

THE WHEEL

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Mr. Dudley C. Hasbrouck, of Peekskill, N. Y., was in town on the 4th and 5th.

L. H. Johnson, the old Chief Consul of New Jersey, has established an agency at East Orange, N. J.

Treasurer Terry will shortly take a trip of a month to Louisiana, making Arcola his headquarters.

The Massachusetts Bicycle Club expect to entertain over 500 wheelmen at its reception, March 25.

The Citizens Club race meeting will be the event of the month of April as far as Gotham is concerned.

The Citizens Club hold their annual meeting on Monday evening, March 16, for the election of officers.

Dame Rumor says that some English firms are going to shake matters up in the bicycle business this year.

Imitation is the sincerest flattery. Our friends are also going to startle the world on April 3. Better send for that number.

George D. Gideon has the Philadelphia agency for the Rudge bicycles and tricycles, likewise the Victor, Harvard and Yale.

The Massachusetts Club will formally open their club-house, to wheelmen on Wednesday, March 25, with appropriate ceremonies.

Tony Pastor, the celebrated manager, is organizing a minstrel company on wheels, and intends purchasing one for his private use.

Rumor has it that an effort is shortly to be made to have one of the leading clubs of Massachusetts withdraw from the L. A. W.

"Do you like 'cycling,' we asked a beginner, learning in a hall. "Oh, yes," he replied, "but there ought to be cushions on the floor."

The roads are beginning to assume a more cordial appearance, and frequent spins on the part of the wheel gods are the order of the day.

The combination of the "World" and THE WHEEL for \$2.00 a year is liable to run the other papers pretty close. There is room for all, however.

The competition in light roadsters is great this year. There are now five on the market—the Rudge, Royal Mail, Expert Light Roadster, Spaulding, and Victor.

There is a movement on foot among Southern wheelmen to make a 'cycle tour next summer from Atlanta, Ga., to Washington, and possibly from there to Boston.

The ticket put in the field by the Cortland Wheelmen, of Peekskill, is the strongest that has ever been presented for the consideration of the voters of this State.

Iowa supports one representative, and G. H. Hamlin, of Grinnell, has been nominated for that position. Mr. Hamlin is a bank cashier, which does not speak well for him.

Mr. Todd, of the N. C. U. replies to Chairman Bassett in the "Cyclist," but does little to remove the opinion that the matter was pigeon holed, and allowed to drop from sight.

H. W. Gaskell sailed for a surety on March 4, for America, and will represent the Coventry Machinists Company here. Mr. Gaskell is a member of the Raneleagh Harriers Club.

There was an attendance of about 1,500 at the ball of the Springfield Bicycle Club, held Feb. 23. The party was said to be the most select and successful ever given in Springfield.

The Citizens Club have fitted in their club-house a pool table, which is largely patronized. They are now talking of organizing a lawn tennis club, to be formed exclusively of their members.

"Things a 'Cyclist Ought to Know," by R. E. Phillips, of the C. T. C., has been issued for 1885, and as its title

implies, contains many good things, records of the world being a prominent feature.

Zacharias & Smith have had a very neat visiting card engraved for Star riders. Space is left so that any name can be inserted, and the whole makes a combination both pleasing to the eye and taste.

For the edification of the "Cyclist and Athlete," we would state that the "Landisville Vigil" is a newsy eight-page sheet, hailing from Pennsylvania, and devoting liberal space weekly to 'cycling matters.

Both Prince and Morgan rode with Duryea saddles in the quarter mile record breaking at New Orleans March 9. Prince's mile in 2:39 and all his records for past year and a half were made on Duryeas.

The big tournament at the Madison Square Garden was such a success, that the projectors have leased the building for ten years at a rental of \$50,000 a year, and will open a mammoth skating rink on the first of May.

A big sign on 241 Broadway announces that A. G. Spaulding & Bro. will open on or about the 15th of March, with a full line of bicycles and sporting goods. Mr. L. W. Conkling, of Chicago, will have charge of the bicycling department.

The Ixion Club are talking of organizing a lawn tennis club, from their members, and leasing a lot near their house for the purpose. D. W. Granberry & Co., through the influence of Mr. Peoli, have kindly volunteered to give them a complete outfit free.

E. C. Hodges & Co. have published another volume from the pen of J. C. Dalton, entitled "Sixty Poets on the Wheel." It contains a good deal of the matter used by him in 1880, but is nevertheless exceedingly interesting. The price has been fixed at one dollar.

The Weedsport Bicycle Club state that H. C. Townsend, of that place, has no authority for making the statement that they will give a tournament in June, he being expelled from the club as secretary for ungentlemanly conduct, and is now under bail for violating the rules of the post office.

The Clark O. N. T. Thread Company have lately issued a card, in which a 'cyclist benighted on the road, loosens his tire, and feels blue. He happens to think of a spool of their thread, which

he has in his pocket, and binds the tire with it. In the last scene a 6x9 smile illuminates his countenance.

Mr. Fred. G. Bourne, to whom more than any other source the metropolitan wheelmen owe whatever concessions have been made them in Central Park, is now receiving part of the reward that we love to see made to those whom actions endear them to us. He has been appointed secretary of the Singer Manufacturing Co., at a salary of \$25,000 per year.

T. J. Kirkpatrick, the enterprising Chief Consul of Ohio, aided by the minor officers of the division, has issued a hand-book of Ohio, which is sent free to all members. It is nicely bound, and of a convenient size for the tourist. The best on records of the world are given, together with the League hotels and prices, and riding routes throughout the State.

Two new papers have made their appearance in the cycling world lately. One, the Star Advocate published monthly by E. H. Corson, at Rochester N. H. and principally devoted to Star riders. The first number is calculated to impress one with the idea that it is a very breezy sheet. The "Philadelphia Cycling Record" hails from Philadelphia, Pa. and contains interesting reading matter.

That five-cent stamp prize of ours has brought us a good many articles of merit which have been omitted through lack of space. By the success that attended our generous offer, we are emboldened to give another. This time it will be a ten-cent stamp, just twice the value of our last prize. Of course from this magnificent gift we expect to receive twice as many competitions as before, and the material better. We will award the prize in a short time, so be lively, for it may fall to you.

The Ixion Club intend constructing themselves a new club-house, when they have fifty members. They now number thirty-eight. Some of the members favor the renting or purchasing of a whole brown-stone house, and having the entire bottom floor used as a storage room for wheels; the second to contain the bath-room, billiard-room, card tables dressing rooms, etc., and the other floors to be used as sleeping apartments by the members, and converted into use for other purposes as they are desired.

From a Dakota exchange we clip the following: "Rev. F. M. Shaw, trick bicycle rider and fancy trick skater, will

be at the rink on Saturday evening, Feb. 14. He performs over fifty of the most difficult feats on the bicycle. This exhibition should be seen to be admired. Come, everybody, and see the finest exhibition before the public. Mr. Shaw, although perhaps the finest skater in America, does not follow the business for his own personal benefit, but is desirous of raising enough money to pay off a mortgage on his church which falls due in the near future. Admission 25 cents."

Mr. Bassett, Chairman of the Racing Board, gives in the "Cyclist" a full statement of the A. H. Robinson case. The proofs presented show that Robinson was distinctly informed through a letter by Mr. Jenkins, then corresponding secretary, and which it is known he received, that the medal would have to be won thrice before it became his rightful property. It is probable that the N. C. U. will take no steps in the matter, being prejudiced in Robinson's favor. The medal in question was for the 25-mile championship given at Springfield, and belongs to the L. A. W. The League may expect never to regain it, and should let the matter drop, as disputing with such an amateur as is Robinson only tends to lower their dignity.

We are always sorry to hear of any action that reflects upon the spirit of 'cycling in any way, but what we particularly dislike is ungentlemanly conduct when outsiders are present. An incident of this kind came under our notice recently while on the elevated railway. The car was pretty well filled with ladies and gentlemen, when at one of the stations two wheelmen, as evinced by their knee breeches, entered, and taking seats extended their feet on the one opposite. Profane talk seemed to be their delight, and we noticed with feelings of disgust the manner in which a quid of tobacco was hauled around in the mouth of one, occasionally expectorating on the matting which covered the floor, accompanied by a look around the car which seemed to ask, "Well, I'm a manly fellow, ain't I?" Frequent sallies were made by both, which seemed to be very amusing, for loud laughter greeted each one. When at last they left the car, one stepped on a lady's dress, and did not excuse himself, but said, "Ah, look out there." They were regarded by disfavor with the occupants of the car, who must have retained an excellent opinion of wheelmen in general.

T. B. Peterson & Brothers, Philadelphia, have in press, and will issue in a few days, Mrs. Ann S. Stephens' new society novel, entitled "The Reigning Belle," which will be found to be one of the most powerful, original and exciting novels ever published. Every page teems with intense, absorbing interest which is maintained without a break. Though Mrs. Ann S. Stephens, its famous and gifted author, has written many superb romances, she has surpassed herself in this. Fashionable society is liberally drawn upon, while lowly life also comes in for its share of treatment. The plot is thrilling, intricate and managed with consummate art, the reader being kept in complete ignorance of what the end is to be until it comes. "The Reigning Belle" will be published in one large duodecimo volume, at the low price of seventy-five cents a copy, and it is certain to find hosts of readers, for it possesses every

requisite to delight and fascinate them all. Mrs. Stephens, as a writer, ranks among the best of all American authors, and "The Reigning Belle" and her other novels should be read by every lover of absorbing fiction, for they are among the best and most popular published, and will be found for sale by all booksellers everywhere.

The Edinburgh Centre of the National 'Cyclists' Union have suspended Mr. H. J. Webb, the well known tricyclist, for one year, and recommended the executive to indorse the verdict. The investigation of Mr. Webb's claim for the record to John O'Groats came before the body. In a letter to the Centre, Webb withdrew his claim to the record, assigning as his reason for doing so the fact that Mr. Hall having left London, the proof which that gentleman could alone give was not forthcoming, and he therefore considered his present course the most straightforward one which he could adopt. Mr. Webb also dilated strongly on the great hardships he had of late suffered in common with Mr. Hall, and also stated that the latter gentleman had repeatedly been followed by detectives. He further gave out that next year, at a suitable time, he would again attempt the Land's End to John O'Groats record, providing a proper system of checking could be devised by the National 'Cyclists' Union. The opinion of the meeting tended strongly to deprecate the making of records for purely trade purposes, and also considered that when a man claims a record, and is perfectly certain—like Mr. Webb—that same is beyond cavil, he should on no account withdraw from his claim, the very fact of doing so being strong prima facie evidence of his guilt.

The Orange (Mass.) Bicycle Club claims to be in general and all around, the best and foremost club in that part of the State, and believe they have more to offer members than any except the largest city clubs. They have a very respectable gymnasium, as much apparatus as their room will hold. The club "library" already numbers thirty-five to forty volumes and maps, although the collection was begun within a fortnight. Of course bicycling is the most interesting of all topics to them, but their collection is not by any means limited to wheel books. Of maps they have a full supply of all kinds, but particularly the kind that shows the byways as well as the highways. Besides all the wheel papers published in this country, which as a matter of course are to be found on their table, they have the daily and weekly papers and the monthlies, while there is every convenience and facility for writing, with club paper. The boys say that it has outgrown all their early expectations, and is now bigger and better than they dared to hope it would be in several seasons. The club is on a broad, sure foundation and is here to stay. It has good financial backing, and is independent. They have now several associate members, and occasionally they admit a new one, although they are not all anxious about the membership question.

EDITOR OF THE WHEEL: Please be so kind as to announce as one of the coming events a grand bicycle tournament to be held by the Fort Schuyler Wheelmen at Utica, two ensuing days, June 30 and July 1, 1885, and oblige yours fraternally, W. T. DAMON.

THE ROADS AROUND NEW YORK.*

BY KARL KRON.

"On the 19th of April, 1883, the centennial anniversary of the day when Washington proclaimed to his army at Newburgh that the long fight was ended, I made a pilgrimage to the historic battle-field of White Plains, situated midway between the waters of the Sound and the Hudson. A mile below the bridge by which I entered Port Chester and near the foot of its main street (opposite a little park containing a music stand), there branches westward a broad avenue which is called 'Purchase' for the first mile, and afterwards 'Westchester.' Up this I started at a quarter past nine, and rode most of the grades on the sidewalk flagstones to the top of the high hill. Macadam; not yet trodden smooth, covered the downward slope, and I walked up the latter half of the ascent which followed. Beyond a big watering-trough of stone the road makes a turn to the left, and at that point I climbed up on a lofty rock in the neighboring orchard and watched the waters of the Sound for half an hour, since that was to be my last chance for the day. Thence I wheeled, by an average good road, winding among the hills, but pretty level, near the Mamaroneck river, to the soldier's statue in White Plains, opposite which a turn must be made to the left to reach the centre of the town. I, however, proceeded up the wide thoroughfare called Broadway to the old cannon, which marks where the American line was drawn up to receive the British in the battle of 1776. Beyond this is still another monument, in the form of an ancient mortar, which marks a second historic point in that day's strife. I used the west sidewalk in ascending the hill, but returned in the roadway, and when I entered the street opposite the bronze soldier (Railroad avenue) I met with a most excellent stretch of macadam, along which I coasted down into the village. Beyond here, after crossing the Bronx river, I found good riding on a somewhat winding track composed of light loam, which would probably be loose and dusty in dry weather, and I did not walking till I reached the hill after crossing the Nipperhan or Sawmill, the tracks near a railway station. This point was five miles from the cannon on the battle-field, and the cannon was seven miles from Port Chester. Another mile brought me to the Vincent House, in Tarrytown, and as I suddenly emerged from the woods upon the crest of the hill leading down to the same the unexpected sight of the Hudson, which is three miles broad at this point, and of Nyack on the bank beyond was refreshing in the extreme. A tourist would do well to rest there before descending to the level of Broadway, on the west side of which, a few rods to the north, stands the Vincent House. As the slope of Benedict avenue is a sharp one and makes a right angle with Broadway it should be descended with care.

At a point called Elmsford or Hall's Corners, about midway between White Plains and Tarrytown, I crossed the Nepperhan or Sawmill river, a little stream, which runs through a pleasantly-secluded and thinly-settled valley, parallel to the Hudson, which it gradually approaches until it empties into it at Yonkers, ten or a dozen miles below. During all this distance a dirt road runs

along the east side of the stream, and I am told that its surface is fairly rideable for many seasons of the year, and that it has few steep grades. A railway also runs beside the river, generally on its west bank, and at Ashford Station, about four miles below Elmsford, a fine macadamized roadway stretches west for a mile to intersect Broadway at Dobb's Ferry, on the Hudson. About half-way between Ashford and Elmsford there is another crossroad to Broadway at Irvington, and still another such track branches off from the river road, about half a mile above and passes through the hamlet of Dublin. I hardly suppose that these supply very good riding, but at the crossroad next below Ashford (two miles) Broadway at Hastings is less than a mile distant, and I think that a part of the track (Washington avenue) is macadamized. All of these crossroads from the Hudson, and some of the others between Hastings and Yonkers, continue eastward to Central avenue, whose course is generally within half a mile of the west bank of the Bronx river, all the way from Jerome Park to White Plains.

The Vincent House in Tarrytown is perhaps the most notable objective point known to metropolitan tourists, and it has been recognized as such from the earliest days of 'cycling. The approach to it from 59th street, either at Fifth avenue or at Eighth avenue, is usually called twenty-five miles, and though there are several variations in the route it may be generally designated as 'Broadway, a macadamized turnpike, overlooking the Hudson river, and identical in most of its lines with the old post road to Albany.' Not many miles of its surface are absolutely level, and of its numerous hills some are too long and some are too steep for comfort; but I have ridden every one of them in both directions (except the highest hills near Dobb's Ferry and Jerome Park—in each of which cases a choice of gentler grades is possible), and on the 7th of November, 1882, between 2:45 and 3:38 P. M., I rode without stop from the Vincent House to 59th street and then back to Washington Heights (155th street) a distance which my cyclometer called 29½ miles, though it is usually considered to be somewhat greater.

I am told that this twenty-five mile route has been traversed in each direction without dismount by several other riders, though the exact statistics of their journeys are not known to me, and nothing more need be said to designate this as the longest and finest straight-away course leading out of the city. When I first tried it on the afternoon of November 24, 1879, I found a good riding surface as far as the pond, about a mile northwest of the Vincent House; then, after walking up the hill past Sleepy Hollow Cemetery, I trudged through the sand for nearly two miles, or to a point very near the great arch of the aqueduct. Here I was assured that the road continued just as soft all the way to Sing Sing, say four miles beyond, and so I returned to the hotel for the night. The fact that there is no other good public house nearer than Yonkers, a dozen miles below, coupled with the fact that it stands so near the end of the smooth roadway, and is just about a comfortable half-day's journey above 59th street, explains its exceptional importance as a 'cycling landmark. The casual wheelman will always be sure of finding an excellent dinner awaiting him

there at 1 o'clock in the afternoon, at a cost of 75 cents, and ample facilities exist for supplying special accommodation to larger parties, who may arrange for the same in advance. Several reputable restaurants and oyster saloons may also be found in the village, chiefly along Main street, which makes a right angle with Broadway, where one descends it not far above the Vincent House, and which then slopes sharply to the railway station and steamboat dock on the river level, about a half mile from the hotel. At a similar distance above the latter, on the west side of Broadway, stands the monument to mark the spot where the British spy, Major Andre, was captured in 1780, and at the crossroads, a little beyond here, by taking the left, through Beekman avenue and Courtlandt street, another smooth descent may be made to the railway station. By turning to the right at the crossroads just named, and soon again to the right at the next crossing, one may enter the County-house road, which climbs over the ridge to East Tarrytown, a mile distant, on the Sawmill river road. This is more than two miles above Elmsford, where I crossed that road on my ride from White Plains, and the map shows that it follows the stream up to its source at Pleasantville, five miles further. I hope to explore it some day and perhaps push on through Chappaqua and Mount Kisco to the Croton river—the road along which for the last five or six miles before it reaches the Hudson above Sing Sing, ought to prove fairly level and rideable. A third route northward from Tarrytown to Sing Sing is offered by the Sleepy Hollow road, which is about midway between the sandy Albany turnpike and the Sawmill valley, but of its character I have as yet no knowledge.

The southward route from the Vincent House along Broadway to the King's Bridge (14½ miles) is perhaps as pleasant a one for the wheelman as any similar short stretch in America, and though he may comfortably cover it without leaving the saddle, he will be disposed on his first visit, at least, to stop many times, for the better viewing of its numerous points of scenic or historic interest. Four miles from the start where the direct road leads up a steep hill, surmounted by a church, he should swerve to the right and then he may coast through the main street of the village for half a mile before ascending the gentle grade which will bring him again into Broadway. Even on a northward tour, this roundabout course is preferable, though the church hill may be ridden up in that direction for quite a distance, and possibly even to its summit, by a stronger rider than myself. Here, at Dobb's Ferry, the residence of ex-Judge Beach is notable as being the self-same house in which Washington signed the treaty of peace with Great Britain, May 3, 1783. At Hastings, two miles below, a pleasant detour of a half mile may be made through the village by turning to the right at the fork, though the final up-grade is rather steeper than that of the direct route, while on the northern journey this descent towards the river is apt to be passed by unnoticed, so sharply does it curve backward from the main road. A half-mile below this point another fork offers a choice of routes for half a mile, the left having the steepest grade and the right usually the softest surface. This river road through the woods af-

fords several fine views of the stream and of the Palisades, which tower above its west shore. It may be more easily ridden in the other direction, and the only time when I ever got through without stopping while touring southward was on the occasion of my long straight-away ride. The northward tourist may recognize it from the fact that it branches off just above the point where the termination of the macadam reminds him that he has reached the city limits of Yonkers. The other road is a trifle shorter, but I should consider the rider very lucky who could go through it in either direction without a dismount. Perhaps one or both of these half-mile stretches will soon be properly paved—thereby closing the only gap in a continuous macadamized track between the Vincent House and 59th street.

The Getty House, facing the little open square of that name in the centre of Yonkers, three and a half miles below the northern city limits, is reached by a descent of more than a mile of varying grades, the lowest one being the steepest. I have never ridden up this but once—which was on the forenoon of the same day when I covered the whole course southward without stop—and though the sharp pitch is only a few rods long, it is the most difficult one to conquer on the entire course. The rider who conquers it and then keeps in the saddle for another mile of up-hill work, will probably feel about as thoroughly tired as I did when he gets to the top. Even in descending this steep slope he should exercise considerable care, for he must then ride about forty yards towards the left through a street usually crowded with vehicles to reach the Getty House corner. If he still keeps to the left for another fifty yards through Main street he will reach Nepperhan avenue (which makes a right angle to the left, and by which he may turn backward toward northeast, if he wishes to reach the Sawmill river road), and by continuing southward for twice that distance he will re-enter Broadway, about two thirds of a mile below the Getty House. I myself generally prefer the Broadway route, whether going northward or southward, though the distance is a trifle longer and a hill is to be climbed which the Main street route avoids. About a mile below the junction of the two routes Valentine's lane branches westward through the trees to make connection with Riverdale avenue, a quarter-mile distant, and the unpaved grades of this crossroad used nearly always to force a dismount in the days when Riverdale avenue supplied the only practical path between Yonkers and the King's Bridge. When I had managed to worry through this lane, on the occasion of my straight-away ride from Tarrytown in 1882, I felt confident that, barring accident, I should succeed in reaching 59th street without stop. But the lane need no longer be resorted to, for the macadam of Broadway now stretches unbrokenly to Spuyten Duyvil creek, the last unpaved section having been covered with it in 1884, and after a charming ride of more than two miles through a well-wooded valley where the houses are not numerous enough to be obtrusive, and where there is only one ascent long enough to be tiresome."

*This is to be reprinted as a part of the eighth chapter of "Ten Thousand Miles on a Bicycle" (12mo, 400 pages, gilt-top, heliotype

frontispiece), to be published by Karl Kron, at the University Building, Washington Square, New York, in June next, or as soon as 3,000 subscribers are pledged at \$1 each. The price of the volume for subsequent purchasers will be \$1.50. The canvass was begun in THE WHEEL of January 25, 1884, and the number of subscriptions now enrolled is 2,540, representing upwards of 600 different towns. The first part of Chapter VIII. (descriptive of the roads on Manhattan Island and of the east side routes from Harlem river to Port Chester) appears in this month's issue of the "Springfield Wheelmen's Gazette," and the quoted paragraph, which introduces the section hereby presented, appeared in the "Bicycling World" of May 18, 1883.

S. CONANT FOSTER.

It is with deep regret that we are obliged to announce the sudden death of this well-known wheelman. The daily papers of last Monday conveyed the sad intelligence that on Sunday morning the "poet wheelman" passed to rest, a victim of pneumonia.

Mr. Foster was one of the earliest of Gotham's wheelmen. He learned to ride in 1879, and was prominent in organizing the old Mercury Club, which was absorbed by the Citizens. He was at one time identified with the business, and was manager for Wm. M. Wright, at 160 Fulton street and 791 Fifth avenue. When Mr. Wright sold out his business in 1881, Mr. Foster secured a remunerative position with Otis Bros. & Co., the elevator manufacturers, which he held until his death.

He was at one time a steady contributor to the bicycling press, and was one of the originators of THE WHEEL, suggesting the title for the same, and contributing liberally to its support in the days of its struggling infancy. As a writer he was versatile and humorous. At one time he was a regular contributor to the "Commercial Advertiser," and many of his poems and papers have appeared in "Outing" and the "Bicycling World."

He was an active member of the New York Athletic Club, and was the author of the illustrated article, descriptive of their new club-house, which recently appeared in "Outing." His best efforts were the collection of "Wheel Songs," which stand as a monument of his bright and cheerful nature.

Mr. Foster was only thirty-one years of age, and a bachelor. He was very fond of exercise, and frequented the gymnasium of the N. Y. A. C. regularly. He was an athlete in every sense of the word, at one time holding the light weight boxing championship, but of late years devoting more time to yachting and bicycling. He leaves behind him many friends, who mourn his loss and death. He was buried from his late residence, 22 West Twenty-seventh street, last Tuesday.

HAPPENINGS AT THE HUB.

Considering the object in view, it was a very jolly gathering at Young's Hotel last Saturday evening, when the members of the Crescent Club assembled for the last time. The treasury contained sufficient money to give them a grand wind-up dinner, and from that to cigars the merriment ran high. President Harry P. Robinson presided, and in his speech gave the reasons for the disbandment of this once flourishing and popular club. He said: "Judging from personal experience I know how distasteful after-dinner speeches are apt to be, and it is not my intention

to compel you to listen to a lengthy discourse from me, yet there are a few things which I feel I must say, and to which I will ask your kind attention. We are here to-night for our farewell dinner, and in spite of the good things we have enjoyed and the mirth and good fellowship to follow, I confess I regret that it is a farewell, and that this company may never be gathered together again. Without going into detail I will speak of the principal causes that have led to this event. For some time past we have ceased to be a riding club, and the sociability in the way of monthly dinners, annual parties, and the like, afforded a sufficient impetus to sustain interest long after we had practically given up the road. But recently the members have become engaged in other ways (some to the extent of getting married) and the meetings have not been crowded. Upon hearing the query (as I have so often) 'Is the Crescent Club alive?' I have usually answered in substance, 'It is not dead, but sleepeth,' a reply that probably gave more satisfaction to the receiver than the giver, for a sleepy organization is far from my ideal.

"Finding the general sentiment to be in accord with mine, I caused to be circulated a resolution that the club be disbanded, and the contents of the treasury be devoted to a farewell dinner, which was signed by all the active members, and in accordance with which the details for the affair to-night were arranged by the Standing Committee. I sincerely hope that all leave the club with as delightful memories of it as I do, for if mine should be forgotten, which they never will, it would take away some of the pleasantest recollections of the past five years, and if the friendships for which the club is both directly and indirectly responsible, were to be taken from me, I should lose some of the best friends I know. We term it disbanding to-night, but, gentlemen, I trust that the memories will remain, that the friendship may be changed only by strengthening, and that by such ties as these the Crescent Bicycle Club will never disband while we live." At the conclusion of Mr. Robinson's remarks addresses were made by a number of the members, and the evening was passed in a pleasant and informal manner.

There was a goodly attendance at the meeting of the Massachusetts Bicycle Club last Tuesday evening, and many were the expressions of admiration heard regarding the furnishings of the new club-house. About \$1,500 has already been expended, but that is not sufficient, and the committee appropriated \$500 more for expenditure in additional furnishings. The furniture already in the house is of the most elegant description, and includes numerous gifts from the members and their lady friends. Chief among them is a large cycle oil painting by Sandham, presented by Col. Pope. President Williams presided at the meeting, and appointed various committees to amend the constitution, look up club helmets, badges, etc., and also to arrange for a wheelmen's reception at the club-house on March 25. The following were admitted to membership: Charles F. Kimball, John P. Rogers, and Jacob C. Morse, of Boston; W. H. McCormack, New York; W. H. DeGraaf, New York; Lieutenant F. J. Drake, South Boston; and Charles E. Hatfield, Boston. The reception is looked forward

to with much pleasure by local wheelmen, and the attendance is likely to be very large. It is also probable that the club will receive many additions to its membership rolls thereby.

I hear that a strong effort is shortly to be made to make 'cycling more popular with the fair sex of Boston. I do not know who is to make said effort, but I trust some one is, and that the effort will be an energetic one. By the way, what has become of that mysterious organization of lady tricyclists we heard so many unsatisfactory rumors regarding last season? Since the close of the riding season not a line regarding them has appeared in their official organ the "Sunday Herald." We can hope, however, that with the coming of the spring time the gentle creatures will reappear in multiplied numbers.

I regret to see so little interest taken in League affairs here. Even the Massachusetts Club, which has always been considered a firm supporter of the League, is said to be losing its interest in that organization. It has been stated that the club is shortly to withdraw altogether from the League. I trust that this is not true, and do not believe that it is. There are, I know, a number of men in the Massachusetts Club opposed to the League, but I think they are in the minority. Those in favor of withdrawing have taken advantage of the present condition of the club when all their funds are needed for running their new house, to urge the withdrawal for financial reasons. They made quite a point of the fact that the club would have to pay a whole year's dues for six months membership. They really have cause for complaint in this matter, and I understand that a resolution is to be submitted to the Board of Officers, to be decided by a mail vote, making the dues for members renewing their membership 50 cents from July, to January, instead of \$1, as now fixed. If this is passed, and there is little reason to believe that it will not, it will doubtless influence the action of the Massachusetts and other clubs which are deliberating about leaving the League. Nothing has as yet been done regarding nominating a ticket for League State officers, although it is high time steps were taken in that direction. The Massachusetts Club have in former years prepared a ticket, but this year refuse to take any action in the matter.

The Cambridge Bicycle Club continues to roll up its membership during the non-riding season, and now numbers seventy-three members, fifty of whom are active. At the annual meeting held last Thursday evening, officers for the ensuing year were elected as follows: President, H. W. Hayes; secretary, E. B. Coleman; treasurer, A. L. Bowker; captain, C. L. Smith; first lieutenant, J. H. Grimes; second lieutenant, F. W. Haartz; bugler, S. A. Brooks; standard-bearer, H. B. Cilley; executive committee, W. A. Lister, H. W. Hayes, John Amee, E. B. Coleman, A. L. Bowker, C. L. Smith.

The Dorchester Bicycle Club held their annual meeting last Tuesday evening, and elected H. S. Kendall to serve as captain, W. S. Doane first lieutenant, and J. Rhodes, second lieutenant.

Members of the Somerville Bicycle Club are out with a new uniform of dark gray. There seems to be a dis-

sension in the ranks of this organization. The club recently gave a ball, much against the wishes of those members who are uneducated as far as dancing is concerned. They say that they can ride a bicycle, and think that all they should be expected to do as members of a 'cycling club. A few have left, and are now on the lookout for an organization where 'cycling, pure and simple, reigns supreme.

The Saturday night chop suppers of the Boston Bicycle Club are little heard of outside the club, yet are a very enjoyable institutions for those who attend. At the supper last Saturday night arrangements were made for a tandem bicycle race from Boston to South Natick, to occur as soon as the condition of the roads will allow speedy riding to be indulged in with any degree of safety from headers. President E. C. Hodges and Captain L. R. Harrison will push one machine; A. G. Kendall and D. N. C. Hyams the other, while F. W. Weston and J. S. Dean will speed the third. It is understood that a supper or something of that kind is at stake on the race, but that matter is kept rather quiet, probably for fear that Racing Board Bassett will make a "test case" out of the affair. According to the latest addition to the League's voluminous amateur rule the Board must look out for "stakes."

A billiard and pool tournament is shortly to be held at the rooms of the Boston Club. The Bostons are said to have many skillful manipulators of the cue among their members, as many, in fact, as they have skillful 'cycle riders.

"Outing" will appear in its improved form next Saturday, and will be a number to be proud of.

Rudge Safeties have been in great demand for ice 'cycling.

Look out for a new riding school in Boston.

That enterprising little organization the Nonantum 'Cycling Club, will listen to Kate Field discourse on "Mormonism" to-morrow. It is said that Miss Field dreads the advent of sociable tricycles.

The Pope Manufacturing Co. are working up a 'cycling boom in Mexico, and have issued a Spanish catalogue for the convenience of the natives.

Harry Corey is giving the Chicago "cracks" points on racing.

Boston's weather has returned from its unusually long vacation, and the snow is now gently falling.

If Chairman Bassett goes to the L. A. W. meet, who can be found to fill his place as referee of the city's Fourth of July bicycle races?

The Massachusetts Club will have milk and tonic beers on sale at its new house.

The Pope Manufacturing Co. have reduced the weight of their tricycle twenty pounds, and their bicycle about ten pounds. A long step in the right direction. LEWEE.

BOSTON, March 9, 1885.

PAWTUCKET, R. I.—The first annual meeting and supper of the Pawtucket B. Club (a league club of 36 members), was held Tuesday, March 3, and the following officers were re-elected: Dr. J. A. Chase, President; Geo. C. Newell, secretary and treasurer; Fred. Binford, captain.

Yours truly,

GEO. C. NEWELL, Secretary.

NEW YORK STATE ELECTION.

According to the rules the secretary of the League has sent out voting blanks to every member of the organization, which enables him to cast one ballot for a chief consul, and for as many representatives as the numerical strength of his district allows.

New York has, according to a recent table published in THE WHEEL, upwards of 900 members, and is thus entitled to eighteen representatives. Now it is obvious that if every voter was left to select his own men, the result of the count would be very scattering. It has been the custom in the past for some of the large clubs to combine and present to the members a ticket that gives to each district a fair proportion of the representatives, and by combined action render a count intelligent and concise. This year the Cortland Wheelmen have seen fit to advance the claims of one of their best known wheelmen, Mr. E. F. Hill, as a candidate for chief consul. They have also in connection with other clubs made up the following ticket of representatives:

FOR CHIEF CONSUL.

Edward F. Hill, Peekskill, N. Y.

REPRESENTATIVES.

John C. Gulick, 191 Broadway, N. Y.

F. A. Egan, 2 East 60th street, N. Y.

Robert Hibson, 60 South 10th Street, Brooklyn.

C. K. Alley, Box 243, Buffalo.

A. E. Fauquier, Mt. Vernon.

E. W. Adams, 114 Wall Street, N. Y.

J. W. Clute, Schenectady.

F. B. Graves, Rochester.

George Dakin, Buffalo.

J. G. Burch, Jr., Albany.

I. Reynolds Adriance, Poughkeepsie.

Knight L. Clapp, 280 Broadway, N. Y.

W. S. Bull, 587 Main Street, Buffalo.

A. H. Scattergood, Albany.

Joshua Reynolds, Stockport.

George R. Bidwell, 4 East 60th Street, N. Y.

A. W. Guy, Brooklyn.

H. D. Brown, Weedsport.

Accompanying this ticket is the following circular:

DEAR SIR: The Empire State, leading the L. A. W. in numbers, should be also a model of good government. Good government means good officers, wide-awake, progressive men, generous of their time and labor for the League's interest.

The enclosed ticket is composed of just such men. It is endorsed by leading members of the Buffalo, Citizens, Ixion, Kings County Wheelmen and other large clubs.

Mr. Hill, our candidate for Chief Consul, is the present efficient chairman of the L. A. W. Membership Committee, and the other names are those of well-known loyal members of the League.

Believing their election will make and keep New York the first State in the L. A. W., we respectfully ask for them your careful consideration and your vote.

D. C. HASBROUCK,

Capt. Cortlandt Wheelmen.

A. G. DUNBAR, Secretary.

PEEKSKILL, March 12, 1885.

The head of the ticket, Mr. E. F. Hill, is almost too well known to require extended mention. He has been a representative on the Board of Officers at every meeting that has been held since his appointment, and his course has been marked by his strict attention to business, a deep knowledge of the rules, and many excellent ideas advanced by him for the benefit of the League. Mr. Hill was the chairman of the Committee on By-laws for this State, and his work was adopted at Albany without objection or discussion. He has since the Washington meet been chairman of the Membership Committee, and has rendered efficient services, which alone would entitle him to the highest position within the gift of the members of

this State. We do not doubt but that Mr. Hill will be elected by a large majority.

The balance of the ticket contains names of men, many of whom have been on the Board for years, and who should be continued there as long as they see fit to serve. Every locality has been given a representative, and we trust a full solid vote will be counted on the 10th of April.

COL. POPE THE PROJECTOR OF THE "CENTURY'S" WAR SERIES.

About a year ago Col. Pope suggested to the advertising agent of the "Century," that the "Century," get leading officers on both sides in the war to write sketches of their battles and campaigns, and give these sketches profuse illustration. He suggested that use might be made of the great collection of the Massachusetts Loyal Legion commandery. A member of the magazine's art department soon after visited the rooms of the commandery, and selected some 125 views for reproduction. According to the prediction made by Col. Pope to the "Century's" advertising agent the magazine, under the stimulus of the "war series" has run its circulation up into figures never before approached by any American magazine. But the "Century" people have not yet in any way acknowledged their indebtedness to the collection of the Loyal Legion for its invaluable contribution to a series of articles which, it is said by men connected with the magazine, will net the periodical a great sum of money. It is true that the magazine paid \$500 for the right to use the pictures, but the money payment was only a bagatelle. The magazine has had the use of a collection which it was not in its power to procure. It is said that, on the strength of the vastly augmented circulation, the "Century" has increased its advertising rate, and, estimating the direct profit of the series, together with that of the book to be made from them, \$200,000 is not a high guess at the pecuniary value of Col. Pope's casual suggestion.

ODE (?)

Owed, to the memory of the best of chums, a little acknowledgment of his many virtues, a few lines in commemoration of his patience and good nature, and possession of those qualities that made him the best of good fellows and companions.

He's lost to us. True, he is still there, as happy when the sand is a foot deep as when it is but three inches; he remains and we go, but he is lost to us.

And who now is there to beat us on hill climbing? To try our speed on a level stretch? To repair the machine? To take care of us in general; in a word to make life endurable?

There's but one comfort left, and that is, that he has promised to forget all the bad and remember only the good of many a trip, and forget the bad and remember only the good qualities of the companion on those trips.

The "Doctor," long may he live to encourage and help other poor mortals; may he always have No. 1 roads, and may his days be as happy as his smile.

Yea, verily, he was the Shepard of his flock, as well as the captain of his club. W.

GREATLY ENLARGED.

NEW FEATURES.

FOUR NEW SERIALS.

"OUTING"

FOR APRIL, READY MARCH 14

CONTAINS:

LOVE—OR A NAME. CHAPTER IV.

A strong and fascinating Novel, by Julian Hawthorne.

ACROSS AMERICA ON A BICYCLE. PART I.

By Thomas Stevens. A vivid and picturesque narrative of the most remarkable bicycle journey on record. Fully illustrated by W. A. Rogers.

A MODERN TRAMP. CHAPTER I, II.

By E. C. Gardner, author of "Homes and How to Make Them," "The House That Jack Built," etc. Fully Illustrated by the author.

THE FLAG OF THE SEVEN UPRIGHT ONES. PART I.

A tale of Swiss Democracy, by Gottfried Keller, one of the foremost of living novelists.

THE CHARCOAL BURNERS OF THE GREEN MOUNTAINS.

Fully illustrated. By J. R. Chapin.

THE ADIRONDACK FORESTS.

A Symposium, by Charles Dudley Warner, John Burroughs, J. T. Trowbridge, E. P. Roe, and ten other eminent writers.

HOW MR. PODWINKLE WAS ENCOURAGED.

A charming bicycle sketch by President Bates.

THE GAME OF WHIST.

A valuable practical paper.

AND MANY OTHER ATTRACTIVE FEATURES.

THE NIAGARA 10 BOSTON TOUR OF LAST SUMMER

Will be the subject of an admirable paper by President Bates in the May issue of "OUTING." Many other articles of special interest to Wheelmen.

FULL MONTHLY RECORD IN EACH ISSUE.

25 Cents a Copy.

\$3.00 a Year.

For Sale by All Newsdealers.

THE WHEELMAN COMPANY

BOSTON, MASS.

SECOND ANNUAL RACE MEETING

OF THE

Citizens Bicycle Club,

AT THE

KNICKERBOCKER

ROLLER SKATING

RINK,

AMERICAN INSTITUTE, 63d St. and 3d Ave.

FRIDAY EVENING,

APRIL 17, 1885,

AT A QUARTER TO EIGHT.

The following events are open to all amateurs:

ONE MILE BICYCLE—For those who have never won a prize. Gold Medal 1st; silver 2d.

ONE MILE CLUB CHAMPIONSHIP—For members only. Gold medal.

ONE MILE BICYCLE (scratch)—Gold medal 1st; Rudge racing pedals 2d.

ONE MILE TRICYCLE—Pair of nickeled lamps.

TWO MILE HANDICAP — Gold medal 1st; Butcher cyclometer 2d.

ONE MILE, SAFETY BICYCLES—Silver-mounted cane.

ONE MILE TANDEM TRICYCLE—Two medals to winning team.

ONE MILE ROLLER SKATING RACE—Open only to members of bicycle clubs. Prize, a pair of nickel-plated skates.

Entrance fee \$1.00 for each and every event. Races under L. A. W. rules. Entries close April 7th, and should be sent to Knight L. Clapp, Secretary, 280 Broadway, N. Y.

EXHIBITIONS OF FANCY RIDING AND ROLLER SKATING, POLO ON STAR BICYCLES BY FRAZIER & FINLEY, DEMON DRILL BY THE KINGS COUNTY WHEELMEN.

After the bicycle entertainment the floor will be given up to the audience for

ROLLER SKATING.

GENERAL ADMISSION - 50 cents. RESERVED SEATS, 50 cents extra.

Tickets for sale by W. C. Frazee, Manhattan Life Insurance Co., 156 Broadway; Ira Perego, 128 Fulton St.; George R. Bidwell & Co., 4 East 60th St., and WHEEL office, 21 Park Row, N. Y.

WHO HAS BOHUNKUS.

EDITOR OF THE WHEEL: With a 6x9 "smole" of sweet complaisance did I peruse the effusion of "Pedibus" where in he hauls over the coals the "Kranky Kron" for his just a little tiring series of prospectuses. And oh, how thoroughly I agree with "Pedibus." But upon reaching the paragraph referring to the alleged purchase of "Bohunkus," the "Secretary's" mount, a sudden transition became apparent in the aspect of the countenance of yours truly. Shade of Tertius! Is Othello's occupation gone? Is there another Richmond in the field? Musing upon what my Druid fathers would have thought of a fabrication so base, I wept! I wept!

The paragraph I speak of is this:—"Speaking of Secretary, reminds me that I recently purchased 'Bohunkus.'" Now it just happens that this combination of steel, rubber and trustworthiness, yclept "Bohunkus" was purchased by me directly from "La Secretaire," and not only has it stood since then some months pretty steady use, and still serves as the club bugler's staunch steed, but through many a moonlit club run is its yet rigid frame destined to cary with un(tire)ing (pre adamite warranted unaffected by time's ravages) strength.

Most truly yours,
RHYS.

THE NORTHAMPTON'S FIRST.

The first annual ball of the Northampton (Mass.) Bicycle Club, was held March 4th, and was pronounced by all a great success. There were about 200 people present including wheelmen from Greenfield, Holyoke, and Springfield. From the former place a special train brought 13 'cycles with ladies, mostly members of the club in that place. About 150 joined in the dances, including Mayor Cook. During the intermission in dances refreshments were served. The Club came out about even financially. We now number 32 members, including some of the principal men in town, perhaps a list will interest your readers: L. D. Blanchard, L. D. Cornell, L. L. Campbell, H. S. Campbell, E. E. Davis, C. E. Davis, Fred Dewey, E. H. Dewey, S. A. Ewing, W. J. Fuller, L. B. Graves, A. H. Gillette, Joel Hayden, Jr. W. N. Hawkey, W. S. Howard, W. S. Larkin, Charles Howard, C. W. Porter, Dr. Daniel Pickard, J. A. Ross, A. B. Ripley, F. F. Stockwell, T. W. Sharkey, F. C. Shearn, Clarence Shearn, James Sydel, L. S. Strickland, F. E. Shumway, C. A. Tuttle, Robert Williams, C. S. Warner.

PARTICIPANT.

PENNINGS FROM PENNSY. PHILADELPHIA.

As old fashioned, slow, one-horse and BIG as ever.

Five bicycle clubs to a population of one million.

Streets all cobble-stones except when they are mud

The Germantown Club comfortably situated in a large stone front house at 23d and Fairmount avenue, and a branch room at Germantown proper.

The Philadelphia Club just as conveniently fixed with two sets of rooms, one in town and one out at the West Philadelphia rink,

The "Pennsy Club," with an entire house, the Belmont and Penn City Clubs, with their rooms en-suite in Hart's rink, all banded together away out west, near the best riding grounds, however.

H. B. Hart the enterprising agent for the Columbia wheels, has just issued his next little bi weekly-bi paper; some people think that it was with the customary Germantown cheek that "new firm" (George D. Gideon, with A. G. Powell as manager) took the entire front page of same for advertising the Rudge. Mr. Hart, however, seems not to care, and doubtless makes them pay for the whistle.

The aforesaid new firm—also yclept the "Philadelphia 'Cycling Bureau"—have on exhibition at 1539 Race street, the new Victor Bicycle, a line of Ridges (and the little Rudge Safety), British Challenges, sundries, etc., and certainly should receive a fair share of the 'cycle trade. The Safety and Victor are at tracting a great deal of attention, with very favorable comment; both are well finished and though suited for widely different classes of riders, will be heard from early this season. Mark the prediction.

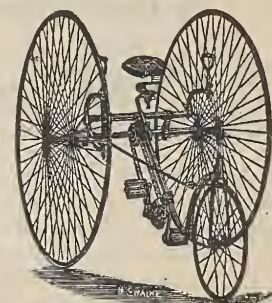
It is said that two prominent clergymen of Germantown, two of whom are already riders, will drive safety machines this season, all inclined to the ordinary type, but have been deterred by the accident to the Rev. Mr. James, who received a severe fall last year, in attempting to negotiate one of the ugly hills with which the Philadelphia suburbs abound, and fractured his arm. The safety wheels of the Rudge and Kangaroo styles seems to do away with the necessity for danger—or rather such accident. We of the wheel are always glad to welcome the reverend gentlemen to our ranks, and know that they cannot help but be benefited by the adoption of our sport. We cannot say too much, however, to warn all new riders against the practice of pedalling down hills, or of riding bad hills at all; it is always a fruitful source of accident, the danger of which can be averted by the exercise of a little caution and pedestrianism, and with the well known predilection of the clergy for the "steep and narrow path," we beg to especially warn them against the practice. Paregorically, the S. & N. road aforesaid leads always upward; practically and 'cyclically, however, it don't, and sometimes great is the fall thereof.

JEEMS.

THE RUDGE BICYCLES AND TRICYCLES,



THE RUDGE ROADSTER.



DOUBLEDRIVER CENTRAL GEAR.

STRONG,

LIGHT,

and

EASY RUNNING.

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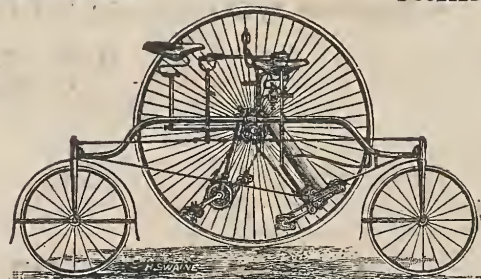
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A FEW SHOP-WORN & SECOND-HAND MACHINES AT LOW PRICES.

A Full Line of Kangaroos Just Received.

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GEO. D. GIDEON, PHILADELPHIA CYCLING BUREAU,

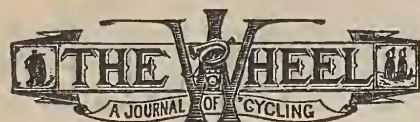
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Sole Philadelphia Agent for the RUDGE BICYCLES and TRICYCLES.

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A LIMITED NUMBER OF ADVERTISEMENTS
RECEIVED AT LOW RATES.

THE 'CYCLING PUBLISHING CO.,
BOX 444 - NEW YORK,

FOR SALE AND EXCHANGE.

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

SEND for the "Bicycling World," of April 3, 1885.

FOR SALE.—A 52-inch full-nickled Sanspareil Bicycle, never been used; ball pedals; hollow detachable handle-bar. Address The Wheel, N. Y.

WATCH—For the Bicycling World of April 3, 1885.

WANTED.—One thousand subscribers for THE WHEEL and the Bicycling World at \$2.00 a year. Regular price of the World, \$2.00.

VICTOR TRICYCLE, 1884 pattern, 52-inch Harvard bicycle, bells and cyclometers. Will sell or exchange for 54-inch bicycle and light tricycle. P. O. Box 96, East Orange, N. J.

FOR SALE.—54-inch English machine, Evans and Dodd make, in good order; straight handle bars, double ball bearings to front wheel, cone to rear; lantern included; price \$65. C. W. Fuller, 250 Washington St., Jersey City, N. J.

FOR SALE.—52-inch Standard Columbia; used one season; will sell for less than half list price. Address E. A. Day, Burke, N. Y.

For Sale at a Sacrifice.

A new full-nickled 52-in. SPECIAL SANSPAREIL ROADSTER. Never been used. Ball pedals, hollow detachable handle-bar, Eclipse Saddle, 1885 pattern. Will sell on easy terms to reliable parties. Address

THE 'CYCLING PUBLISHING CO.
21 Park Row, Box 444, New York

THE BUFFALO SADDLE CLIP.

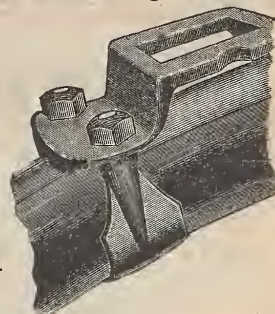


Fits any Backbone.

Weights only 5 ounces.



A Necessity for Touring.



With it a broken spring can instantly be replaced.

Packs compactly for storage in saddle-bag. Indispensable to Racing Cyclists and Fancy Riders.

SEND STAMP FOR CIRCULARS. PRICE, NICKLED-PLATED, POST PAID, \$1.00.

BULL & HAYNES,

MANUFACTURERS OF ACCESSORIES AND DEALERS IN

BICYCLES, TRICYCLES, PARTS AND SUNDRIES.

REPAIRING A SPECIALTY. Our facilities for doing all kinds of work, such as Brazing, Painting, Nickle Plating, &c., &c., at reasonable prices, are unexcelled. CORRESPONDENCE SOLICITED. Wheels sold on the installment plan. HERSEE HALL RIDING SCHOOL. Open evenings. Purchasers taught free. CORNER MAIN AND CHIPPEWA STREETS, BUFFALO, N. Y.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

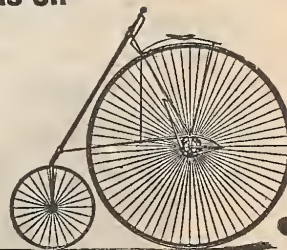
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

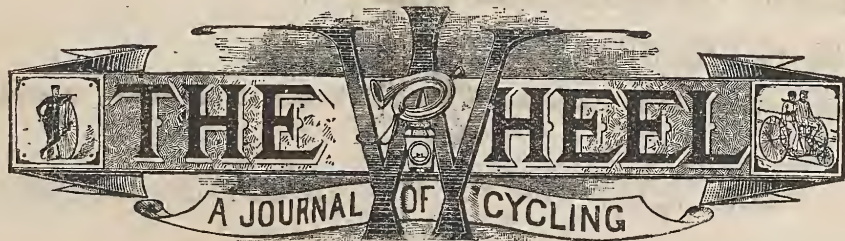
Smithville, Burlington Co., N. J.



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Bicycling World and The Wheel \$2.00 a Year.

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THE 'CYCLING PUBLISHING COMPANY,

BOX 444

21 PARK ROW, NEW YORK.

A WHEELMAN'S AUTOGRAPH ALBUM!
MY CYCLING FRIENDS.

DESIGNED AND COMPILED
FOR COLLECTION OF AUTOGRAPHS.

It is handsomely bound in cloth, with gold and black markings.
It has one hundred pages—gilt edge.
Three hundred selections from the poets in regard to the wheel.
Three hundred cards or spaces for the autographs of cycling friends.
Three hundred Engravings illustrating each quotation.

PRICE ONE DOLLAR, POSTPAID

WILL C. MARVIN, Ovid, Michigan.
Sole Agent for the United States and Canada.

YOU CAN BUY A
NEW BICYCLE

LIGHT ROADSTER, FULL ROADSTER OR RACER

Strictly First-Class, Ball Bearings, Hollow Forks, etc. Nickel, Paint or Enamel, Sound and Perfect, but very slightly shop worn.

For Less than the price of a good second hand, low class wheel.

This is an opportunity to get a wheel for little money. Do not loose it. Only a limited number for sale and they are

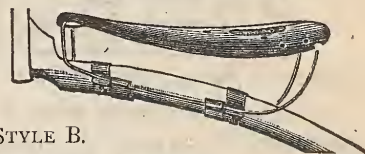
BARGAINS EXTRAORDINARY

Send for descriptive price list and mention this paper.

S. T. CLARK & CO. BALTIMORE, MD.

THE DURYEA SADDLE.

Patented Feb. 19, 1884.



STYLE B.

Used by Hendee, Prince, Sellers, Howen, Woodside, Corey, Landy, Jenkins of Louisville, Brooks, Eek, Morgan, Higham, Yates; also Miles, Armaindo, and Sylvester and all the flyers. Fits any machine, including Star Bicycle. Special terms to dealers.

PRICES, JAPANNED, \$3 00; NICKLED, \$3 75. Sent, postage paid for, on receipt of price.

N. Y. TOY COMPANY,
14 HOWARD ST., NEW YORK.

MISCELLANEOUS.

[Advertisements inserted in this department, not over four lines nonpareil, for \$10 a year.]

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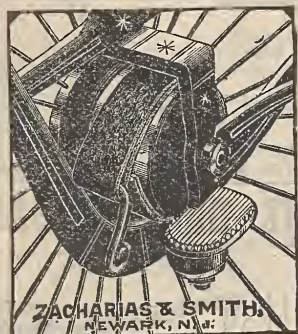
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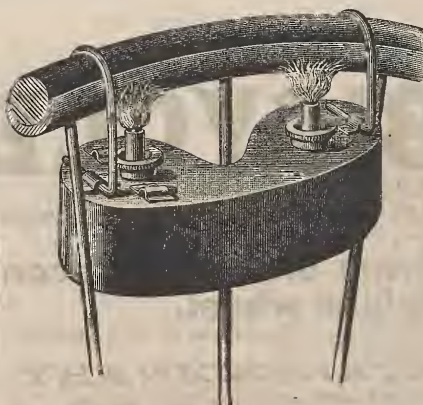
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