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Mr. H. B. Donly's letter in the last WHEEL has created considerable of a stir among wheelmen, coming as it does from the secretary of the Canadian Wheelmen's Association, it carries with it more than usual weight. We are not exactly in accord with Mr. Donly's views on this important subject, and see fit to set forth some arguments in opposition to his supposition that by holding the meet on July 2d and 3d it will necessarily clash with the arrangements of the Canadian's Wheelmen's Association.

Mr. Donly is a most excellent gentleman, and in every respect worthy of the greatest consideration. His personal influence in Canadian wheel circles is very considerable, but he labors under a misapprehension in thinking that the establishment of the League meet in Buffalo July 2d and 3d will serve to injure the C. W. A. meet, except, perhaps, the very natural fact that the L. A. W. meet will be a much larger and more attractive affair, owing to our superior numbers, and a few Canadians might conclude to visit the L. A. W. meet in preference to their own, where their financial status or limited time would make the attendance on only one of the two meets possible. The meet of the L. A. W. will no doubt be held in Buffalo. It is for the interest of the L. A. W. to hold its next meet there. The unanimous opinion, almost,

of L. A. W. members is that it should be held in Buffalo. This being the case, the date of the meet must be set to accommodate the climate of that city and the wheelmen of Buffalo, whose guests the L. A. W. will be. Owing to lake influences it will not be proper to hold the meet there earlier than the middle of June, and the best time would be the fore part of July. Buffalo wheelmen are unanimous on July 2d and 3d.

The fact that Buffalo wheelmen set this date for the proposed meet in their city is conclusive of its fitness, and the only appropriate date to set by the board of officers in allotting the time and place of meeting. The fact of Buffalo being on the international line will very naturally cause Canadian wheelmen to visit our annual gathering. For Upper Canada Buffalo will be a quicker and cheaper point than Montreal for them to visit, two great requisites with a busy people. The C. W. A. meet is not yet definitely settled upon. Therefore, if the C. W. A. managers apprehend that they will suffer by the proximity of the L. A. W. meet, let them change their date on the principle of the smaller organization accommodating itself to the greater influence. For our Canadian brethren we have the greatest friendship and respect, and trust the feeling between the L. A. W. and C. W. A. may always be the best; but it is a fact that the L. A. W. tried to establish itself in Canada and bind the wheeling people of North America together in one union without success—the Canadian wheelmen preferred an organization of their own, in which preference they had a perfect right, it being natural and consistent. But setting aside all personal and international friendship, and the mutual sympathy in the common cause existing between American and Canadian wheelmen, we see no obligation on part of the L. A. W., speaking in a strictly business sense, to sacrifice its interests or the unanimous desire of American wheelmen to favor a people that refused common union. There can be no "offence" in the L. A. W. setting a time and place of meeting that might not be in accord

with the interests of the C. W. A. To place the annual meet of the L. A. W. in Buffalo July 2d and 3d is a purely business transaction, and represents foresight, sagacity and enterprise on part of the L. A. W. management. American wheelmen cannot too strongly express their respect and admiration for their Canadian contemporaries, for in all the attributes of excellence they are not second to our best.

We therefore cannot feel that the Canadian Wheelmen's Association and the League of American Wheelmen will ever be antagonized, especially on the basis of date of annual meeting. The wisdom of the C. W. A. has heretofore placed their annual meeting on the 1st of July, the Canadian national holiday. The L. A. W. management is adopting concurrent wisdom and placing its meet about July 4th, the American national holiday. These are two days, of all days in the calendar, when Americans and Canadians celebrate. Let the beaver celebrate on the 1st, and then come over and help the eagle scream!

LEWEE'S LETTER.

The annual dinner (I understand that it is hereafter to be really an annual affair) of the Massachusetts Bicycle Club was held at Young's last Tuesday evening. From all accounts it was a very enjoyable occasion. As there were no invited guests the treasurer was probably particularly happy. The following account of the dinner was handed me by one of the members present:

The third annual dinner of the Massachusetts Bicycle Club was held at Young's hotel Tuesday evening, January 20, about one-third of the members being present. Although the circular sent to members stated 7 P. M. as the hour, it was 7:30 before the members were seated. After discussing the menu and cigars reached, President Williams called the club to order. He reviewed the general standing of the club and complimented the members on its high standing. The president then called upon Capt. E. W. Pope, who gave a detailed account of the runs called, attendance, etc. Mr. Shillaber responded on behalf of the married men. The other speakers were Messrs. Slocum, Pratt, Col. Pope, Morse, and Cooke. A letter was read from A. S. Parsons regretting his inability to be present. The festivities closed about 11:30 P. M.

I understand that the Racing Board have investigated the Phil. Hammill affair, and are to report "no case." I am very glad of it, and offer my congratulations to Mr. Hammill on his reestablished amateur standing.

Of all the queer rules governing bicycle races, that of the recent Chicago slow race decidedly takes the lead. The idea of permitting a man to come to a standstill, subject only to the penalty of one point to the lead. If such a race was held hereabout it is impossible to tell how long it would take to finish it. The riders would bring their machines to a standstill, and keep them there, eating their meals while in that position, if necessary.

The vote on the League amendment question was certainly a large one, and argues well for an increased interest in League affairs. I was very sorry, though, to see the returns from New York State so much in excess of those from Massachusetts. With two such enthusiastic supporters of the League as the "Bicycling World" and the "Springfield Gazette" within its boundaries, the State should certainly do better.

We are to have another 'cycling house in our city, the Overman Wheel Co. is to remove its headquarters from Chicago to Boston about Feb. 1. Glad to have them come. "The more the merrier," as the saying goes. It will have to be a pretty enterprising concern, though, that will stand much chance in competition with the three large firms already so firmly established here.

I am told that at the annual dinner of the Massachusetts Club the only persons present who drank anything of an exhilarating nature were members of the Ramblers Club. This is rather a bad give-away on the Ramblers. They should reform, and learn to love the recognized Massachusetts Club drink—fresh milk. If they cannot go milk, perhaps they will be willing to compromise on koumiss. The latter contains all the good properties of milk, with the addition of the exhilarating element.

I had a pleasant little chat with Mr. F. A. Elwell, of down East fame, a few days since. He stopped a few days in Boston on his way to New York to join the Bermuda tourists. Mr. Elwell thoroughly believes in the Bermuda tour, and says that his great ambition is to get up a sufficiently large party so that a steamer can be chartered, and the tourists thus be independent as to the length of their stay on the islands. He thinks that if a party of about seventy-

five could be organized, a steamer could be chartered and the party be able to remain on the islands for about ten days, at a total cost of about \$75 each for the whole trip, which would occupy in all about a month. This would certainly be a delightful way of avoiding a portion of a disagreeable New England winter, and, if properly worked up, there is every reason to believe that such a party could be brought together.

It is rather amusing the way some of the 'cycling journals complain about other papers using their stuff without giving credit, for it is noticeable that those who make the greatest outcry over the matter are those papers which steal the most themselves, and contain the least matter worth stealing.

Boston has contributed \$1 toward the Keen fund. Wonder how much the city would contribute should a testimonial be gotten up for John S. Prince?

The second annual ball of the Charlestown Club will be held this evening, and without doubt will prove a very enjoyable affair.

Among the numerous presents the President-elect received was a full nicked bicycle. As Mr. Cleveland has made it a rule to return all presents sent him, the machine was promptly shipped back to Boston, from whence it came. The question now is, Who sent the bicycle?

W. F. Faulkner, the Lynn professional bicyclist, will this evening try his speed against a roller skater in a five mile race.

J. F. Walters, of London, England, and maker of the Iriquois bicycle, has been in Boston for the past few days. He has with him a number of machines, and came to this country for the purpose of establishing an agency here.

"Outing and the Wheelman" is to be greatly improved with the March number, and the subscription price per year is to be increased to \$3.

Owing to the expiration of a limited partnership the firm of Stall & Burt have dissolved. W. W. Stall will continue the business at the same stand with the New England agency of the Star, while W. V. Burt, it is reported, is to take the American agency of a large English 'cycling firm.

C. H. Lamson, of Portland, Me., has invented a most convenient and cheap tire heater. It consists of a rubber tube about three feet long, so arranged that it can be easily snapped on to any gas jet. At the terminus of the rubber tube is a small Bunson burner, enclosed within a suitable handle. A flame six inches long can be obtained from this, and the whole affair is so small that it can be carried in any ordinary tool bag. The heaters are shortly to be for sale by the Pope Manufacturing Co.

The number of novelties in bicycles, tricycles, and sundries to be brought out by the Pope Manufacturing Co., and other American dealers, the coming season, will be varied enough to satisfy the most exacting.

The annual dinner of the Boston Bicycle Club will be held at Parker's Feb. 7.

The Club Committee of the defunct Boston Ramblers' Bicycle Club met one

evening last week and finally settled up the affairs of the organization. The treasurer's report showed that when all the bills had been settled, a balance of about \$1.33 will be due each member as his share of the spoils. The Club trophies and property that had not been sold, were divided among the members by lot. E. L. Parker and E. G. Whitney secured a volume of "The Wheelman"; E. B. Cole, the ice pitcher and salver; R. S. Low, the "Wakefield prize cup"; I. S. Damerell, the white banner, and A. D. Rice the pink banner. The silver bugle was given to C. S. Howard, in recognition of his services while captain.

SAFETY BICYCLES.

COMPILED BY W. I. H.

[CONTINUED.]

"THE DEVON."

This machine differs from the ordinary bicycle in its method of driving. To the side of each fork a straight rod is attached, working at its top end upon a joint. In length each rod about reaches the bearings, and at its lower extremity a second rod is jointed. This second rod has attached to it, at about one-third of its length from the first, a socket and pin, the latter of which is provided with a nut, wherewith it is fastened to the crank end in the same way as an ordinary pedal; passing this point the rod curves, dropping so as to form a U, the rearmost end of which carries a pedal. The side rod swings to and fro, and upon pressure being applied to the pedals they act somewhat on the lines of a piston and crank, and so work the machine. The advantage of this method of driving is that the rider can put his saddle way back from the head, an extreme long spring being used, and so obtain safety and yet have his pedals well beneath him with a nearly vertical tread. An ingenious contrivance can be applied to this wheel by which the steering is affected by both wheels simultaneously, and the rider can take very sharp turns in safety.

LITTLE SHIELLY.

A very peculiar bicycle. It has 20 and 30 inch wheels. The rake of the forks is three inches. From the front bearings two stout rods fall away backwards, one on each side of the wheel, at an angle of 30 degrees, and terminates one inch beyond the circumference of the wheel, where they support a short horizontal rod, the whole being held in place by stays running to the junction of the forks. Nearly the same framework is run out in front, only the angle of the rods is 45 degrees and they run upwards from the bearings. Between the extremities of the two frames, projecting in front, a spur wheel is fitted with ordinary cranks. To the horizontal rod, supported in the rear, two levers are attached, ending in broad hollow jaws, between which pedals are fitted; these pedals are in position a few inches in front of the bearings and five or six from the ground, and are connected by steel rods with the cranks on the spur wheel. This spur wheel is connected with a similar one, on the hub of the driving wheel, by a chain gearing. Working the levers turns the cranks, and the chain on the spur wheels transmits motion to the driver and so propels the machine. These wheels can be geared to 60 inches.

SUN AND PLANET.

This belongs to the small wheel variety, and has a driving wheel 36 to 44 inches. The steering action, foot motion and position of the rider are identical with those of the ordinary machines. Upon each side of the hub a large 8 inch spur wheel is fastened just outside the forks; taken thus the wheel and its attachments with a hollow axle run loose in the bearings; through this hollow axle a rod passes, carrying at each end a crank, which is provided at its end with a small spur wheel so placed as to gear with the larger one, and the same pin that serves to secure the small wheel to the crank end is used to attach a second crank, which hangs loose and carries a specially constructed pedal at its lowest extremity. If either of the cranks be turned by itself upon its own centre the small spur wheel will revolve and travel around the large one, but if the feet are pressed so as always to keep the crank in a vertical position the small wheel draws the large one round with it, causing it to travel about $1\frac{1}{2}$ revolutions to one of the pedals.

The safety of this machine lies principally in the small size of the driving wheel.

THE FACILE

comes next on the list. The diameter of the driving wheel is 40 inches. The rear wheel, diameter 22 inches, trails a long way behind the leader to decrease the liability of a header. The front forks are prolonged 12 inches below the bearings and curve slightly forwards; to their ends are jointed 18 inch pedal levers, to which secondary cranks are jointed. The object of this; as indeed in all other small machines, is to allow a tall man to drive a small wheel with a straight leg, having the feet close to the ground. The leg action in this machine is nearly vertical. The steering action is the same as in ordinary bicycles, except that the feet give no assistance, the arms only being used.

THE KANGAROO

has a driving wheel of 36 inches and rear wheel 22 inches. The forks are tubular. The short arms carrying the bearings are strongly clamped on to the forks, which from here downwards are double, one fork within another. Thus while the axle is some $2\frac{1}{2}$ inches in front of the fork, the pedals are kept well under the rider. On each side of the driving wheel is a toothed flange, part of the hub, in fact. A toothed wheel is attached to each pedal crank, which is connected with the hub flange by an endless chain. The size of and number of teeth on the crank wheel determines the revolutions of the driving wheel as compared to the crank. The machine can be geared to 60 inches. The small wheels with pedals close to the ground make a side fall but of little account, while the weight of rider and backbone and distance from the head preclude the possibility of a header. The arms that run out on either side are to rest the feet upon while coasting.

'XTRAORDINARY CHALLENGE

has a driving wheel 48 to 54 inches and rear wheel 22 inches. The claim for this wheel is perfect immunity from headers and ease in mounting and dismounting. Any size wheel can be used, irrespective of the rider's length of leg. The safety is effected by a very great rake of the forks, and the rake is counteracted by levers. The pedal action is

different from the ordinary. The rake may be from seven to twelve inches, or more if desired, but it is not generally over nine inches.

THE RUDGE SAFETY

is another of the small wheels. It is really a miniature of the Rudge Roadster. It differs from the ordinary only in the size of the wheels and the addition of gearings. The forks extend below the centre as in the Kangaroo. At the extremity of each is a gear wheel with fifteen teeth, which are connected with flanges in the hub of the driving wheel, having nine teeth, by an endless chain.

The safety is derived from the fact that a large proportion of the weight of the machine is placed at the lower end of the fork extension, which acts as an anchor to keep the rear wheel on terra firma. The machine is easy to mount and dismount, and can be propelled and steered as well as the ordinary.

THE AMERICAN STAR

has the little wheel in front and is driven by levers. Headers on it are almost impossible. The driving wheel is set in a frame work, which supports the steering bar, with forks on the end of it, in which runs the steering wheel. The driving mechanism consists of two sets of gravity pawls and ratchets, one on either side of the wheel and connected with its corresponding lever. The manufacturers also make a machine with a much smaller driving wheel, and a little different construction of the levers, which is called the "Pony Star."

In addition to all these "safeties," there are promised next season a number of small, geared-up bicycles. The "xtra" is to be made with larger levers and smaller wheels. A small safety, to be ridden by either lady or gentleman, will be put on the market, and also a small machine called the "Humber Safety," which is to have the little wheel in front like the "Star," and which will have a rotary motion and be practically "a Star Crank."

REMARKS BY TERTIUS.

It is a cold day; the thermometer has fallen to 45 below zero, and is frozen solid. The big coal stove within five feet of me is red-hot all over, but my breath freezes at every breathe, and a heated poker in my ink barely keeps it fluid. It is a very cold day; my friends Quintz and Jim Josh have just entered my den, and are removing their wraps; Quintz has on three pairs of overshoes, four overcoats, five pairs of gloves, and a hot brick to each ear. I have a flask of fine ante bellum Kentuck on the stove to keep it from freezing. Jim is a toteetalar, so I pass the flask to Quintz. He takes it with a smile, and is about to take a "smile"—when, confound the luck—the liquor begins to congeal, and in another moment is frozen solid! Yes, it is a cold day. An unfortunate dog across the street has just tried to bite a tramp, but the bite has frozen fast in his throat, and his owner is trying to break it loose with a club. A woman who gave a rival a "freezing look," has been fined ten dollars and costs. One of our best poker players proposed a game of "freeze out" at the club rooms last night; he was instantly seized and thrown out of the window—but, sad to say, was not injured, although he fell forty-one feet, nine and one-half inches, by the tape.

He said it was like falling into a snow drift. The air was so full of frost that it kept him up, and he fell to the ground like a feather. Quintz and Jim have come to talk about the tournament of the Weedsport Bicycle Club next June. Of course you know that we are to have a grand meet here, probably the 17th and 18th of June, which will be an event in 'cycling matters. Jim Josh remarked that he would have to get a new handle for his racer, as the intense cold had drawn the temper from the steel so that the handles lopped right down on each side of the forks. Quintz added that his racer was much worse off, as the cold had buckled his big wheel all out of shape. "Gentlemen," said I, my bosom swelling with pride, "I have taken full precautions against the ice king; my wheel is safe, my wheel is provided with gum overshoes, ear muffs, buffalo robes, hot scotches, and woollen blankets, etc., ad lib. Come and look at it." We went into a closet covered knee deep with furs, the walls being heavily draped with Astrakan and lamb's wool. My wheel reposed gently upon its head, robed like a Russian, and my companions turned green with envy at sight of its comfortable surroundings. I proceeded to take off the wraps that I might gaze on the graceful beauty. Alas! how true are the words of Solomon: "Pride goeth before destruction, and a haughty spirit before a fall." The frost king had touched my elegant racer with his fatal breath, and the deadly work was done. Every blessed spoke was frost-bitten, and when the hot air struck the wheel the ruin was complete. The spokes fell out, the rubber dropped off and fell in a puddle at my feet, the backbone collapsed like a telescope, and the fellows were mixed up worse than a Tammany caucus. It was a cold day! Being a wealthy man I of course did not mind the monetary loss, but I was proud of my wheel, and it made me feel bad to have it frozen to death. However, the thoughts of the tournament drove all other matters out of my head. The Weedsport Bicycle Club will give a two day's tournament about the middle of June, for the following reasons:

1. Because it wants to.
2. Because Weedsport wants us to.
3. Because we believe in tournaments.
4. Because we have a fine half-mile track.
5. Weedsport has a central location, excellent hotels, splendid railroad facilities (twenty-three passenger trains daily), and its people are warmly interested in 'cycling.

The Weedsport Bicycle Club is composed of workers, and it is intended that the coming meet shall be a grand success if money, pluck and hard work can accomplish it. There will be races of every description—amateur, professional, tricycle, tandem, etc.—and a valuable array of prizes will be offered. The club solicits correspondence from wheelmen in every locality, and letters addressed to the Charles Townsend, Secretary Weedsport Bi. Club, Weedsport, N. Y., will receive prompt attention.

Remember the dates, June 17 and 18, 1885.

Yours truly,

TERTIUS.

P. S.—In looking over this MSS., I find to my intense astonishment that I have got two separate articles irretrievably mixed. I started to write about a

wonderfully cold day, and got the coming tournament of the Weedsport Bi. Club mixed up with it. However, don't forget the letter. T.

THE FINEST BICYCLE AND ATHLETIC CLUB-HOUSE IN THE WORLD.

The magnificent brick and terra cotta building on the southwest corner of Sixth avenue and Fifty-fifth street is daily attracting the attention and admiration of passengers on the elevated railroad. It has been luxuriously furnished, and the last artistic touches to its interior are now being made. There will be a grand house warming on Feb. 5, and its owners will take full possession two days later. The rooms will then be open day and night as long as the structure stands. It is the temple of the New York Athletic Club, and undoubtedly the finest club-house devoted to athletic exercises in the world. It has cost the club, including ground, \$300,000. Its equipment is complete, and it has all the latest modern appliances in the way of electric buttons, electric bells, electric lights, electric clocks, and hydraulic waiters. The kitchen is on the roof, and meals are served in a dainty restaurant on the second floor.

The building has a frontage of 76 feet and 6 inches on Sixth avenue, and 100 feet on Fifty-fifth street. The main entrance is beneath an exquisite arch or portico of red granite on Fifty-fifth street. The visitor enters what is termed the staircase hall. It might almost be termed a rotunda. A broad staircase with rich balustrades winds to the gymnasium on the fourth floor. A bronze statue of Mercury, caduceus in hand, with winged head and feet, stands on the newel post of the staircase, bearing aloft an electric torch, a la Bartholdi. The hall is exquisitely furnished, and has a cheery aspect. The office is on the left of the entrance. It is fitted up much like the office of a hotel clerk. Speaking and pneumatic tubes connect it with every part of the building. The committee room is back of this office. The entire northeast corner of the floor is set aside for the use of members desiring Turkish baths. The steam, scrubbing, cooling, and massage rooms equal anything of the kind in either Europe or America. Slabs of the purest white marble were used in their construction. A marble tank offers a plunge bath, and lounges and dressing rooms, with portieres, invite repose after a plunge. A barber shop, luxuriously furnished, occupies the southwest angle of the first story. The hat and coat room is near the staircase hall.

THE GREAT NATATORIUM.

The great attraction of the first floor, however, is the swimming bath. It is nearly as large as the Bijou Opera-house. White marble was used almost exclusively in its construction. Its bottom is covered with white encaustic tiles, which give the water a pellucid appearance. It is 68 feet long and 21 feet wide. It can be filled with pure Croton in two hours, and the water can be warmed to any temperature by the use of steam from the boilers. The steam may be carried to any part of the bath through rubber hose. Dressing rooms adjoin the bathroom on the north. They open upon a marble corridor, with columns and arches facing the pool. Mar-

ble steps lead to platforms of marble at the ends of the tank. From either corridor or platform a direct plunge may be made. Swimmers emerge by stairs so delicate that they recall the filaments of a spider's web. Daylight is admitted through great windows at the south. These windows open upon a marble hall facing the natatorium, large enough for a conservatory. It is to be filled with palms and rubber trees, whose branches will be reflected in the clear water. This tropical grove will probably enhance the enjoyment of the bathers. At night the effects of daylight will be preserved by a great nest of electric lights, which hangs over the tank like a jewelled crown.

Six bowling alleys are to be found in the basement. Two of these can be made private. They have a private entrance from a small alley in the rear of the building. A shooting gallery is ranged at the side of the bowling alleys. The alleys are lighted by electric lights. A novel effect has been produced by gilding the pipes and pumps stretching along the ceiling and leading to rooms above. There is a laundry in the basement, also a storage room for bicycles, which are taken to Fifty-fifth street by the paved alley in the rear. The wine vaults are beneath the sidewalk in Fifty-fifth street. The boilers which furnish the steam, and the engine and dynamometer which make the electric lights are beneath the foot pavements of Sixth avenue. Engine, dynamo, and lights are all of Edison's latest patents.

SPARRING AND BILLIARD PARLORS.

The stairway leading to the second floor opens in a reception hall, a model of comfort and taste. A lofty fireplace, richly tiled, recalls the days of Queen Anne and Louis Quatorze. The room is substantially furnished. Its antique chairs are upholstered in morocco, whose rich red color is set off with the polished brass heads of their nails. A hallway leads from the reception room toward Sixth avenue. The reading-room and parlor are entered on the left, and the restaurant on the right of this hallway. All these rooms are richly but not gaudily furnished and decorated. Everything has a substantial look. The restaurant will seat ninety persons. A serving room adjoins the restaurant, and is connected with the kitchen on the roof by a hydraulic dumb waiter.

Flanked by the parlor and restaurant, the hallway leads to the billiard parlor, which stretches along Sixth avenue at about the height of the elevated railway. There are four billiard and two pool tables of exquisite finish made by the Collender, Brunswick & Balke Company. One of these tables is placed in a private room adjoining the billiard parlor. Like the private bowling alley, it will be reserved for matches or for members accompanied by ladies. Nothing that could add to the comfort of players has been omitted in these rooms. Electric lights glow above the tables, refreshing drinks and sandwiches appear as by magic, and marble basins are at hand in little niches and alcoves.

The main staircase leads to the third story, in what is known as Locker Hall. Nearly two-thirds of the floor is occupied by private lockers. There are 1,024 of them in rows, all numbered, with long lanes between them, and all lighted by electric bulbs. A sparring room absorbs the Sixth avenue corner. It is plainly but neatly furnished, and will be under the supervision of Prof.

Michael Donovan. A twenty-four foot ring will be its main attraction. Here members can practice the manly art of self-defence amid the roaring of the elevated trains, and punish each other to their hearts' content without fear of police interference. Douche rooms with hard-wood ceilings, tiled walls, and tessellated flooring adjoin the sparring chamber. To these rooms the sparrers can betake themselves after their lively contests, and wash away the stains of the fighting beneath cooling shower baths. A friction room is near at hand, where the combatants are dried after the douche baths. The toilet room occupies the southwest corner of the third floor. Combs, brushes, mirrors, whisks, and other necessary adjuncts of the toilet are there in profusion.

A MODEL GYMNASIUM.

The whole of the fourth floor is devoted to the gymnasium. It is twenty-two feet high. As regards light, ventilation, and apparatus it has no equal in the world. Windows surround it on all sides. In the evening it is to be lighted by electric bulbs, thus doing away with the heat arising from the use of gas. On summer evenings the atmosphere will be cool and delightful, and the members can exercise as freely as in winter. The exercising apparatus has been provided by Dr. Sargent, of Harvard College, at an expense of over \$5,000. It includes many machines invented especially for the New York Athletic Club. Over 100 of these machines are now in position, aside from the trapezes and horizontal bars. Every muscle in the human body, even down to the muscles controlling the fingers and toes, can be developed and hardened by the use of this apparatus. There are rowing machines that can be handled, like college shells, by a whole boat's crew, and machines that strengthen the muscles of the neck, tighten the grip of the hand, straighten the chest, and drive weakness from the loins. The air is a network of rings, ropes, and trapezes. A farmer looking at the machinery ranged against the wall might easily imagine himself in the agricultural department of a State fair.

The officers of the club consider themselves fortunate in securing the services of Mr. George Goldie as superintendent of the gymnasium. For fifteen years Mr. Goldie has been professor of gymnastics at Princeton College. He is credited with having no equal in his combined knowledge of athletics and gymnastics. For seven years he held the all-around athletic champion prize of the United Caledonian societies of the United States and Canada. There is no feat in the gymnasium too difficult for him. Princeton subscribed liberally in an effort to retain his services, but the New York Club outbid her, despite the great pressure brought to bear on Mr. Goldie. The superintendent makes a medical examination of each patron of the gymnasium, and suggests the rudimentary physical discipline necessary to develop a thorough athlete.

A gallery suspended from the roof surrounds the gymnasium. It has a track for pedestrians and runners—not one of the old sawdust canvas-covered tracks, but bevelled at the corners like a railroad track on a short curve, with a bottom of heavy felt, covered with a half-inch layer of corrugated rubber. This layer gives a spring to the foot, and prevents the runner from untoward

slipping. The kitchen is a model of neatness and simplicity. There is every facility for cooking a dinner for 300 persons. An immense tank at the south-east corner of the roof supplies every apartment with water. It is supplied by a steam pump in the basement. Aside from the tank there is much unused space on the roof, which it is proposed to cover with ferns, palms, and other shrubbery, and utilize as a sort of summer garden for the use of members of the club and their friends.—[New York Sun.

GOTHAM GOSSIP.

Press of private affairs has rather prevented my giving your readers an affliction in the shape of my column of trash, as the word news is well buried beneath the sun and ice of a cold January. There is little or nothing doing here in the city. The only real item of news that can be relied upon is the date of the annual dinner of the Citizens Bicycle Club, at the Grand Union Hotel. Friday, Feb. 13, has been selected, and a jolly time will no doubt be the result. In fact the Citizens are very wide awake, and one great reason why they do not spend more of their time at their club house is the fact that many of them are society men, and you can rarely go to the opera, theatre, or any large ball without meeting one of them. A few have developed matrimonial intentions, and one popped off rather suddenly a few weeks ago.

The Ixion Club are great skaters, and dot nearly all the eight rinks in New York at various periods. Their fondness for club rooms is explained by the fact that nearly one-half of them are musicians in one form or other. The banjo is most popular, and is a common sound in the neighborhood of 2 East Sixtieth street. Jim Burdette is a member and he is of course a host in himself.

The trade is in a fair way to brighten up. Messrs. A. G. Spaulding & Bro., of Chicago, have located here at present at 47 Murray street, but I understand they are to have a large store in a desirable district at an early date. They handle the "Kangaroo," and have had a special machine built to order for them by a well known English manufacturing concern. It was designed by their energetic manager of the bicycle department at Chicago, Mr. L. W. Conkling, and it combines the best points of all the known makers. They will probably push it very heavily, and I have no doubt but what it will "go" with such a substantial backing.

Geo. R. Bidwell & Co. have brought out a new patent letter file, consisting of a box with movable adjustable compartments for each letter of the alphabet, and any special department that can be labelled to suit the taste. It is very compact, and sold for the reasonable price of \$4. It is made to exclude all dust, but at the same time easy of access in case of reference.

The Kings County Wheelmen's reception was unusually successful, and although many Gothamites were absent, the few who participated enjoyed themselves immensely. I understand they give a carnival at the Brooklyn Roller Skating Rink shortly. The track is, I believe, about ten laps to the mile, but the skating will doubtless be the attraction. X. Y. Z.

OFF FOR BERMUDA.

Thursday, January 22, was a cold, blustery day, but in spite of wind and weather a jolly party gathered in a private dining-room at the Astor House about noon. Ten of the tourist party were on hand, and together with several local wheelmen sat around the festive board. The members who were booked to go were as follows:

Frank A. Elwell, Portland, Me., 51 inch Yale.

S. C. Miller, Mass. Bi. Club, Columbia tricycle.

W. H. De Graff, Harlem Wheelmen, Kangaroo.

S. T. Shaw, Citizens Club, New York, Kangaroo.

C. H. Lamson, Portland, 50 inch Expert.

C. F. Joy, Mass. Bi. Club, 52 inch Expert.

S. D. Engle, Hazleton, Pa., 50 inch Special Columbia.

J. M. Thompson, Watkins Glen, N. Y., 54 inch Expert.

Dr. W. H. Hertz, Hazleton, Pa., 45 inch Star.

R. L. Phillips, Pottsville, Pa., 54 inch Expert.

W. H. McCormack, Citizens Club, New York, 52 inch Rudge.

Rev. W. Buddington, Brooklyn, N. Y., Kangaroo.

The last two named did not put in an appearance. The other visitors were the Peerless Pitman, Karl Kron, and the following "Citizens": Simeon Ford, Frank J. Pool, Elliott Mason, T. C. Smith, and Geo. R. Bidwell. There was a feast of reason for half an hour, owing to the non-appearance of the solitary waiter, and a flow of soul, coupled with bumpers of champagne. At two the party repaired to the "Orinoco," and at three sailed down the bay, leaving the few shivering wheelmen on shore wishing they were in the party. The trip will occupy about two weeks, although a few will remain over if the country and good times warrant it.

K. C. W.'S RECEPTION.

Probably the largest and gayest company that ever filled Knickerbocker Hall, gathered there last night, at the reception of the Kings County Wheelmen, which proved to be the most successful ever given by that organization. The floor was thronged and the gallery was filled with spectators. Palms and other plants half hid the glistening spokes of half a score of wheels on the stage, and Schneider's orchestra, stationed near at hand, never gave forth more animated melodies.

The wheelmen all appeared in the jaunty uniform habitually worn by riders of the frisky steed. One gallant who wore knee breeches, and who donned with it a swallow-tailed coat with the vest conventionally associated therewith, had the appearance of a devoted adherent of the art principles propagated by Mr. Oscar Wilde. The ladies' costumes were, in many instances, novel and beautiful, and served to give a very picturesque air to the gathering. The drill in bicycles by the club team was of unusual interest, and the fancy riding by Mr. W. D. Bloodgood was marvelous to the inexperienced on-lookers.

The series of dances, which was not finished until 2 o'clock, was joined in by an animated company of nimble people.

The floor managers were Messrs. Malcolm L. Bridgeman, Franklin Loucks, and Frank Fenstermaker. The Reception Committee consisted of Robert F. Hibson, chairman; Edward Pettus, Thomas B. Hegeman, Edward F. Fisk, A. C. D. Loucks, Wm. H. Austin, Frank H. Douglas.

The following are the present officers of the Wheelmen: Robert F. Hibson, president; Thos. B. Hegeman, vice-president; A. C. D. Loucks, secretary, Charles Schwalbach, treasurer; Edward Pettus, captain; Edward F. Fisk, first lieutenant; Frank Fenstermaker, second lieutenant; John H. Long, color-bearer; Eph. Johnson, bugler.

END OF "K. K.'S" FIRST YEAR.

EDITOR OF THE WHEEL: The present dreary day, which concludes the first year of the canvass for "X. M. Miles on a Bi." has brought me but a single subscriber, in an "Arkansaw traveller," from Pine Bluff, whose pledge just doubles the representation of his State upon my list. The total for the week is thus raised to 31, for the month to 112, for the quarter to 351, and for the year to 2,358. With this may be compared the record of the first week (after THE WHEEL of January 25, 1884, put my canvass in motion), 238; the first month, 533; the first quarter, ending April 25, 1,137. The second quarter, ending July 25, brought 365 names, and the third quarter, ending October 25, brought 505. Dividing the twelve months into thirds, the first third brought 1,280 subscribers; the second 660, and the third, 418; or, by halves, the first six months brought 1,502, and the second 856.

It is just sixteen years ago to-night since "the best of bull dogs," whose ever blessed memory my road-book is designed to perpetuate, dropped down dead in the snow; and in planning to put his portrait opposite its title page, I am not moved by a mere whimsical fancy, but by a desire to do justice to a shining example, from obedience to which all my hopes of successful publication really spring. Nothing but death or disablement could loosen the grip of the dog from any object which he had once fastened upon; and I should think myself unworthy of the respect and friendship which he used to have for me in bygone days if I allowed any lesser obstacle to upset my expressed determination to "print the names of 3,000 one-dollar subscribers as an appendix to 'Ten Thousand Miles on a Bicycle.'" I don't know how long it may take for me to get the 542 names now lacking, but if I live long enough to print the book at all, I shall assuredly print the names of those 3,000 supporters.

There is no doubt about my ability to get them, provided my health doesn't break down in the struggle. The doubt now simply is as to the amount of time and money required in getting them, and the probability of any margin of profit being left after getting them. Let me assure those patrons of the scheme who think that I ought to issue the book before I secure a guaranty fund of \$3,000 in its support, that my cash expenditures on account of it are almost certain to reach \$2,700. Am I over-cautious, therefore, when I insist on having a margin of \$300 as a reward for eighteen months' of wearing labor in developing the scheme?

If people will bear in mind that ten cents rather than a dollar represents my probable profit on each of the 3,000 advance subscriptions (or, in other words, that my only hope of any profit really worth considering is connected with my ability to sell the remaining 2,000 books at \$1.50 each), they may understand my persistence in securing 3,000 advance supporters at all costs and hazards. The theory on which I have kept up my courage from the outset simply is that each advanced patron probably represents a subsequent purchaser of the book. The theory may be wrong, but it is the basis of my scheme, and I am bound to live up to it, no matter how long it may take me to enroll the 3,000 names which seem necessary to ensure a probable sale of 5,000 books. No one else can possibly have a thousandth part of my own impatience in looking forward for publication day; but when a man has risked two years of his life and \$2,000 cash on a business enterprise, he can hardly afford to take any new steps in it merely "for fun."

At recent rates of progress, nearly a half-year longer will be required in completing my list of 3,000, but I hope in fact to reach the end much sooner. I have had the plates made for a specimen chapter of my book, "The Coral Reefs of Bermuda," and shall very soon circulate 1,000 copies of this sixteen-page pamphlet as a bait for possible subscribers. Those already enrolled who may wish to receive this specimen, or who may be able to name some of their acquaintances as likely to take an interest in it, are invited to send their orders to me at the University Building, on Washington Square.

KARL KRON.

NEW YORK, Jan. 24, 1885.

FROM THE CLUBS.

SPRINGFIELD—The club are in trouble again. This time it is not debt, but the conundrum, "Where are Treasurer Fennessey's books?" Mr. Fennessey brought the books of 1883 and 1884 to the regular meeting on the evening of Nov. 20, and all the vouchers, receipts, and contracts the club had made for Hampden Park track and other matters. After the meeting, Mr. Fennessey claims, instead of carrying them to the bank where they are usually kept, he locked them in a desk at the club rooms. He states that the next day he discovered the books were missing. The directors were notified, but thought they had been taken by some member and would be returned soon. The treasurer reported on the 15th from Nov. 20, and his statement was not accepted. Members of the club censure the treasurer for carelessness in leaving so exposed books recording to the amount of over \$40,000. The directors are confident that a new set of books can be made from memoranda which members of the club possess. Mr. Fennessey says the books were taken to injure him. The club's next meeting is Feb. 5. The club have had considerable trouble of late. Not long ago a theft from a cash-box in the rooms occurred. In this box the members who played billiards were accustomed to put a small sum for each game, the fund being intended to pay for tables.

There is a question in dispute before the club over the accounts for 1883. Bills newly found have increased the indebtedness \$460. Fennessey says to-

day that whether the books are found or not the accounts of the club are all straight, and will, in due time, be placed before the public. The old treasurer, with the auditor and directors, have sufficient notes, vouchers, receipts, and documents required to make a new set of books for 1884, provided the stolen books and accounts are not found. In the meantime diligent search is being made for the missing property.

The next regular meeting of the club is set down for Thursday, Feb. 5. The club members are free in expressing their opinions, and some of them are by no means complimentary to the management. The bills for annual dues have just been sent out; they bring \$750 for active members and \$10 for the guarantee members. The latter put in money freely to help out the club's financial troubles of 1883, and the active members were assessed \$21 each. It is claimed that those who could not furnish \$21 were turned out of the club at the time. It is also claimed that the \$6,000 that was made from last year's tournament was divided among the guarantee members, and that while the subject was brought before a meeting no attempt was ever made to return the money to the active members. It is also said that while it was at first reported that there was \$500 in the treasury, there is now but \$40.

The present members say it is their due to know something of the financial workings of their club, and they propose to know before putting in any more money. Mr. Fennessey left town on business this afternoon, but before doing so secured an attorney to aid him in case of need.—[Mirror of American Sports.

KINGS COUNTY WHEELMEN will hold their first annual indoor race meeting and entertainment at the Brooklyn Roller Skating Rink on the evening of Wednesday, Feb. 25. The chief attraction is to be a parade of 'cyclists in the rink, and it is hoped that their 'cycling friends will generously join them with their wheels on this evening, and thus aid in making it a gala night for 'cycling in Brooklyn. The only open events otherwise are a one-mile scratch race and a 75 yards slow race, no entry fee charged, and are invitation races. The proceeds are to defray the expense of fitting up their new club-house, and they should meet the generous support of their friends in the undertaking. Full particulars can be had of E. K. Austin, P. O. box 2,414, New York, chairman of committee in charge.

HUDSON COUNTY WHEELMEN.—The H. C. W. will give a fancy dress carnival at the Alpha Skating Rink on Monday evening, Feb. 9. There will be an exhibition game of polo, a club drill, and other attractions. Only those in costume will be admitted to the floor. Dr. E. W. Johnson, corner Broadway and Fulton street, New York, the popular captain, has the matter in charge.

WHIRLING WHEELMEN.—The Whirling Wheelmen, of Maryland, held their annual election of officers at their club-house, 325 East Baltimore street, on Thursday evening, Jan. 22, 1885. The following were selected: President, Dr. P. G. Dausch; captain, Wash. B. Booz; lieutenant, Harry B. Davis; secretary, Phil. W. Reiter; treasurer, Edwin J. Mabbett; color-bearer, J. Weisenfeld; bugler, Harry L. Shaffer; club committee, Edwin D. Booz, Thomas M. Booz, and Fred. R. Shaffer, Jr.

NEW HAVEN.—The sixth annual meeting of the New Haven Bicycle Club was held Saturday evening January 24, at which the following officers were elected for the ensuing year: President, Wm. M. Frisbie; secretary, J. De Selding Brown; treasurer, Will A. Waterbury; captain, Wm. H. Hale; first lieutenant, W. H. Thomas; second lieutenant, William Wait; bugler, Gorge Gibson; standard bearer, Elmer F. Schroeder. The club begins the year with increased life and enthusiasm, and will probably be heard from more than once before its close. Fraternal yours,

J. DE SELDING BROWN, Sec'y.

AN OLD MARYLAND TOURIST.

[FACTS AND OPINIONS REPORTED TO KARL KRON BY DR. H. JARVIS, OF TALBOT COUNTY].

I was born in St. Paul, Minn., in 1854, but have spent the past twelve years in Maryland, ten of them in Baltimore city, and the rest here at Oxford, Talbot county. Since 1876, when I saw the first bicycle at Philadelphia, I have been almost continually connected with the wheel. In the fall of the year 1879, I procured a 50-inch Standard Columbia, "No. 244." Of all the bicycles that I have ridden up to the present time, none can come up to the Pope's first bicycle, the old style Standard Columbias; for the rough wear and tear they have no equal. My 50-inch Standard, in spite of very rough use and many miles of running, stood it all without costing me but for a broken handle bar and for one crank shaft, both breaks being caused by riding over wet and greasy cobblestones. I finally, in June, 1880, purchased an Extraordinary 52-inch, and used it almost constantly up to last October, when, on account of the death of my father, I was compelled to stop riding, for the resulting business affairs required my sole and constant attention. I hope, however, to renew my wheeling in the spring of the present year, and I have lately been offered a bicycle as a present by a company, provided, of course, I ride it in all my coming trips and tours. Having sold my Extra, I cannot say what kind I shall ride hereafter, although I am inclined to prefer an undersize Extra, since, after actual test of both under and over-size wheels, I will take the under size at all times for all kinds of work on the road.

Of all outdoor sports for health and strength I think that bicycling takes the lead, and I do not speak from theory but from actual experience. I think that bicycling is far safer than yachting or canoeing, as I have covered many miles in both yacht and canoe. In fact my "Nautilus" canoe is at present housed, taking its rest till some future time, when the waters around my home are more pleasant than in January. As for accidents, they ought never to occur, if any care is taken whatever, and of all the accidents that do occur nine-tenths are due to downright hard headiness, carelessness, and recklessness.

My road riding on the 50 Standard was principally around Baltimore in '79 and '80; and on the 52 Extra in (1) Pennsylvania, (2) Delaware, (3) Maryland, (4) Minnesota, (5) Wisconsin, (6) Michigan, (7) Virginia, (8) West Virginia, (9) Massachusetts, (10) New York, (11) Ohio, (12) Iowa, (13) New

Jersey, (14) Illinois, (15) Indiana, and (16) Dakota Territory. In 1883 I covered more than 1,500 miles of road-way in one straightaway trip from St. Paul, Minnesota, to Baltimore. To give an account of this trip in all its details would take up a moderate sized volume of itself. The river road from St. Paul to Hastings, through the west side, and the roads thence to Winona are fair and good, with very fine views of the Mississippi river. Entering here into Wisconsin, I found the roads across this State to Milwaukee almost all rideable, and I encountered but few hills. From Milwaukee to Chicago the riding is also quite fair; Chicago to Fort Wayne is the same; then from this point through to Wheeling, W. Va., it is more or less hilly and rough; from thence to Frederick, Md., quite hilly, and some sharp hills at that; from Frederick to Baltimore the ground was familiar, and afforded good coasting and riding.

Around Baltimore all the roads (with the exception of the old Philadelphia pike) are fair to good. The shell road out of the city to Point Breeze Hotel, about 4 miles, is A 1, and for the other 7 miles to Keller's Pavilion it is fairly good. On the day after a moderate rain it is excellent, with its fine level stretches and three or four nice coasts. Both of these summer resorts are quite well patronized by the wheelmen of Baltimore, though when I first began riding I was almost alone. In fact, I was the first man to ride the bicycle on the principal roads.

A trip from Baltimore to the eastern shore of Maryland down the peninsula was made by me in August, 1882, in company with Harry B. Weaver. We started out at 5 A. M. on the 21st by way of Aisquith street to the Hartford road towards Belair. The morning though warm was all that could be wished for. My companion rode a 51-inch Star, with lamp, tool-bag, and bundle carrier. I myself was mounted on a 52-Extra, with a large Multum, cyclometer, tool-bag, etc., both of us being thus prepared for whatever emergencies might take place. The road to Belair is quite hilly in the long Green Valley, and one long steep hill approaching the Gunpowder River should be coasted with care. We reached Belair at 11:30 A. M. and went to the Brick Hotel for dinner. All wheelmen passing or stopping here would do well to patronize this place, as the meals are No. 1 and charges moderate. This is, by the way, the exact reverse through the southern part of this State; and I would advise all to ask in advance the price of their lodging and even of their meals. If you don't, you will be likely in nine cases out of ten to pay for three times their worth. It is no more trouble to ask a man or woman the charges for so and so at first than at the last, as it will save considerable in the end, as we found out to our expense on two occasions. From Belair we went to Lapidum, on the Susquehanna, arriving at 4:30 P. M., the road being poor for one-third of the distance. Two miles from Lapidum it is better, as you mount several long grades until suddenly gaining the top after a hard pull you are brought in view of the river, and a most splendid view it is. Letting our machines fall towards an embankment we take a side dismount and stretch ourselves on top of a mound or some close fine grass—looking for miles around—and down the valley, when we observe it is a down grade to the town

of Lapidum. Mounting our machines, we had a fine though rough coast into the town. The hill leading on this road in the town gains in its steepness very rapidly, and one should use due care in coasting down it, as our machines fairly flew, and as there is a tide-water canal at the foot of it we most certainly would have taken a bath without ceremony but for a quick dismount. Crossing the canal over a very steep bridge, we were by the side of a tug-boat used as a ferry, and piling our wheels on the roof of the little tug it turned its bow towards Port Deposit, while we stretched ourselves on the shady side of its wheel-house. In about seventeen minutes we were in the Port. After refreshing ourselves with a lunch, we again mounted and tried to climb the long hill leading out of the Port towards Bay View—and such a hill! It was all we could do to push our machines up, trudging behind them. In fact, we had finally to pick them up and carry them bodily. Sand? Well, yes! nothing but a regular sand bank, such as we found it that hot summer day. After finally gaining the top and a short rest, we took to the saddle again. From here to Bay View the roads are sandy and rideable only by short distances, requiring many mounts and some sudden dismounts, which soon commenced to tire us. Stopping at sundown at a farmhouse, we procured some fresh milk, bread, and a plate of tomatoes, which we did full and ample justice to. Being told that we could only secure lodging at Bay View, we rode three miles through the darkness, and then trudged along through more sand for about two miles, when suddenly a few lights showed themselves. Inquiring of some persons on a porch near the side of the road if Bay View was where we saw those lights, the answer was this: "B-e-e-s y-o-u a-g-o-i-n-g t-h-a-r?" This was enough. We thought if we waited longer for the end we might wait until sunrise next morning. Thanking our informant, we started, when he called out, "H-h-h-o-l-d on!" We thought we would hold on to our good long strides we were just then making. "B-e-s you g-g-g-o-i-n-g a-t-h-a-r?" we heard again as an echo while we went along. The proprietor of the Bay View House, which we reached a quarter of an hour later, was one of those lodging house sharks which I spoke of in the first part of this letter. He wanted to charge us for about a week's board instead of for breakfast and lodging. It was rather queerly shown by his asking me how much "them things" (meaning our wheels) might be worth. I told him about \$5 each. "Oh," said he, "I supposed them worth about \$200 apiece, and thought you could afford my price."

At 7 o'clock next morning we awoke to find a steady drizzling rain. After our breakfast we were told that the distance was six miles to North East and the road a slight down grade, and we thought we had better get there in double quick time. So, timing ourselves at the start, we went a flying. The rain of the previous night had laid the dust of the day before and made it nice smooth riding for about two miles, when on rounding a curve in the road, we found ourselves within a few feet of a double-horse team. Both parties were equally surprised, and there was no time for a dismount. The horses gave a wheel around, while we took a run around a clump of bushes and down in the road

again at the end of the wagon. Then the horses, getting another sight of us, turned back again, and the way they took that wagon up that grade was a caution. When within one-half mile of the town we struck a cindered part of the road, while at the edge of the town was the railroad train coming, and at the end of this cinder road was the railroad tracks. What cared we just at that time? We were both on safety machines, on a down grade, feet as well as muscles working like engine pistons, and we crossed but a few yards in front of the train. Several heads were stretched out the windows as the passengers saw us some distance off. Ladies waved their handkerchiefs to us, but we at that moment could not return the salute. Once over the railroad tracks, we threw legs over for a brief rest. Looking at our watches we found we had been fifteen minutes in making the distance from Bay View to North East. The Baltimore "Sun" and the North East papers had an account of this quick run.

Although thoroughly soaked through to the skin, these "notices of the press" repaid us for the hard day's work on the previous day. After a drink of beer, we took a quiet ride around the town, then started on the old Philadelphia pike for Elkton, arriving there at about 1 P. M. I would advise all who would like to try this route that they had better take a train. Until the sand is first removed, a bicycle can't be ridden here. Sand hills are too hard to ride, and no resorting to foot paths, because paths are nearly all like the road. Riding through the town we turn to the left, crossing a covered bridge on our way to St. George's, Del.

Almost as soon as we crossed the State line a difference was perceived in the roads, they were better, as well as the farms. Here, too, we struck our first peaches—very nice ones at that—though nothing compared with those in the orchards farther down the State. It would repay any wheelman during the peach season (especially in a year when the crop is abundant), to take a trip down this State. I give warning, however, against the sandy portion in the extreme southern part. The majority of the country roads afford good riding, and the foot paths are good. We reached St. George at 5 P. M., and took supper at a private house; then proceeded about three miles further into the country again, where we rested several days at the farm-house of my companion's cousin.

Starting on again early one morning, we sought new adventures on our way to Dover, Newcastle, and a number of intermediate towns. The roads through here, especially the paths, are excellent, and between Newcastle and Dover grow some of the finest peaches we ever saw. Near Camden we found the sand again, and for two days following we walked more than we rode, varying our lodging between small inns and farm-houses, on our way to East New Market, Md. There is no pleasure in riding through this section, but having heard so many contradictory reports in regard to it, we thought we would find it out. We were the first bicyclers to pull their wheels through this section of the country, and very many queer remarks were made upon us by the residents. In fact, they are very ignorant as well as superstitious, especially the darkies. One day, in riding along a nar-

row path, we approached a house with two colored women, one on each side of the little gate, near the path. We increased our speed, and so intent were they jawing each other that they never noticed us until we were almost directly upon them, when, catching sight of me, they both grabbed each other, carrying gate and all over with them. One shouted, "Good Lord, save me!" while the other said, "Please devil, don't for de Lord take me yet!" Glancing over our shoulders for an instant, all we saw was dust and petticoats flying around worse than a wind-mill's fans in a gale. In a minute we were out of sight. We finally finished at New Market, Md., whence we took steamer across Chesapeake bay to Baltimore. We averaged about 60 miles a day, making a total in ten days of 600 miles of roadway covered.

Besides riding several long straight-away trips, I have ridden 30 miles without a dismount, and I am sure of being the first to carry tent and blanket to use at night for camping out. Any one who has toured by canoe, and has stretched the little tent over the canoe hatch, knows how easy one can spend a quiet as well as comfortable night therein. For a bicyclist to sleep under just the same kind of tent is ten times better than to be penned up in a little room, likely as not swarming with bed-bugs. It is very easy to carry both tent and blankets on a bicycle, in a rubber bag, without interfering in any way with riding. Of course, in thickly settled districts, a wheelman can take his choice as regards his lodging; but on long trips and on roads through very sparsely settled districts, it is satisfaction to know you have a ready means of shelter at your hand, when conditions of the roads are quite unfavorable, with approaching darkness, and only a vague idea as to distance. At some future time I will give drawings of tents with description of same, if wheelmen or some editor wishes it.

H. JARVIS, M. D.

Oxford, Md., Jan. 7, 1885.

AMUSEMENT NOTES.

"Ixion" will be revived at the Comedy Theatre on February 2.

"The Wages of Sin" has been transferred to the People's Theatre.

"Victor Durand" has apparently lost none of its popularity at Wallack's Theatre.

"Maloney's Visit to America" will be this week's piece of resistance at Tony Pastor's Theatre.

Mr. Booth plays this week in "Hamlet" and "The Apostate" at the Fifth Avenue Theatre.

Mr. Lawrence Barrett made his first appearance this season as "Cassius" in Julius Caesar last Monday at the Star Theatre before a large and critical audience. The support was on the whole better than has been seen in this city for a long time, the Lyceum school of acting furnishing the material for Roman senators, soldiers, and the populace. The latter, with a little less activity, will be an improvement over the usual worn-out "supes." Mr. Barrett's impersonation is too well known for extended criticism, except that the character has improved with his years of experience. Mr. Louis James was a noble Brutus, possessing a fine voice, but a beard that smacked of the nineteenth

century. Mr. F. C. Morley's Marc Antony was excellent, but his efforts in the celebrated funeral oration were somewhat hampered by the mob, which was a little too noisy. Mr. Barrett will present Hamlet, Richelieu, Yorick's Love, and a Blot on the 'Schutcheon before terminating his engagement here in New York, and will not appear at any other theatre this season.



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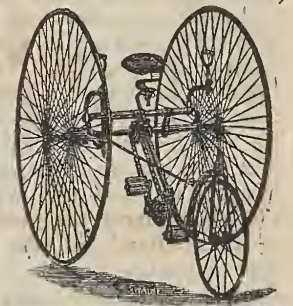
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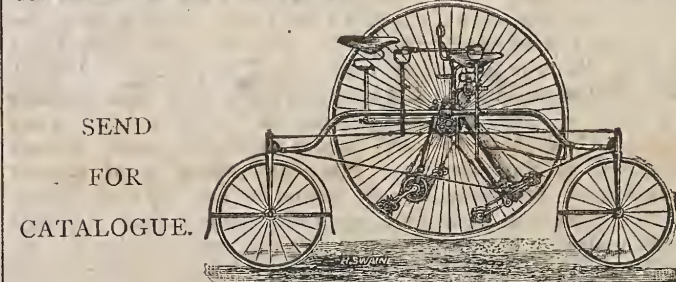


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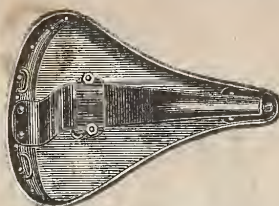
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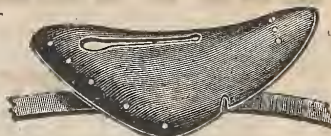
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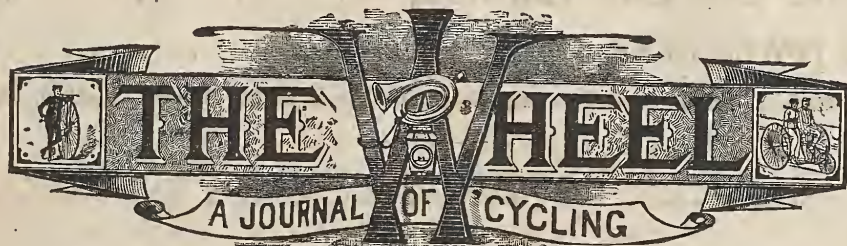
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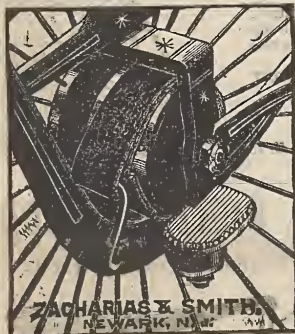
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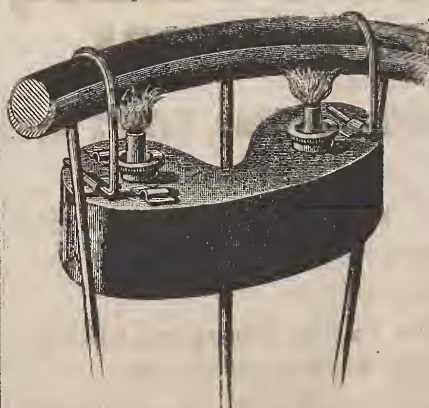
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