag of money, which she handed to me. I endeavored to cheer her, but she gave a stifled scream and pointed to the chair from which I had just risen.

"What, again?" she moaned, "look!" and as I am a living man, the chair, untouched by mortal hands, sickly gyrated as if on a pivot, while we watched it with straining eyes. I felt a trembling and dizzy sensation come over me, as if the house were rocking.

"Oh, sirs!" the landlord said, "the furniture and trees move like human beings."

We stood looking at him and at each other in dire perplexity and distress, in the deep silence, unbroken, save when a pale, sickly looking youth kept moaning, "I am afraid—I am afraid!" as he nervously clutched the brown, strong hand of an elderly farmer who sat next him and who made no reply, but sat, like the others, staring

into vacancy. Suddenly, loud, clear, distinct and sharp, rang out our bicycle bells, and again the warning bells rang out. We hastened to the door, which appeared to have become jammed since it had been opened to admit us, but with a violent wrench I got it open.

The full moon had risen, and by its silvery beams lit up the valley for miles around.

Our bicycles, impelled some mysterious power, had moved some feet from the porch where we had placed them, and even as we looked at them they quivered and trembled like sentient beings and again the warning clang rang out.

"For Heaven's sake let us get away as quickly as possible!" said Cassilis to me, "and make for the town she mentioned at once. I shall go mad if we stay here longer."

"Come at once," I answered.

"It is best for you to go, Meine Herren," said our host and hostess as they watched us bring our bicycles into the road. "There is no reckoning to pay. Forget not our sister, and bid her pray for us, and that these terrible sights and sounds may cease."

As if in mockery of these words, a fresh and startling sight rose before our eyes. In front of the auberge was a wide field covered with grass; suddenly, while they spoke, as if it were a geyser, a spout of water broke from the earth and burst aloft, glistening in the moonlight, throwing up a shower of clods, stones and earth, while the boughs of the trees near it twisted and twined like snakes. With a shriek our hostess threw her apron over her head and rushed into the auberge. The upward rush of the water had now ceased, and a black stream was sluggishly flowing down the field. In hot haste we mounted and sped along the road, the last human being we saw was our host, as he stood in his door with piteous face and wide staring eyes.

On we spun through the hamlet, and whirled along up the road as it led to a pass in the hills. The way ran precipitously upward for about a mile, and we dismounted, as the rest of the way was too steep for bicycle riding. Holding our machines we turned and looked back. We could see down the length of the valley bathed in moonlight. The village chapel shone out white, and as we looked its bell began to toll in such a weird, unearthly way that we knew it was rung by no human hands. The cluster of houses around lay silent and still, and all looked calm and peaceful; but suddenly and swiftly the whole of the mountains overhanging the village seemed to move bodily forward. The silence was broken by a deafening, stunning roar. With a crash that rent the skies—with a pealing rattle—the whole of the cliff, bearing a mighty forest on its surface, fell on the doomed hamlet. One massive rock, larger than the dome of a cathedral rolled forward, crushing the auberge into the very earth. The high ground where we stood rocked and trembled, while a typhoon of wind tore up the valley, and after being whirled round I was dashed violently to the ground and became insensible.

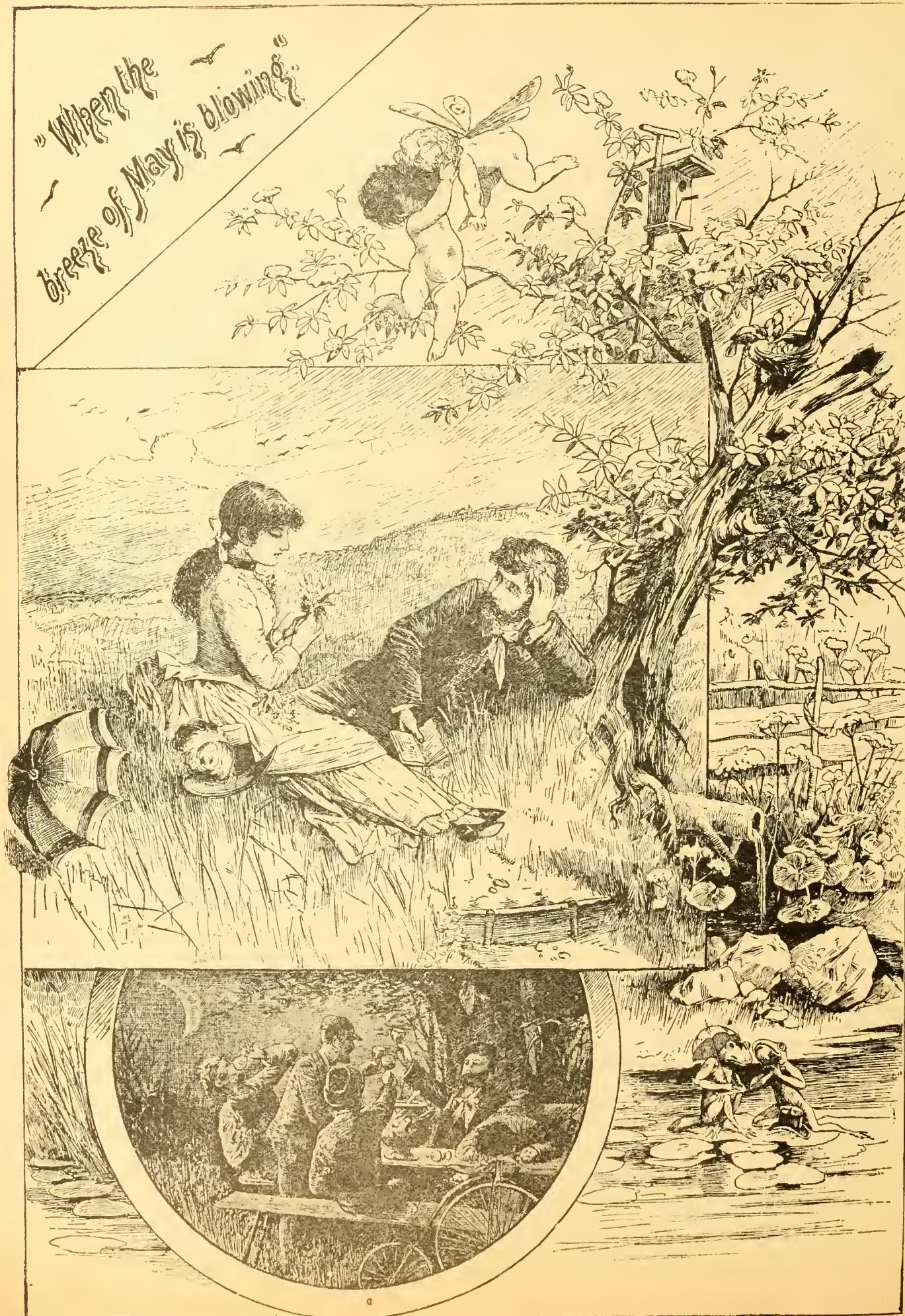
When I recovered the rosy dawn was breaking, and I gazed on a scene of ruin and devastation. Painfully I sat up—for as soon as I moved I found that my left arm was broken—and looked about me. Cassilis lay near me moaning slightly, and insensible from a cut on his forehead. Slowly I crawled to him, and raising his head on my knee, I placed my flask to his lips. The color soon came back to his cheeks, and after a struggle or two he was able to sit up. Fortunately he had no bones broken, and our ambulance corps training enabled us to improvise all the necessary bandages and splints.

As we looked fearfully down the valley we saw the whole face of nature changed. A forest with half its trees prone was growing a hundred feet over what had been a prosperous village. From the torn sides of the mountain a mile of rock had fallen, and we could see two waterfalls pouring down on the mass of ruin below, and through which they had already formed a river. The waters of successive generations had been accumulating in the honeycombed mountain for ages—the previous winter had been especially long and stormy, and the cup was full—the long pent up forces of nature burst forth.

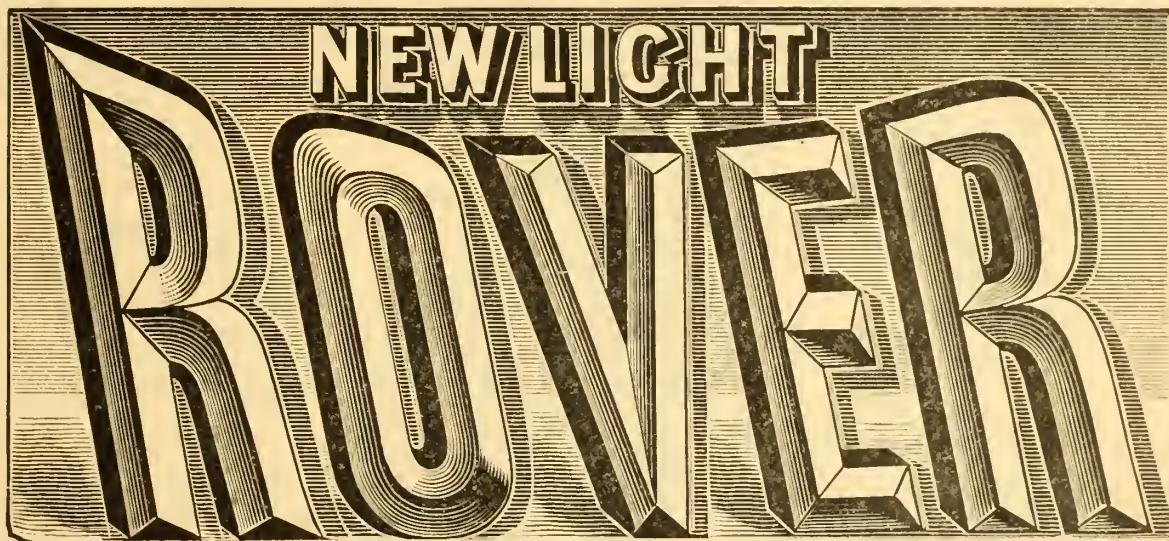
As we reached the pass we met the good cure and his companions who took kindly care of us till we reached the neighboring town, where the prayers our good host and hostess had desired for their safety were turned into masses for the dead.

S. H.

Its a wise child that goes around the corner to laugh when the old man takes a header off his bicycle.



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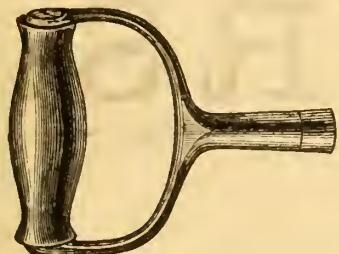
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