

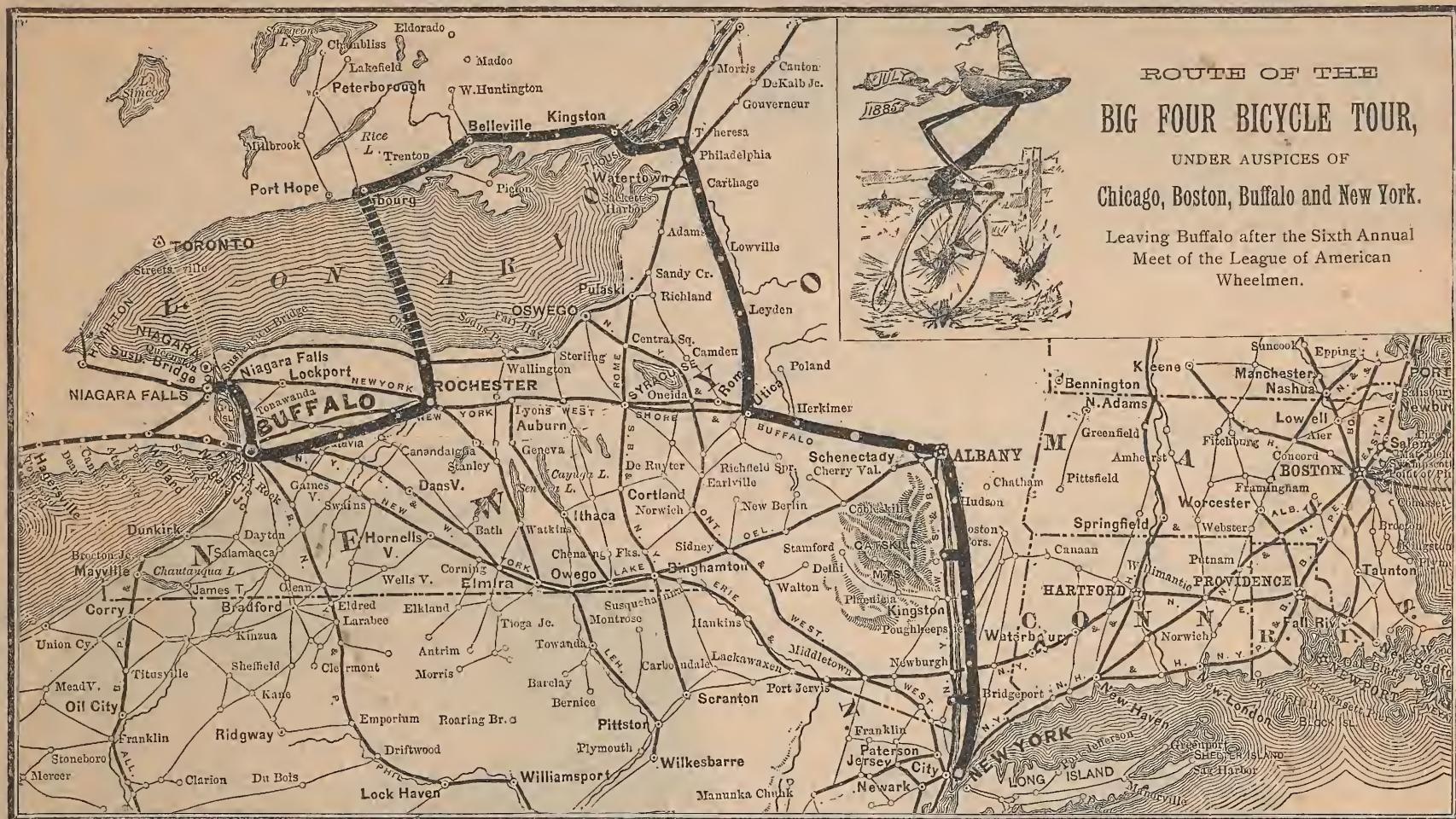
# THE WHEEL

A JOURNAL OF CYCLING

VOL. VIII.—No. 1.]

NEW YORK, APRIL 3, 1885.

[WHOLE NUMBER 183.



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Outing and THE WHEEL, . . . . \$3.00 a year.

Published every Friday morning, by  
THE CYCLING PUBLISHING COMPANY,  
Box 444, 21 Park Row, N. Y.,  
and entered at the Post Office at second class rates.

THE BIG FOUR BICYCLE TOUR.

"Over the hills singing gayly a song,  
Speed wheeling tourists swiftly along,  
Up the ascent, down the incline,  
All of their wheels running straight in line,  
Around the corner and past the lea,  
Happy as wheelmen only can be.  
Now in the sunshine, now in the shade,  
Now through the woodland, now through the glade,  
Now by a farm house, then up a hill,  
Now passing by a stream and a mill,  
Now by a graveyard, old and forlorn,  
Now by a field of tall waving corn,  
Now through a village swiftly they fly,  
Over a bridge standing hard by.  
Now to the turnpike quickly they take,  
Now passing by a cool summer lake,  
Next comes a field of clover in bloom,  
Filling the air with fragrant perfume.  
And so they are greeted wherever they go  
By hundreds of pleasures that others ne'er know."

To Subscribers and Correspondents.  
Subscribers must be particular to notify the Publishers promptly of any change in their address. If they do not receive their paper regularly it is on this account.  
Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest.  
All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the Company. Make all Checks and Money Orders payable to THE CYCLING PUBLISHING COMPANY. We cannot use stamps other than the two or one cent issue.

events served to amuse, instruct, and benefit. The crowding rush of situations, from ludicrous to sublime; the constant activity and shift of scene over paths by green meadows, by the edge of great lakes, over rushing torrents, up mountains, engraving in the soul, however sombre, a shining thread of poetry and rich food for reflection years to come. Judicious wheel-touring, alone or in small or large parties, has now become one of the recognized elements from which the sedentarian makes choice of his summer vacation. To hunt, fish, sail, canoe, or luxuriously idle away the days at some idyllic resort, is ideal. All figure in the experience of a man who loves to broaden his life. Each is specific, but none general. Lucky the man who can afford to be specific! Upon the programme of the thousand and one things that make life worth living comes the bicycle tour, that is general. The bicycler delightfully wheels away the day, fishes, sails, canoes, and rests at the idyllic resort. Doubly ideal! To ride a wheel is joy; to ride it well

and enduringly, art supreme. Art supremacy of this kind the tourist should have. To turn one's self into an engine for enjoyable propulsion requires practice or good physique. One or the other is requisite. The practice may excel physique. To possess both is great, and to such the bicycle tour is the supreme element. To make long journeys awheel, averaging the conditions of sunshine, rain, wind, up and down hill, rough roads, glaring white roads, winding cow paths, over rolling country, shady lanes, through woody country, farm house fare, meals at wayside inns, drinking everything that is thirst-quenching, is to pass through a period of polite roughing it. This much of roughness astonishes a man's appetite, and agreeably so. If he has not enjoyed it once, he has missed more than he knows of. Even if he has had experience in lone tours, he still has failed to witness the truly unique situations and extraordinary events inherent with a large and well regulated party. Everywhere he goes the country seems peopled with

## THE WHEEL.

his own "crowd." The flattest and most lonesome plains are full of life; the hills full of a strange and wonderful procession; the village seemingly doubled in population, and all his friends. There is not a moment of time on one's hands; if the days were twice as long, they would be inadequate. The great tour opens,

the cities commercially dubbed the "BIG FOUR," seek to combine past experience in an elegant bicycle tour at once enjoyable for the present, and instructive and healthful for future and lasting benefit. All the requisites of physical comfort, opportunities for observation, variety of incident and pleasant association, procurable through

arrangements are carried out, and have charge of the ambulances, drivers, and porters. The Division Quartermasters will have charge of division colors and report in detail wants of the divisions. The General Agent will attend to press matters and act in general clerical departments. The Secretary will attend to tour statistics, bulletins, and general accounts. The Historian will record events for future readings.

Tourists will not be allowed to go ahead of the Commander, nor behind the ambulance. They will be accounted for by the captains in their proper divisions, but will not be required to ride in their respective divisions if it is found desirable to affiliate with any other division. If for any reason a tourist desires to ride with another division, he will be at perfect liberty to do so by advising his captain, and he need only be identified with his proper division in settlement of accounts en route.

### WHAT TO WEAR.

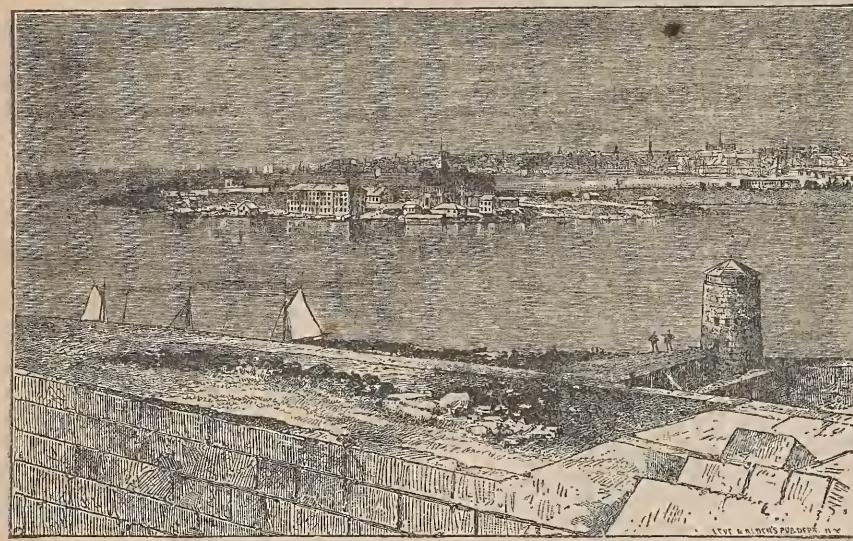
Gray touring clothes are recommended. The uniform of the League of American Wheelmen is, perhaps, the best suited of any bicycle garment for general wear, being quite handsome and serviceable. It consists of fine gray Bedford blouse, knee-pants, stockings, and head covering, with white flannel shirt. The League has a special web of cloth for the purpose, and members can obtain it of the Secretary for making up in their own towns. Old tourists have preferences as to dress, some considering black tights throughout as the best road garments. Dark blue is a favorite with

proper. An evening or dress suit (strictly bicycle clothes) should be carried in the valise, together with several changes of undergarments. There will be several occasions on which tourists will need dress (bicycle) suits. No occasion will be presented for other than knee-pants costume during entire tour, nor will any other style of garment be admissible. For the return by rail from New York, regular clothes might be in waiting at the Grand Union Hotel (headquarters) in New York. If addressed in care of the Tour, such baggage will be held for arrival. The morning of the start from Buffalo, a broad-brimmed straw hat, introduced and worn by the Niagara to Boston tourists last year and named the "Mount Moriah," will be furnished each tourist. This hat is quite comfortable, simple, and unique for the purpose, and will serve as the general uniform. The division captains should be corresponded with in regard to questions that may arise, they having full charge of the make-up of their divisions.

The colors of the tour will be purple, consisting of a silk banner for the staff, and a badge. The divisions will be distinguished: Chicago, old gold; Boston, red; Buffalo, blue; New York, white. Each division will have a banner of appropriate color, with inter-colors in the purple badge to distinguish. Badges will be supplied by the Quartermaster.

### AMBULANCES AND BAGGAGE.

Comfortable ambulances will follow the party. They will transport all tour baggage, any wheels that may be disabled, or any tourist who may



CITY OF KINGSTON, FROM FORT WILLIAM HENRY.

passes away like a dream of enormous frolic, and is gone.

The Canada and Down-East tours of 1883 were the first of the kind planned. Trips of two days' duration had been carried out successfully. Notably the "Wheel around the Hub" about Boston, and the "Milwaukee tours" in glorious Waukesha County. Experiment was tried to discover if the rare enjoyment of two days could not be lengthened out into two weeks. The Canada was based on long but quiet stretches, wheeling being the only event. The Down-East reversed this policy, having short stretches, with evening gayety. Canada wheeled its members sixty and seventy miles a day, and rested at the finish. Down-East ran eighteen and twenty miles, with nightly festivities. Both were exclusively bicycle. The Niagara to Boston tour of 1884 sought to vary wheeling with conventional touring features. Some of the most wonderful and picturesque points in the country were visited, the wheeling varied by alternate rail and steamer trips over rare and beautiful routes, combining Niagara Falls, Lake Ontario, great Canadian cities, Thousand Islands, the St. Lawrence River and rapids, Lakes Champlain and George, with the Adirondacks and Au Sable Chasm, Saratoga and kindred summer resorts, beautiful Northern Massachusetts with its Hoosac Tunnel and finished villages, to Boston. Its Down-East contemporary here took up the route, wheeling down the historic Kennebec through the magnificent scenery of Maine, pursuing its policy of the year before in touring short distances daily, with enjoyable evening entertainment. Success again scored in greater proportion than the preceding year.

Chicago, Boston, Buffalo, and New York have contributed largely to the touring element of the country. Each a wheeling centre, with peerless roads and facilities, its wheelmen are numerous and interest is strong. Participants of every tour of note yet given,

experience by systematic organization of a large but limited party, are provided. For this purpose the wheelmen of the four cities have organized the BIG FOUR BICYCLE TOUR ASSOCIATION, to be mutual and co-operative with the members of the tour. It designs simply to be the executive force of a body of tourists necessarily limited to one hundred, all members of and co-operating with the association in carrying out the programme.

### ORGANIZATION AND MEMBERSHIP.

Four divisions of the tour are formed, respectively Chicago, Boston, Buffalo, and New York. Each division will be under the command of a captain, with lieutenants, division buglers, division quartermasters, and such other assistants as may be necessary for prompt and orderly movement. The total number being limited to one hundred, the divisions will be limited to twenty-five members each. Wheelmen residing in or in territory tributary to Chicago, Boston, Buffalo, or New York, may join the association as members of the respective divisions by application to the captain of the proper division. During the month of June the captains will make up their parties from the applications received, selling each intending tourist, up to the limited number, a coupon ticket of membership. Only such tickets (see expenses) will entitle to membership. This will guarantee the actual number of participants, upon which the management can base calculations for accommodation en route in ample season.

The divisions will be in general charge of the Commander, who will set the pace and regulate the conduct and movement of the tour. In their respective territory the convoys will act as guides to the Commander. At the Thousand Islands the Commodore will assume charge of the party and regulate its movements until Clayton is reached. The Quartermaster and Assistant will see that the baggage

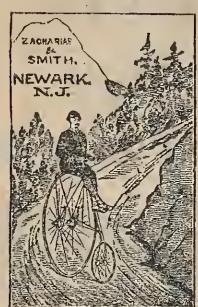
some. Uniformity in dress is desirable, although not required. The captains of divisions will give detail advice on this point, with a view to making their respective divisions as uniform as possible, each division having distinctive features of dress. Nothing will be worn except that which is thoroughly practical and

be indisposed. A porter will be in attendance to render any service tourists may require. Small tools for repairing bent or broken parts will be provided. Small duplicate parts of machines liable to accident should be included in tourists' baggage. The Big Four touring valise, designed expressly for this tour, is recommended.



AMONG THE THOUSAND ISLANDS.

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ORATON HALL,  
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Star Touring Bag, Tool Bag,  
Bundle Carrier, Dropped Bar  
and Improved Brake,  
Star Lamp, Star Cradle Spring,  
Star Step, Star Saddle,  
or Anything in the Cycling Line.

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of America.



Bicycle Caps, \$1.50.



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Lawn Tennis Suits,  
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Suits,  
Racing and Rowing  
Suits.



Jersey Plain or Fancy Stripe  
with or without collar.

Clubs Fitted Out  
Complete.

The Cycle Bicycle Suit  
Seal Brown, Gray or Navy Blue,  
\$12.00 Per Suit.



ENGLISH BICYCLE HOSE,  
\$1.50, \$2.00, and \$2.50 per pair.

Colors: Seal Brown, Navy Blue, Steel, and  
Black. Every pair warranted to give perfect  
satisfaction.

English Bicycle Shoes, \$5.00 per pair.

Fancy Silk Bicycle and Tennis Belts, \$1.00  
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Special Discount when a whole Club Orders.



Send 2 cent stamp for 32 page Illustrated Catalogue Cycle Pants Separate \$6

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NEAR BROADWAY,

NEW YORK.

# THE WHEEL.



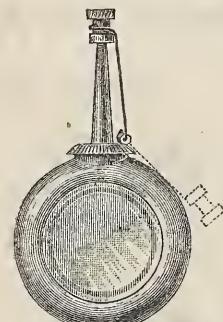
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HORSMAN'S  
SEWED  
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WITH OR WITHOUT HEEL,  
SUPERIOR QUALITY,  
**\$2.50 Per Pair.**

Sample pair will be mailed postpaid on receipt of price.

**E. I. HORSMAN,**  
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### "THE PARADOX."

Every Wheelman should have this convenient oil can, with its undetachable-detachable stopper. Sent by mail on receipt of price. Nickeled, 25c.; Gold, 30c.

**H. B. HART,**  
No. 811 Arch Street, Phila.

### League Members, Attention.

If you have not yet voted, cut this ballot out, sign it, and send it to Chas. K. Alley, Box 243, Buffalo, N. Y. Remember no vote can be cast after April 10, 1885.

LEAGUE OF AMERICAN WHEELMEN.  
NEW YORK STATE ELECTION,  
1885.

FOR CHIEF CONSUL,  
EDWARD F. HILL.....Peekskill, N. Y.

FOR REPRESENTATIVES:

John C. Gulick.....	191 Broadway, N. Y.
C. K. Alley.....	Box 243, Buffalo, "
Robert Hibson.....	64 S. 10th st., Brooklyn, "
F. A. Egan.....	4 E. 60th st., "
A. E. Faquinier.....	Mount Vernon, "
E. W. Adams.....	114 Wall st., "
W. S. Bull.....	Buffalo, "
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, "
A. H. Scattergood.....	Albany, "
Joshua Reynolds.....	Stockport, "
George R. Bidwell.....	4 E. 60th st., "
E. A. Caner.....	23 Prospect Place, Brooklyn, "
H. D. Brown.....	Weedsport, "

Signed.....

L. A. W., No. ....



THE START, AT OAKLAND, CAL.

## A Great Enterprise.

ON April 9, 1885, Mr. Thomas Stevens will sail from New York on the *City of Chicago*, to complete his remarkable journey around the world on a bicycle, the first thirty-five hundred miles of which was finished last August. He expects to reach Teheran, Persia, during the present season, and to spend the winter there. Next spring he will wheel through Turkistan, the Chinese Empire, and Japan, and sail to San Francisco, thus girdling the globe.

Mr. Stevens makes this unparalleled journey under the auspices of the OUTING illustrated magazine, whose managers bear the entire expense, and for which he will write a series of papers of unique and thrilling interest. This enterprise is without a parallel in the history of periodical management, and its execution will be watched with profound interest.

The first part of the journey, from San Francisco to Boston, is graphically described in a series of four handsomely illustrated papers, the first of which appeared in OUTING for April.

## Outing for May,

WILL be published on the 15th of April, and will be a striking and most attractive number. The Chicago club's Tour from Niagara to Boston, by President Bates; the second paper in the "Across America on a Bicycle" series; "In Italy," a unique tricycling paper by Joseph Pennell; "Will Jackson's Ride," an amusing story of a bicycle's successful race with a freight train, by Ninon Neckar; "Bicycling in Ireland, 1884;" "Wheel Construction;" and "The Bicycling Clergy," are the principal articles of immediate wheeling interest. The continuation of Julian Hawthorne's "Love—or a Name," and the two other serial stories, are full of interest. "The America's Cup," by J. Hyslop, is a thorough study of yacht building and sailing from 1852 to the present time, fully illustrated. A second paper on Whist, and one on The Drama, are given. Full Monthly Record.

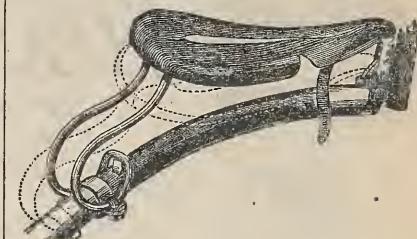
All new subscriptions should begin with the April issue.

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THE LILLIBRIDGE BIFURCATED  
AND UNIVERSALLY AD-  
JUSTABLE SADDLE  
IMPROVED FOR 1885.



Is adjustable in height, width and tension.

Is bifurcated to remove pressure from the perineum and allow adjustment in width.

Positively the easiest and most perfect saddle made. Removes all vibration and jolting.

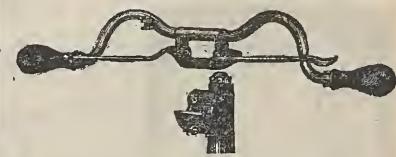
"It is what I've been looking for these half dozen years."—C. A. Hazlett, Portsmouth, N. H.

"To try your saddle is to buy one." "They sell like hot cakes."—New Haven Bicycle Agency—Tyler.

"I would not take fifty dollars for mine, if I could not get another."—T. S. Rust, Meriden, Conn.

Price, Nickeled, \$5; Japanned, \$4.

## The New Safety Bar



Is greatly improved, simplified and strengthened. The lock cannot be damaged by accident, nor will the Bar work off when left out of adjustment. A handle on the Safety Rod in easy reach of left thumb places the lock under control of the rider for racing or dangerous riding.

PRICE, Nickeled with Brake & Lever, \$10

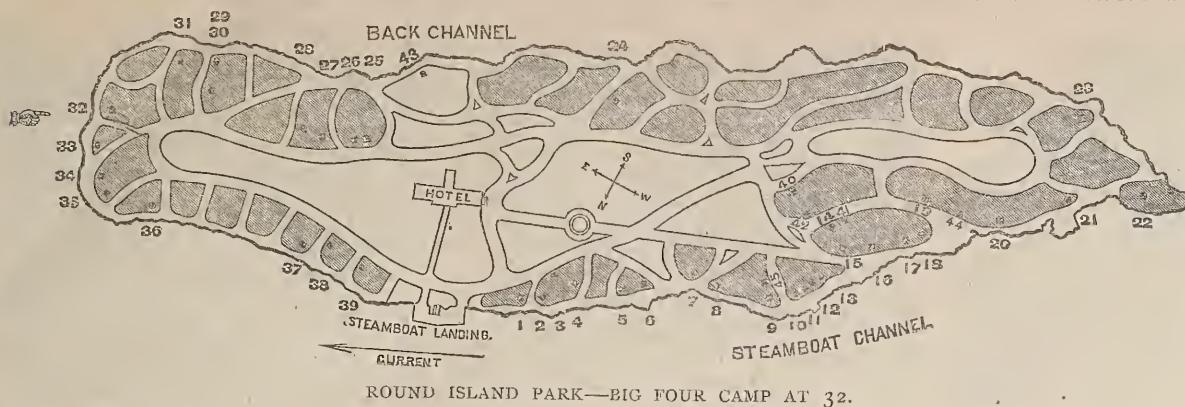
Fitted in All Styles and for All Makes.

Ask your Dealer or send for Circulars.

FREEMAN LILLIBRIDGE,

ROCKFORD, ILL.

# THE WHEEL.



It is a compact and handsome leather bag, readily attachable to the machine, and contains ample room for such baggage as a tourist will require. Made by Spalding. If a regular valise is desired, it is allowable, but no more than one piece of baggage will be admitted. The space of the ambulance is very valuable, and the greatest economy in this respect will have to be maintained. Extra baggage can be sent ahead, care of hotels. All baggage will be listed by the quartermaster, and any correspondence regarding same must be with him. Tourists will be required to leave all baggage in hotel offices before starting. It will be

to correspond with the chairman of the local transportation committee L. A. W. at Buffalo, Mr. W. S. Bull, 587 Main street, in case of misunderstanding. As the territory from which tourists will reach Buffalo is very widespread, the arrangements with the numerous railways cannot be given at this time, except the railways immediately connecting the four cities of the tour, such as the Michigan Central, New York, West Shore and Buffalo, and the Fitchburg railways. These roads must be used in every case where possible, and no misunderstanding or overcharges will then exist. Correspondence upon this subject should be addressed to the manager of the tour at Chicago. Wheelmen may join the tour for any portion of the route by special arrangements with the manager.

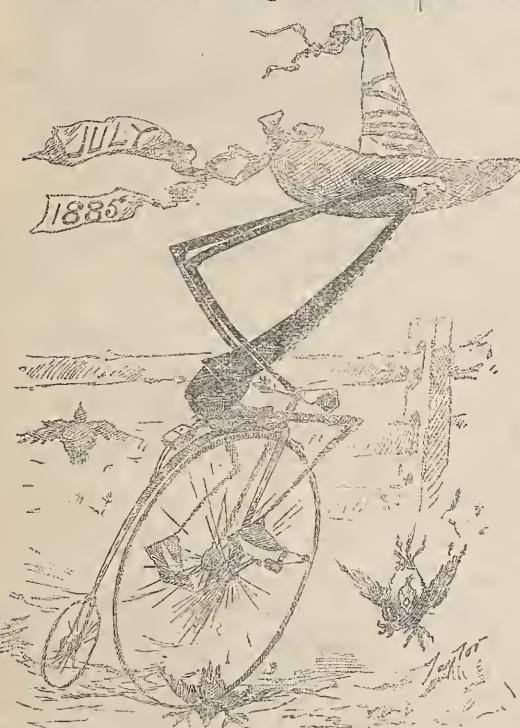
## THE BIG FOUR CENTURY ROAD RACE.

The famous stretch of road between Cobourg and the Thousand Islands is 100 miles long, hard, smooth and white. It is the finest straightaway century run to be had. To utilize this opportunity the Big Four Association will give a fine gold medal to the rider of a bicycle of the regular crank style, Star, Kangaroo, Rudge, Facile or other safety patterns, duly entered and running under the rules of the race, who will first reach the goal at Kingston. The start will be from the vicinity of Coborne, morning of July 10, finishing at the main entrance of the British American Hotel

in Kingston; registering 100 miles from starting point. Representatives of each style of bicycle are desired. Entries will be received up to July 4, and must be made with Mr. Abbott Bassett, chairman of the committee. No fee required, but contestants must be amateurs and from the membership of the tour either for whole or part of the journey between Buffalo and New York. Regular road rules will govern the contest. Survey of the road, with detail of grades, refreshment points, the start and finish, will be on file at the headquarters of the tour, Genesee Hotel, Buffalo, July 2, 3, and 4. The contestants will be limited to twelve.

## THE ROUTE AND PROGRAMME.

Before starting, a complete running time-table, containing all detail information, map, and list of the tourists and their addresses, will be distributed,



transferred thence into ambulance by quartermaster's corps. On arrival at hotels, baggage must be claimed in hotel offices. Tourists will not handle baggage to or from the ambulance.

## EXPENSES.

Tickets will be issued having a coupon for each dining or stopping place and transportation line, which tourists will present en route for payment of score. These tickets will include all lodgings, meals and transportation from Buffalo to New York (not including Buffalo and New York, at which points tourists will settle for themselves), per programme. The cost of each ticket will be \$50.00. The sixth annual meet of the League of American Wheelmen will be at Buffalo July 2 and 3, for which reduced rates of transportation will be made to individuals or parties at the rate of one fare for the round trip, the regular Fourth of July rates. Tourists will interview their local ticket agents in ample time

FRIDAY, July 17.

## Down Hudson River.

Leave West Point, 9 A. M.  
(Steamer to Tarrytown).  
Leave Tarrytown, 10 A. M.  
Irvington.  
Dobb's Ferry.  
Hastings.  
Yonkers.  
Kingsbridge.  
Fort Washington.  
New York.

The sixth annual meet of the League of American Wheelmen will be held in Buffalo July 2 and 3, 1885. The programme outlined for the entertainment of visiting wheelmen probably exceeds anything of the kind yet devised. The wheelmen of Buffalo will make the sixth annual the crowning meet of the League's history. The date of the Big Four tour has been set to follow the L. A. W. meet, so wheelmen can take in both events. With July 5 will conclude the elaborate programme of the Buffalo entertainment committee, and Buffalo, with her asphalt streets, splendid parks and driveways, Lake Erie, Niagara river, and Niagara Falls, will pass into history as the Queen City of bicycling as well as of the lakes.

Monday, July 6, promptly at 9 o'clock, the commander's buglers will sound the fall in. The division buglers will take up the strain, and when the line is formed and in trim for the road, it will appear with its right, headed by the commander and staff, on Main street, extending down in front of the Genesee Hotel, the Chicago, Boston, Buffalo and New York divisions following in order named, ambulances last. This will be the order of the tour throughout, excepting the divisions will alternate in the lead next the staff each day, Chicago, Buffalo to Batavia, and Amsterdam to Albany; Boston, Batavia to Rochester and Charlotte, and Albany to Catskill; Buffalo, Cobourg to Belleville, and Catskill to Poughkeepsie; New York, Belleville to Kingston and Tarrytown to New York.

The first preliminary will be a photograph of the line, then down the avenue and out into the country via the Lancaster road. The tourists will be introduced to most excellent wheeling for the first half day. The trip to Lancaster is the regular touring ground of Buffalo wheelmen, and is ten miles of as good bicycling as one could wish. The twenty-mile spin before dinner at the quiet little village of Alden will be a good breather for the afternoon of twenty miles to Batavia, where the ample accommodations of the St. James Hotel will be appreciated after a good day of purely country riding. Five and a half hours riding from Buffalo is considered a fair and easy pace by the wheelmen

## THE ROUTE.

MONDAY, July 6. 1885.  
*New York State.*

Leave Buffalo (Genesee House) 9 A. M.

Lancaster.

Alden (dinner).

Crittenden.

Corfu.

Batavia (St. James Hotel).

TUESDAY, July 7.  
*New York State.*

Leave Batavia, 9 A. M.

Bergen.

Churchville.

Rochester (Powers Hotel).

WEDNESDAY, July 8.  
*Down Genesee River.*

Leave Rochester, 9 A. M.

Charlotte.

(Steamer across Lake Ontario).

Cobourg, Ont. (Arlington).

THURSDAY, July 9.  
*Canada.*

Leave Cobourg, 9 A. M.

Wicklow.

Colborne.

Brighton (dinner).

Trenton.

Belleville (Defoe House).

FRIDAY, July 10.  
*Canada.*

Leave Belleville, 9 A. M.

Shannonville.

Milltown.

Napanee (dinner).

Odessa.

Westbrook.

Catarquini.

Kingston.

(Steamer to Round Island).

Thousand Islands.

SATURDAY, July 11.

Thousand Islands.

SUNDAY, July 12.

Thousand Islands.

MONDAY, July 13.

Leave Thousand Islands 4 P. M.  
(Steamer to Clayton).

Leave Clayton 5 P. M.

(Utica and Black River R. R.)

Amsterdam, N. Y.

TUESDAY, July 14.  
*Down Mohawk Valley.*

Leave Amsterdam, 9 A. M.

Hoffman's Ferry.

Pattersonville.

Schenectady (dinner).

Albany (Delavan House).

WEDNESDAY, July 12.

*Down Hudson River.*

Leave Albany, 9 A. M.

Greenbush.

Schodack.

Pine Grove.

Kinderhook.

Stuyvesant Falls.

Stockport.

Hudson.

(Ferry).

Catskill (Prospect Park).

THURSDAY, July 16.

*Down Hudson River.*

Leave Catskill, 9 A. M.

McKinstryville.

Blue Store.

Clermont.

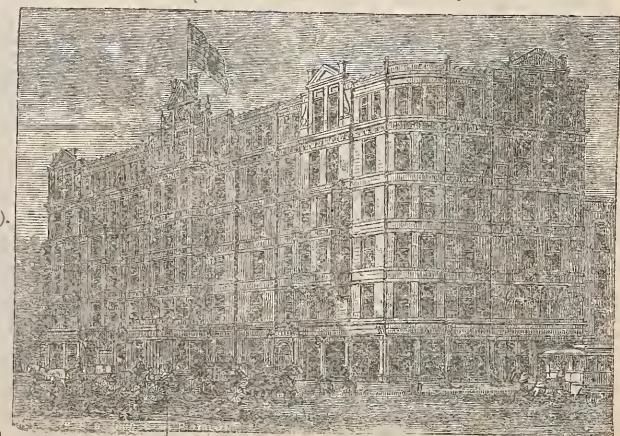
Red Hook.

Rhinebeck.

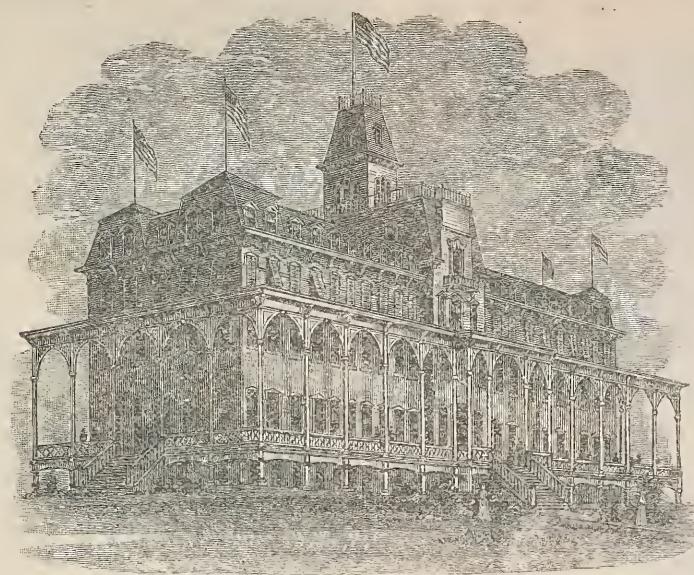
Staatsburg.

Poughkeepsie (dinner).

(Steamer to West Point).



GENESEE HOUSE, BUFFALO.



ROUND ISLAND HOTEL.

who have been over this stretch, which is a testimonial of the quality of the road. Ascending grade up to Batavia, rolling country.

Tuesday, July 7, leave Batavia at 9 o'clock sharp. An old tourist says: "From Batavia to Byron Center is ten miles over a splendid road, and can be made in one hour with ease. The country is undulating, with level stretches. To Bergen, six miles further, the road continues uniformly good." This is the dinner point, and the Walker House, a snug little country inn, will be taxed to its utmost. Ample provisions will be made for the number in advance, so all

will be provided for decently and in order, in truly rural style, which means plenty to eat sans menu. After a good nooning among the Bergen shades, a bee-line will be struck for Rochester, over a road with occasional patches of sand. Luckily these patches are avoided by portages in the shape of the ever-welcoming cow path, which winds off to the side of the road most conveniently. The cow figures most usefully in touring as a path maker where the road commissioners are derelict. Also as a distillery of beverage the creme de la creme of drinks on the road. Continues our tourist: "For a short distance out of Bergen, say for three miles, the road is sandy, but with a side path to the left of the carriage road which is superb for wheeling. Beyond this point through Churchville, on to within five miles of Rochester, it gets hard and smooth. A two mile interim of sand then occurs, with side path, and then a perfect road leads into Rochester. I have made the thirty-six miles from Batavia to Rochester many times in four hours' riding time." The total distance from Buffalo to Rochester has been ridden in eight hours. Of Rochester no mention is needed. "Flour City" it is called because of its mills. Its metropolitan attractions are great and bicycling unexcelled. Powers' Hotel will do its best to serve the tourists.

Wednesday, July 8, leave the hotel at 9 o'clock, wheeling down past Genesee Falls and along the Genesee river bank to Lake Ontario. This is Rochester's great boulevard and driveway, and is eight miles of down hill perfection. Arriving at Charlotte, the party will embark on the good old steamer "Norseman" for the journey across Lake Ontario—a whole day on the breezy July water, a cooler for the two days just passed, a preparation for the evening's

hop at Cobourg, and a bracer for the two days' quick transit by wheel thence to the Thousand Islands. Cobourg, reached late in the afternoon, is a delightful summer resort. The Arlington has broad piazzas, big drawing-rooms and elegant guests. The Niagara to Boston tourists visited this famous hotel for a noonday meal, and passed several hours in an impromptu reception and hop, and in baths in the surf. From here for the next two days the route of the Niagara to Boston tourists will be retraced. They left a good reputation and with their friends will be welcomed back again.

Thursday, July 9. Perhaps no finer bicycling exists in the world than the two day's allotment between Cobourg and Kingston. It is perfect in roading, scenery, and variety, the gem of last year's tour. The first half day of twenty-one miles brings to Brighton for dinner. This is a snug summer resort, with a beach like Long Branch. The night was passed at this point last year, and the hotels, not being ample to accommodate the large number, the citizens opened their houses and entertained. The reception and hop at the village banker's fine home was an elegant tribute to hospitality. The Clark House will provide special means for dinner. Brighton sits on the side of a great and gradual slope of green running down from Canadian hills like a tongue into the lake, and distributing into the blue distance in many woody

islands. After a nooning in this picturesque spot the line will be resumed for Belleville, twenty-two miles away. This distance was made, last year, at some points, at the rate of fifteen miles per hour. Considering the large party of sixty tourists this shows the remarkable quality of the roads. Speed, however, not being the thing sought, Belleville will be reached at 6 o'clock, the large and fine Defoe House having every facility for entertainment. Belleville is a gem of the first water, the paradise of the bicyclist and the yachtsman. All are aquatic, and aquatic sports rule. A too brief nooning was spent here last year, the Belleville Yacht Club and Bicycle Club entertaining the great party in a sail down the island-dotted bay. An evening and night in this favored spot can be delightfully spent.

Friday, July 10, last day in Canada. Line will form at 9 o'clock. Bulletins of the start from Coborne of the century road racers will be posted early, and at points en route telephone and telegraph bulletins will be found. Napanee, twenty-five miles, will be reached for dinner. The Campbell House, scene of many great frolics last year, will entertain to dinner. Night was spent in this spot then, and the Napanee Bicycle Club put the theatre at our service, a very graceful and highly appreciated compliment. Worthy bicyclists are they in Canada. Their superiors exist nowhere in all that is genial and excellent. From Napanee to Kingston, twenty-two miles, it is one continual coast, with few rising intervals. A most wonderful stretch in this respect. The country is seemingly level, with no hills except just out of Napanee, where a great hill is ascended. It is then like a great toboggan slide down to Kingston. Thus will close part first of the tour, and a brief season of aquatic sport at the Thousand Islands indulged in, while the bicycles will rest for three days.

Kingston will be reached at about 5 o'clock. Line will be formed in front of the British American Hotel to witness the finish of the century road racers. They will be met at the city limits by convoys and guided to the finish. After receiving the contestants, and a brief inspection of the city, the party will embark in a special steamer that will course its way through the marvelous Thousand Islands to the Big Four camp and rendezvous, Round Island Park. Transition from touring garments and dust of the road will take place in the



VALLEY OF THE UPPER HUDSON.

cabins, that the party may emerge at the park in proper form for the evening's programme. The commodore now assumes direction. It is a ride of about two hours through the upper islands of the St. Lawrence archipelago to Round Island. Arrangements have been made for the entertainment of the Big Four at the Round Island Hotel, but the general headquarters and camp will be at Shady Ledge, the beautifully situated summer home of Mr. Frank H. Taylor, the artist and commodore of the party. Those who participated in the tour of last season down the St. Lawrence will remember with pleasure the roaring camp fire which enlivened the evening at Shady Ledge. Supper will be taken at the Round Island Hotel on arrival, after which a complimentary hop will be tendered the tourists. During the evening the medal for the Big Four century road race will be presented to the winner by the Commander, with appropriate ceremonies.

Saturday, July 11, will dawn upon the tourists at the elegant Round Island Park Hotel. Possession of the camp at Shady Ledge will then be taken, over which will fly the purple banner of the Big Four, with the red, white, blue and gold of its divisions, for three happy days. The commodore will divide the party, now a "squadron," into two. The Chicago and Boston divisions will be dispatched upon the large and fast steam yacht "Magic" for a voyage among the islands, passing the most beautiful scenery and elegant summer villas upon the river, and making a short stop at Alexandria bay. The Buffalo and New York divisions will be divided among a fleet of the famous St. Lawrence skiffs, manned by competent sailors, for a half day of sailing and fishing. All divisions will report at headquarters at 1 o'clock. After dinner the order will be reversed, Chicago and Boston



A QUIET SUNDAY AMONG THE THOUSAND ISLANDS.

# THE WHEEL



VALLEY OF THE MOHAWK.

taking the skiffs, Buffalo and New York the "Magic." Several miles of good roads will be found on Round Island, affording good opportunity for riding. In the evening a reception and camp fire will be tendered the squadron by the islanders, at Shady Ledge. All members possessing talents whereby the company can be edified will refrain from hiding the same under a bushel on this occasion.

Sunday, July 12. The forenoon will be devoted to such quiet forms of enjoyment as may suggest themselves; lazily floating in canoes in crystal and shady nooks, or a swim in the rocky pools, will be luxury. In the afternoon the "Magic" will convey the entire squadron upon a few calls at the summer homes of prominent islanders. Sacred music around the camp fire, with a short address by the chaplain of the fleet, will occupy Sunday evening.

Monday, July 13, the boatswain will pipe to quarters at 9 o'clock, and the squadron will break camp, proceeding by steamer to Clayton. Here the bicycles will be awakened from their long rest and the course shaped on wheel down the American bank of the St. Lawrence river for Alexandria bay. After dinner at this famous resort, steamer will be taken at 2:30 for the return among the Thousand Islands to Clayton. Special cars will be in waiting at the Utica and Black River Railroad. Wheels will be transferred to baggage cars, and the squadron, now "tourists" again, quickly transferred to the Mohawk valley, arriving at Amsterdam-on-the-Mohawk late in the evening. Wheels will remain in baggage car until wanted in the morning.

Tuesday, July 14, down the Mohawk valley to Albany. The journey in this picturesque country is grand. Road runs along the Mohawk shore to Hoffman's Ferry, five miles. Here, crossing the Mohawk on scow ferries run upon wire cables, and over the Erie canal bridge to Pattersonville, the road leads along the bank of the canal, which runs parallel with the river, nine miles to Schenectady. The Carley House will

supply an excellent dinner, after which spin about the town will be enjoyed. Twenty-two miles further of excellent wheeling brings the tourists of the valley of the Mohawk into that of the Hudson, the grand and historic river being reached in sight of Troy, whence the road diverges to the south, swinging the party into the capital city of the State, Albany. Thirty-six miles down the valley will be the day's record. At Albany the Delavan House will be headquarters, and the various attractions of the city visited in the evening.

Wednesday, July 15, first day of the grand descent of the Hudson river. Our tourists have now been led by the green pastures and still waters of the first two pastoral days; a ride across blue and restful Ontario, and two days along its high and woody banks to the summer paradise, Thousand Islands; a season of camping, canoeing and fishing, then down the noble Mohawk to the acme of scenery and wheeling combined; two days along the shores of the mighty

beck, near Vassar College to Poughkeepsie. Here embark on steamer to West Point for the night.

Friday, July 17, take steamer down river past the Palisades, landing at Tarrytown; wheeling thence via the famous Riverside drive and boulevard to Central Park, New York city, reaching there at noon. Machines will be stored here, the tourists repairing to the Grand Union Hotel, to which place baggage will be forwarded.

The above represents the programme of the Big Four tour.

BURLEY B. AYERS, Manager,  
152 South Hoyne avenue, Chicago.

## COMMANDING.

FRED. G. BOURNE, commander, Citizens Bicycle Club, New York.

FRANK H. TAYLOR, commodore, 108 Liberty street, New York.

W. G. LE PEIRCE, captain Chicago division, 110 Dearborn street, Chicago.

L. W. CONKLING, lieutenant, 108 Madison street, Chicago.

E. G. WHITNEY, captain Boston division, 106 Dartmouth street, Boston.

A. D. PECK, Jr., lieutenant, Boston.

W. S. BULL, captain Buffalo division, 587 Main street, Buffalo.

C. K. ALLEY, lieutenant, 195 Main street, Buffalo.

GEORGE R. BIDWELL, captain New York division, 4 E. Sixtieth street, New York.

SIMEON FORD, lieutenant, Grand Union Hotel, New York.

## CONVOYS.

J. H. ADDINGTON, Buffalo convoy, 300 Main street, Buffalo.

GEORGE H. ORE, Canadian convoy, Acton Life Office, Toronto.

J. W. CLUTE, Mohawk convoy, Schenectady.

H. R. BRYAN, Hudson River convoy, Hudson.

## QUARTERMASTERS.

J. P. MAXNARD, quartermaster, 7 Central Music Hall, Chicago.

H. D. COREY, assistant quartermaster, 152 Congress street, Boston.

## CLERICAL.

FRED. JENKINS, general agent, 21 Park Row, New York.

H. F. FULLER, secretary, 470 N. State street, Chicago.

L. J. BATES, historian, Post and Tribune, Detroit.

CENTURY ROAD RACE COMMITTEE.

ABBOTT BASSETT, chairman, 8 Pember-ton sq., Boston.

J. O. BLAKE, referee, 70 Wabash avenue, Chicago.

Judges and timers—S. G. RETALLACK, Belle-ville; PERRY E. DOOLITTLE, Toronto; W. KINGSLEY EVANS, London; E. F. TOLMAN, Worcester.

## BUFFALO.

THE QUEEN CITY OF THE LAKES, AND HUB OF THE L. A. W. WHEEL, SENDS GREETING TO ALL WHEELMEN.

Papa Weston's Nemo Club will have several additions from this section shortly.

It is hard work to boom wheeling here, as our streets are covered with six inches of snow and ice.

Mr. and Mrs. F. B. Wall did considerable pedalling on the tricycle the latter part of last season.

Every sensible wheelman will join the League, and come to the next meet. Cause why? Buffalo meat is good.

Mr. and Mrs. C. K. Alley have ordered a Sociable, and will form the nucleus for the Buffalo division of that club.

The tandem bi., owned by Bull & Bowen, has been out almost every week this winter. We will have several teams for the tandem bi. races this season.

For the benefit of wheelmen who intend taking in the L. A. W. meet, and Big Four tour, we will say that we have a large number of the prettiest single wheelwomen in the world.

Jimmy Addington, the popular vice-president of the Buffalo Bi. Club, has ordered a Rudge Safety built to order. He expects to make it lively for the boys on the road this summer.

Dr. J. E. Danielson, the president of the Buffalo Club, and Mrs. Danielson, are enthusiastic tricyclists, or ers. The popularity of the tricycle with the ladies here is mainly due to their efforts.

Mr. F. J. Shepard, literary editor of the "Buffalo Courier," and Mrs. Shepard are also devotees of the tricycle. We owe to Mr. Shepard's pen many fine descriptions of the runs in and around the city.

The local entertainment committee are industriously at work. The indications are that the coming meet will surpass all previous effort. The local papers are doing a great deal towards creating an interest among non-wheelmen.

Dr. G. F. H. Bartlett and Mrs. Bartlett have probably done more country road riding than any others of our couples. The Doctor has preserved for his scrap book, with the aid of his camera, a great many beautiful views of the country side.

Wheel clubs and individual riders before completing their arrangements to attend the meet should correspond with Mr. W. S. Bull, chairman of the local transportation committee, with regard to railroad rates, etc. This will apply to the Big Four tourists also.

Our local champions, Dan Milley and Jim Hedge, have commenced training, they put in from ten to twenty miles daily on the Buffalo home trainer. Hedge holds the record on the trainer, a mile in one minute and forty-three seconds. They will both ride the Rudge this season.

The Buffalo Ramblers Bicycle Club, although organized only about two months, has now a membership of thirty, and has proven itself to be an unusually lively and enterprising club. The members of the club contemplate giving a fifty mile road race from Buffalo to Corfu and return on Decoration day. Open to all wheelmen in Western New York.

Frank E. Drullard ("Skinney") now a resident of Glen Dive, Montana Territory, where he is engaged in raising cattle, has been in the city for the past few days talking 'cycling' matters with the boys. "Skinney's" many friends will no doubt be glad to learn that he is making money and getting fat. He has gained one pound and three ounces in four months.

Buffalo is provided with any quantity of first-class hotels, chief of which is "The Genesee"; as it is the L. A. W. hotel, League members will of course patronize it. Cyclists will find mine host Harris a very genial gentleman, and one who takes a great interest in wheeling. The house is noted for its gentlemanly clerks, fine table, and elegantly furnished rooms.

Bull & Bowen propose making a specialty of novelties in 'cycling' accessories. They are meeting with great success. The demand for the Buffalo tool bag and the Buffalo duplex whistle has been very large for this period of the season. As they manufacture all of their specialties on their own premises they are enabled to meet all competitors as to prices and quality of goods.

Mr. Gideon Haynes, Jr., having severed his connection with the firm of Bull & Haynes, leaves the city regretted by a multitude of acquaintances. His genial disposition endeared him to every one who became acquainted with him. He made many friends during his short residence in this city, and was chiefly instrumental in organizing the Buffalo Ramblers Bicycle Club.

The Buffalo Club propose to get out a very handsome and artistic programme of the L. A. W. meet. It will include a map of the city and views of the principal buildings, of the park and other points of interest in this vicinity. Also route descriptions of the many fine runs around here. Dealers and others desiring advertising space should correspond with C. K. Alley, chairman of the printing committee.

The Buffalo home trainer has proven to be just the thing needed by racing wheelmen, gymnasiums, bicycle club rooms and dealers. W. J. Morgan praises it very highly as follows: "This trainer is far ahead of anything hitherto seen by me. John S. Prince went into raptures over the invention, and will certainly do some work on it himself next season. The register and brake apparatus are all first-class."

The firm of Bull & Haynes is no more. Mr. E. N. Bowen having purchased Mr. Haynes' interest in the business the firm will be known hereafter as Bull & Bowen. Mr. Bowen is widely known as the inventor of the American saddle, the Buffalo home trainer, and other novelties in the sundry line. The firm have been appointed the Western New York agents of Stoddard, Lovering & Co. They also deal in all the first-class wheels.

The repair shop of Bull & Bowen fills a long felt want in this section. We were very much pleased to learn at a recent visit that they are meeting with the success they deserve. To say that Mr. Bowen gives his personal supervision to the shop is a guarantee that all work entrusted to them will be properly and satisfactorily done. We were shown a 56-inch bicycle which they are building. It has their patent wheel, a new ball bearing head, a new rear wheel ball bearing, and several other experimental features. The wheel will be tested on the road this season by Dr. Dods, of Silver Creek, one of the hardest riders in this part of the country. As the Doctor is a six footer, weighing nearly 200 pounds, the wheel will be severely tested. They are also building a pony bicycle, in which they will incorporate several new features of their own.

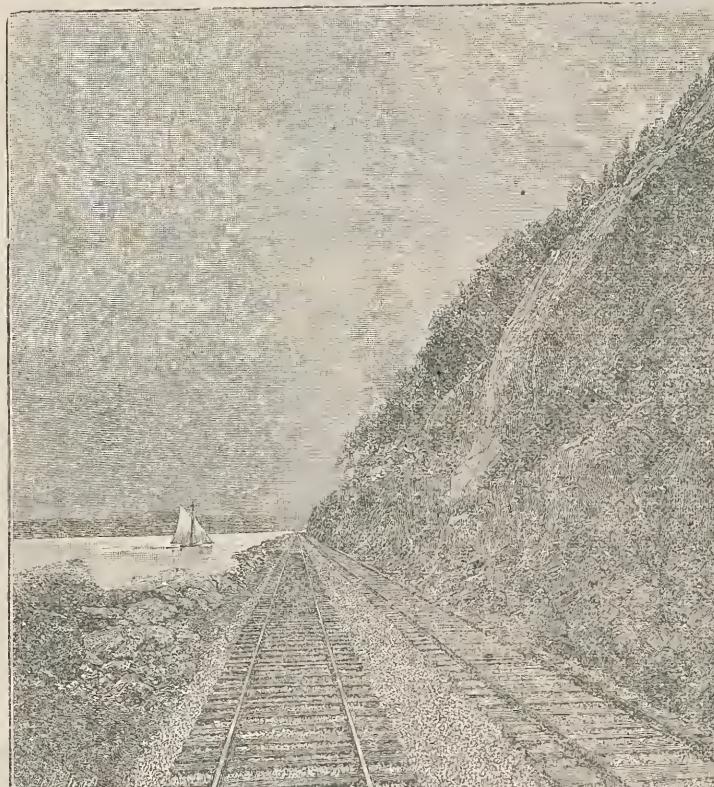
book published before the close of that month. But I know nothing about it. I may not be able to stand the strain of such continuous effort, and the book may not see the light until autumn or winter. Whatever fate may be in store for it, I can boldly assert this truth: that no other person in the world can have 1,300 or even 1,10,000 the anxiety and impatience which I myself have for the early arrival of publication day. In contracting with the Springfield (Mass.) Printing Co., for the manufacture of the volume, and with the Photo-Gravure Co., of this city, for supplying the heliotype head of the distinguished bulldog which is to face its title-page—I have bound myself to pay upwards of \$2,100 for 5,000 books, and, as I have already paid \$275 for postage and printing, and shall have to pay a still larger sum for mailing the 3,000 sub-

I have sent abroad about 1,000 copies of my Bermuda chapter (chiefly to England and Australia), and I expect to complete the canvass in April by mailing the other 2,000 of the edition to home addresses, in connection with 2,500 circulars now in press. These are largely reprints from "Gazette" electrotypes, comprising chapter titles (Oct.), appeal to "the trade" (Dec.), and list of 600 subscribing towns (March)—the latter indirectly showing my hotel list, which now has 110 names. I shall be glad to mail my documents to old subscribers, who may express a willingness to act as my distributing agents, or to persons whom they may name to me as possible patrons, and I wish again to emphasize the fact that whoever secures for my list the chief hotel of his town will trebly do a favor—to the hotel-keeper, to the touring wheelmen who may stop there, and to myself.

I can insert new names in proper alphabetical order, and can make corrections in the addresses of old ones, as late as June 1, and probably later. In my geographical list, I shall group the club men of each town alphabetically, and shall try to show the past as well as present offices held by them in club or League. The earliest books will probably be sent out by express to such clubs, within 300 miles of New York, as have supplied a half-dozen or more subscribers. The earliest copies by mail will go to those who have paid in advance, and to patrons in foreign countries. I do not wish old subscribers to send in their dollars at present, but if they choose to do so about the middle of June, or whenever they see notice given that the book is nearly ready for issue, they may thereby hasten somewhat the arrival of their copies. Such act would be an assurance to me of their continued existence and correct addresses; for I am told that several of my earlier subscribers have removed to unknown regions, and at least three of them, I regret to report, are dead.

Signed this 30th day of March, MDCCCLXXXV, at "Castle Solitude in the Metropolis," otherwise known as the University building, on Washington square.

KARL KRON.



FOOT OF DUUNDERBERG—WEST SHORE AND BUFFALO R. R.

#### A PROCLAMATION.

TO THE PATRONS OF "X. M. MILES ON A BI."

Be it known to you that the editor of THE WHEEL, who gave a successful start to my canvass for "Ten Thousand Miles on a Bicycle," fourteen months ago, by spreading before the League the original prospectus and table of contents ("as arranged 3d Dec. 1883"), now declares his willingness to present each one of you with a sample copy of THE WHEEL's special number, containing this present announcement of mine as to the progress and prospects of the enterprise.

"Postponement" is not a proper word to apply to delay in the arrival of my publication day, since I asserted at the outset that the book's appendix should print the names of 3,000 one-dollar subscribers; and any dates which my circulars have named (as likely to see that number pledged to me) have necessarily been provisional—expressive of my hope and belief rather than of knowledge. My present belief is (since 2,621 subscriptions are enrolled to-night) that the entire 3,000 will be secured before the middle of June; and my present hope is that, by a desperate night-and-day struggle, I may manage to get the

scribers' copies, the receipts from these will leave a cash balance of less than \$300 in my favor. It is only by a prompt sale of the final 2,000 copies of the edition, at \$1.50 each, that I can hope to reap any respectable reward for my two years' work and risk.

The plates of the book are to be made from the same clear-cut brevier type used upon the "Springfield Wheelmen's Gazette," and the size of page chosen admits nearly 600 words to each (or 900 words of nonpareil, in which the contract allows one-fourth of the material to be set). Plates of the first seven chapters (63pp.) and also the 25th chapter ("Bermuda," 16pp.) have already been cast, and the work will advance as rapidly as I can supply the copy. The task of writing Chapter VIII. ("Around New York") has proved exceedingly slow and difficult; and my fear is that other unwritten chapters, such as those describing my 1,400-mile straight-away tour of 1883 and my 1,000-mile circuit in 1884, may cause delay and trouble. They would have been put in shape, long ago, but for the ever-present pressure I was under of keeping my subscription list in motion until the guaranty fund of \$3,000 should be reasonably well assured.

O, the jaunty man of polo,  
How ignorant is he  
Of the advantages and blessings  
Of amateurity.

When the soulful springtime races,  
Come around to us again,  
And we speed to show our paces  
(In the day-coach of a train),  
Then he'll yearn a fervent yearning,  
To try his luck once more,  
But the judges and the clerklets  
Will not put him on the score.

So the other boys are running,  
And will loads of medals hang,  
While he sorrows of the sinning,  
When he joined the "shinny" gang;  
For the polo dudes have knocked  
From his dizzy height of fame,  
And no more he'll travel trackward  
To perpetuate his name.

Then the rinkish man of polo  
Will inevitably see  
The advantages and blessings  
Of amateurity.

We heard the following remark the other day, re the skating craze: "Pretty soon every other man in this town will be a rink manager, instructor or floor sweeper, and those who are not will be polo professionals or amateur 'rushers.'

# THE WHEEL.

The changes in the League constitution are the right thing at the right time. We predict a boom when renewing time comes round.

"Spokes" wants a professional League. Well, let him have it; he won't have it long, and it will never be wanted by any one else but him. They would get to calling one another "dudes" and then the jig would be up.

The winter talk of wheelmen has been necessarily of the rink rinkish, but now that the riding time is nigh, we see the 'cycler furbishing up his wheel with the latest trappings, and sallying forth to battle with the March winds in true warrior style.

The festive club run is taken up with avidity by those who have been longing for spring to come, and despite headwinds, new macadam and other drawbacks of early riding, it is found to be better sport than travelling for miles and miles around and around the floor of a rink.

There are 198 race meetings, the dates of which have been already set, to take place in England in the next four months, 19 of them were on the 6th of March. Oh, shade of Etherington, what do you do with them all? Is it a perpetual holiday over there? Nobody does anything but either race or train for a race.

A Lexington, Ky., athlete claims to be able to jump from the ground to the saddle of his bicycle, turning a summersault in the air before reaching it.

This reverses the usual order, as they generally turn summersaults while traversing the space from the saddle to the ground.

Everywhere, every body predicts a prosperous season for 'cycling. We think that before the end of it a certain mile record will lie grovelling, broken. What with "Johnnie" offering to race with horses, and kindly condescending not to bar Maud S. and Jay Eye See; and with the Hinglishmen going through heavy courses of training in preparation for an exodus to this land of liberty and fine tracks, we may expect something edifying and interesting.

At the proposed Minneapolis Championship of the Northwest Races a scene something like this would not be surprising: Enter Phil. Hammill and Colar Stone.

P. H. "Get off this track you blooming professional!"

C. S. "Slide! you blastered pace-maker!" (We will not venture to say what might follow, even in futurity, possibly; enter Grant Bell: "Blessed is the pace-maker," etc.)

We are glad indeed to see the tendency towards road-books, which seems to prevail at the East. Nothing will help the cause in a more permanent and satisfactory way than the publication of suitable guides for tourists, containing descriptions of roads, and lists of hotels, etc. It has been said that a road-book of America, if complete, would be twice the size of Webster's Unabridged Dictionary; so to save the trouble of getting up a volume so bulky, each State should publish one of its own. However, it is not at all likely that one will be published complete in the next million years if they all travel along as slowly and take as few risks of failure as Brother Kron's.

In Mr. Stevens' "Across America on a Bicycle" now running in "Outing" oc-

curs the following passage, which no one with a perception of humor can pass without a broad, expansible smile illuminating his features:

"The Truckee is a rapid rollicking stream from one end to the other, and affords dam-sites and mill-sites without number."

Thomas, we are opposed to cuss words except in private life, or when we have torn our pants while far from home; but considering that you came from the land of the blood bedraggled cow-boy who would have to make signs if he couldn't swear, and have become a sort of heifer-boy yourself, we will pardon the breach.

Illinois should now stand forth and furnish an illustrious son who will, in her halls of legislation, offer a bill to prohibit bicycles, tricycles, steam threshers, locomotives and other troublesome things from passing to and fro over her territory.

Ohio had a curiosity of this kind first, in the renowned Mr. Green (not of Green ville), who got himself severely disliked. Then arose Merriweather the venerable old-fogey Kentuckian, who demanded that the lives of the people be protected by "clearing them traps off the roads." He got left with the frigidest of leftness.

Now an enterprising Hoosier lover of liberty gets up and snorts for the abolishment of bicycling. His cavil will be shelved. If Illinois would try it on, the central States would hold the record. They hold it anyway, we presume.

A bicycle club out West in asking for permission to ride in a skating rink between times, sent their secretary before the directors of the rink to plead for them. After scaring half of him to death with red tape and conventionality, they made him get up and address the meeting, so as to get a good chance of goading the balance of him into madness.

In answer to a query if the machines would hurt the floor of the rink should any one fall, he betrayed himself into saying: "No wheelman ought to fall on a smooth place like that if he has any sense."

The funny man of the board said: "None but sensible persons ride bicycles, then, I suppose. You do look like a sensible crowd." The secretary fired up as a kindling fire with Biddy and the kerosene can near: "Well, we are a blamed sight better looking and more sensible crowd than this board of directors, any how." Yet the club got the rink and drills there nightly.

## A HINT TO KRON.

EDITOR OF THE WHEEL:—I think a word of caution to our friend "K. K." would not be out of order, and coming from one of his earliest subscribers and present well-wishers, will, I trust be received in the kindly spirit in which it is given. In speaking of "Greystone" in the chapter on "The Roads Around New York," published in your issue of March 27, it is described as the home of a man having a "unique place in history, because he is the only person ever elected to the Presidency who failed to be President in fact." Concerning the Electoral Commission 1876, it should be borne in mind by our friend, that the belief is by no means unanimous in this country that its decision was a dishonest one, consequently it seems unwise to incur the displeasure of readers who do not agree with the author, while on the

other hand to those who think that the "Sage of Greystone" was deprived by political intrigue, of the office the whole matter is now looked upon as an extremely unpleasant event in our country's history, and while mention of it must necessarily find a place in political treatises and in history of the times, the remarks in question can hardly fail to injure our author's prospects. Let him eschew politics as well as religion, especially disputed questions. "Karl Kron's connection with the old "World" at a time when the necessity for frequent mention of the "great fraud" was daily impressed upon the members of its staff, seems to have warped his good judgment. The standard history of our country down to as late a date as 1876 has not been written, consequently many wheelmen may object to buying a work undertaken to settle disputed historical points bearing the misleading title "Ten Thousand Miles on a Bicycle."

SUBSCRIBER.

## WHEEL GOSSIP.

This is volume eight, number one.

"Wheeling," of London, is our newest exchange.

The Keeu testimonial fund has now reached the respectable sum of \$639.

Now is the time to send in your subscription to THE WHEEL at one dollar a year.

Twenty-three members were added to the L. A. W. for the week ending March 21.

Stephen Terry will not accept any L. A. W. office beyond his present position as treasurer.

It is said that the London Bi. Club, England, is rapidly losing its influence and members.

Fred. Wood will be one of the attractions at Springfield this year, in company with Howell and other professionals.

Frank A. Elwell, the manager of the late "Down East Tour," is now arranging for a tour to Moosehead Lake, Me.

It is prophesied that the two-days' tournament of the Hartford Bicycle Club, this year will far surpass any previous effort.

The "Bicycling World" issues to-day a double-page cartoon by C. W. Reed, which is well worth securing. Better send for a copy.

We grow hungry when we look over the accounts of the C. T. C., as published in the "Gazette," the amount handled being over \$70,000.

One of the advantages of subscribing to THE WHEEL is that if you want to buy a bicycle, or sell or exchange one, you can advertise that fact without extra charge.

Mr. Aaron repudiates the report that he will not run for corresponding secretary, and says he will again be a candidate for the office, as well as that of chief consul of Pennsylvania.

It is reported that A. L. Fennessy has given up the joys of 'cycling life, and will no longer have any connection with it in any way. The sport is sure to go to the dogs now.

Last Monday's mail added Japan to the list of foreign countries now pledged to pay tribute to Karl Kron, and also brought three more English subscriptions—raising the total enrollment to 2,633.

THE WHEEL to-day enters upon the sixth year of its existence, and will continue to revolve for many years to come. It has a firm foothold with the American wheelmen, and intends to retain its leading position.

J. S. Olgivie & Co. are the publishers of a number of exceedingly useful handbooks, and have in their line superseded many older firms. One of the latest they have issued is entitled "1,000 Orignal Album Verses."

There was a very pleasant gathering at the rooms of the Troy Bicycle Club, on Thursday, the 26th, the occasion being the annual reception of the club. Everything passed off in the best of order, many ladies being present.

The "Bicycling World" is a good wide-awake paper, published in Boston. Its regular subscription price is \$2.00 a year, but by sending that amount to us, you can receive the "World" and THE WHEEL for a year at that price, without extra charge.

The great success of THE WHEEL is due in a measure to the unanimous and hearty support of its advertisers. We would esteem it a favor if our readers in writing for information or catalogues would kindly mention THE WHEEL in making their inquiries.

We do not see why such a continual hammering should be kept up denouncing the professionals. They have done a good deal for the sport, making a good many converts in their travels, where a bicycle had never before been seen, and should be given some credit for it.

Mr. Burley B. Ayers has prepared a most interesting paper on the subject of the Big Four tour, to which we give considerable space. To those contemplating a two weeks vacation at a moderate figure, with lots of fun thrown in, we recommend the Big Four tour.

"Outing" is a delightful magazine of recreation embracing every known sport. Its pages are of particular interest to wheelmen, containing as they do many articles of value. Its subscription price is \$3.00 a year, but we club THE WHEEL and "Outing" for the same price.

We are always ready for a joke, even at our own expense, and generally join in the laugh, but when a man comes into the office, and recites in a sing-song voice, "I want to buy a bi. but my wife would rather have a tri," then we want to be carried from the field and sent to join the angels.

We had the pleasure of making a hurried inspection of the new house of the Massachusetts Bicycle Club in Boston. It is beyond doubt the finest building of the kind ever erected for bicycling purposes, and is a fitting monument to the enterprise and good taste of its projectors.

"Uncle Sam," the probable myth, and American correspondent of the "Bicycling News," says that THE WHEEL is "going a buster" on April 3, and will contain a full report of

# THE WHEEL.

the annual meet of the L. A. W. Great nickel plate? How did U. S. learn that the date for the meet had been changed.

1885 is marked by booms. The dealers' boom, clubs' boom, races' boom, and even Karl Kron will boom if he can find the 3,000 names he has been trying to obtain for over a year past. Of course THE WHEEL booms, and we expect to have 5,000 names on our subscription book before the 1st of September.

The "Cyclist and Athlete" makes a mistake if it thinks it can down Dr. Blackham by making fun of him. The Doctor puts his case fairly and strongly, and is entitled to a hearing, and the young man of the "C. and A." can

try for the races close on the 7th inst. A number of choice seats are on sale at the office of THE WHEEL, and we will be pleased to give any information in our power concerning this very interesting affair.

THE WHEEL will, as in the past, take special pains to report the prominent racing events of the season as they occur, as well as notes about clubs and individuals. THE WHEEL is a success as a newspaper, and no wheelman can make a better investment of a dollar than by filling out a subscription blank and forwarding the same to Box 444, New York.

A doctor bicyclist, entering the room after cleaning down, said to the guests,

Thomas Stevens will make his tour around the world under the auspices of "Outing," the magazine paying all expenses. In return he will send them a description of his tour monthly, probably beginning with the August number. Mr. Stevens expects to cover about 10,000 miles on his bicycle, which will bring his record up to over 13,000 miles, counting in his ride over America.

The St. Paul Bicycle Club held their tournament on March 17, a large audience being present. In the one mile contest F. W. Ramsley came in first with S. F. Heath second. In the five mile, Grant Bell, Minneapolis, defeated John Nicholson, called "champion of Minnesota." During the intermission between the races picked wheelmen from

"Is the front page engaged for your special edition?" he asked, closing the gate that guards the portals of our sanctum, and walking up to the editor with the familiarity of one who had once in the sweet long ago, treated with a two-for-five cigar. "To his query, we answered no, and inquired in a dreamy way, if he wished to take it. "Yes. All you need say is, that it's a girl, and then mention my name, you know." All right, but our terms are strictly cash, owing to our large circulation. "Is that so? Well, never mind. I haven't got a two dollar bill around me, but I'll call in to-morrow," and he left, and with him all the editor's fond anticipations of a twenty-cent lunch with a beer and pretzel thrown in. The name of the happy father is Charles F. Post, of this city, and a well-known wheelman.

The publishers of "Outing" have made arrangements with Thomas Stevens by which his tour around the world will be continued at their expense. Mr. Stevens will sail from New York on the 9th of April, and upon his arrival at London, proceed at once to Paris and then across the continent, by the best known routes. He will act as "Outing's" correspondent, and continue his series of delightful articles, the first of which appeared in the March number of "Outing." Mr. Stevens is not only a ready writer but a plucky rider, and will use no other conveyance than his wheel in making a circuit of the globe, except, of course, in crossing the oceans. He has already written a book on his experiences with American highways, and will continue the work during the winter months, when his progress is impeded by snow.

Everything points to the fact that the riding season will soon open now—the dealers polishing up the machines, the racers reading up on training, and the clubs dusting out their rooms, and hanging up pictures suggestive of the approaching merry season. We may expect such a boom for 'cycling in this country as was never before experienced. Even thus early a great deal of enthusiasm has been manifested over the short runs prevalent at this time, but most wonderfully has it been drawn out at the race meetings of out-of-town clubs. A look at our wheeling calendar shows us that all dates are well filled with race meetings, sociables, etc., and we cannot but feel that the interest in the sport—even among its devotees has greatly increased. With the opening of the season which virtually commences with this issue, THE WHEEL shall brighten up with the trade, and as formerly, will give the full reports of all that occurs from week to week, attending the largest and prominent affairs in person, and will sustain its reputation as the leading wheel paper in America.



learn much if he will listen. The monkey business won't work.—[Bicycling World.]

Particulars have come to hand of the death of a baronet from injuries received from a header on his wheel. It seems that the deceased, Sir Justin Gerald Aylmer, of Kildare county, Ireland, was riding in the vicinity of Cambridge, when he took a "cropper" over a stone, and fell, breaking his jaw, as well as sustaining other injuries which have proved fatal.

The Citizens Bicycle Club will hold their annual race meeting in this city on the 17th of April, at the Knickerbocker Roller Skating Rink. The en-

"I have just been setting a backbone, and had to screw the head a good deal."

"Did your patient bear it without screaming?" asked a young lady. "Yes," he replied, "I oiled it well before commencing," as he walked off laughing. The young lady was not well up in 'cycling matters.'

"Karl Kron" has made a statement of his position as publisher of "Ten Thousand Miles on a Bicycle," and we sincerely trust that all who read these lines and who have not as yet subscribed will send their names in on a postal card at once, agreeing to pay one dollar upon receipt of the completed book. His address is University building, Washington square, New York.

Minneapolis and St Paul gave a drill much appreciated by the spectators.

"Let us suppose that all the wheelmen in the world were converted into one big wheelman."

"Let us suppose that all the wheels in the world were made into one great wheel."

"Let us suppose that all the hills in the world were consolidated into one immense hill."

"Let us suppose that all the stones in the world were melted into one big stone."

"Let us suppose that the big man mounted on this great wheel, should coast down this immense hill and run into this big stone? What an all-fired header that would be, eh?"

The League State election now being held by a mail ballot, which closes on the 10th of this month with corresponding secretary Chas. K. Alley, box 243, Buffalo, N. Y., is a very important one, and especially in this State has called forth a large vote. The ticket headed by Mr. Ed. F. Hill, of Peekskill, is being largely supported, and the indications are that he will be elected by a large majority. League members who have not as yet voted can cut the ticket printed in our advertising columns, sign it and send it to the corresponding secretary, marking on the envelope, "Mail vote."

# THE WHEEL.

## A CYCLING PARADISE.

A DESCRIPTION OF THE FINEST CYCLE CLUB EDIFICE IN THE WORLD.

Last Wednesday evening the long-looked for reception and formal opening of the Massachusetts Bicycle Club's new house took place, an occasion that will long be remembered in Boston cycling circles. The curiosity and expectations of the wheelmen hereabouts had been so aroused by the much that has been said regarding this edifice, which has not inappropriately been termed a "cycling paradise," that it was no surprise that every room on every floor was fairly thronged on the opening night. Continual exclamations of either surprise or pleasure were heard as the visitors were led from one room to another by the hospitable members. In spite of all that had been said regarding the building, as of Solomon of old, "the half had not been told," and there must indeed have been few among the visitors who did not wish that they were members of the leading cycling organization of the country, and whose home is unequalled by that of any wheeling organization in the world.

Eight hundred cards of invitation were issued, and it is estimated that during the evening not less than 600 cyclists, some in their club uniforms, but the majority in evening dress, paid their respects to this magnificent temple of the wheel. President Henry W. Williams, Captain C. P. Schillerer, and Secretary George Pope, received the guests in the large parlors, and were assisted by numerous aids who, together were untiring in their endeavors to entertain the immense gathering. The Boston Bicycle Club was present with a delegation of some forty members, while almost every cycling club in the city and its vicinity were represented. Among the many prominent gentlemen present were Col. Albert A. Pope, Abbott Bassett of the *Bicycling World* and chairman of the L. A. W. racing board, W. B. Howland of "Outing," F. P. Kendall of Worcester, Prof. Williams of Brown University, Frank M. Gates of Newburyport, James C. Elms, Jr., of the Newton club, Frank W. Weston, chief consul Cyclists' Touring Club; Thomas Stevens, famous for his bicycle trip across the continent; Ralph P. Ahl, the first American wheelman to cover a mile in less than three minutes; H. D. Corey, for prowess on the road and track; A. L. Atkins, L. A. W. representative, Adams D. Clafin, A. D. Peck, Jr., a great road rider and a "Big Four" tourist; Rev. S. H. Day of South Abington, H. V. Hayes, E. B. Coleman, S. G. Whittaker and others of the Cambridge club; E. C. Hodges, L. R. Harrison, Charles Pfaff and others of the Boston Club; Charles S. Howard, Capt. Vivian, President Nelson and others of the Charlestown club. There were also present cyclists from Harvard College, Institute of Technology, Newburyport, Lowell, Beverly, Franklin, N. H.; Salem, Needham, Wakefield, East Cambridge, Chelsea, Newton, Brockton, Dorchester and other places.

A general good time of social intercourse, congratulations, billiards, pool and bowling constituted the order of the evening. A collation was served in the gymnasium, to which ample justice was of course done.

The building occupies a site in one of the most desirable locations of the Back Bay districts, fronting on Newbury street, near Dartmouth street, and adjoining the building of the Boston Art Club. The building rests 22 feet back from the sidewalk has a frontage of 24 feet and a depth of 90 feet. It has three stories and a basement, and is constructed of brick, handsomely trimmed with light shades of Nova Scotia stone and

terra-cotta. The front of the second story is well taken up with a roomy bay window, with oriel. Near the top of the building is a terra-cotta scroll slab bearing this inscription: "Massachusetts Bicycle Club, 1884." A concrete incline takes the place of steps leading to the front door, which is wide enough to admit the widest "sociable," and 'cyclists are enabled to wheel their machines from the street directly into the building. The basement is neatly finished in ash sheathing, with a floor of hard pine. The furnace occupies a small portion and heats the entire building. There are bath and toilet rooms in the basement, a finely laid bowling alley, with two billiard and pool tables. A large old-fashioned fireplace filled with canned coal, gives a cheerful homelike appearance to the game room, and the gas fixtures are of special and appropriate design.

The main or street floor, with the exception of the staircase, is clear and constitutes the "wheel" room, in which recline "wheels" of almost every size and description. In the rear part of this room is a convenient place for washing the machines. The finish of this story is of ash and the floor is of hard pine. The central staircase leads one directly into the "locker" room, which is the space between the two parlors. The lockers are so arranged that every six or eight, with the addition of handsome little curtains, make cosy separate dressing-rooms. Leading from the locker-room are bath and toilet-rooms.

The large reception room or parlor occupies the street front of the second floor. It is 30 feet deep by 24 feet, and is finished in polished cherry. A large wilton rug, nearly covers a floor of polished oak, and a fireplace of ye olden time dimensions is a genuine work of tile art. The walls and ceilings, by a peculiar process of plaster and paint decorating are bright and exceedingly handsome. The central chandelier is of special design. It consists of six burners, on the pipes of which rest gilded bicycle wheels, and in the hubs are inserted brilliant white or colored stone. Just above the union of the little pipes with the main is a perfect representation of the L. A. W. badge, big diamond and all. The furniture, which was made to order, is of mahogany, and upholstered in dark russet-colored leather. A handsome mahogany table occupies the centre of the room. Two flowing velours portieres separate the reception-room from the locker-room and entry. The walls are hung with beautiful pictures, many of which are on cycling subjects, and the gifts of club members. An upright piano is also included in the furnishing. On the rear part of this floor is a good sized room, with dressing apartments attached, tastily furnished and known as the ladies' parlor and library. The finish is of cherry and the furniture of the same wood handsomely upholstered in leather. The upper floor, the walls of which are 18 feet in height, contains a gymnasium room 45 by 24 feet which will also be utilized for special club meetings; and in the rear is a commodious committee room, a room for the janitor, and bath and toilet apartments. The architect was Mr. George F. Meacham. The cycle world in general and the Massachusetts Bicycle Club in particular are especially indebted to Colonel Albert A. Pope, whose enterprise and energy have given Boston the honor of possessing the finest cycling club house in existence.

LEWEE.

## HUB HAPPENINGS.

The weather here during the past week was simply delightful, the roads were in perfect condition and every thing so favora-

ble for wheeling that it was not strange cyclists were to be met in goodly numbers at every turn. Sunday was to have been a great day for cycling. Long and short runs had been planned for in every direction, and every one who had a machine to let received a good premium for it. Saturday night gave promise of a delightful day, but about 12 o'clock the clerk of the weather awoke to the fact that he had given Boston six consecutive pleasant days, and so zealously did he act about correcting his mistake that the early rising wheelman the next morning found the city covered with six inches of snow. How mad he must have been especially if he had the night before paid \$5 for the use of a machine. The riding season is usually supposed to open here on Fast Day, but from present appearances the opening this year will not be a particularly brilliant one. All the clubs, however, have planned for runs, and if the roads are rideable there will probably be a big turn out. The Massachusetts men have wisely arranged for but a short run, taking in the suburban roads of Newton and Brookline. The Bostons will ride to South Natick making a day's run of it, taking dinner at Bailey's. The Newton's ride to South Framingham, the Charlestown's to "F. G." Salem and the other clubs to various points. Runs at this season of the year should all be for short distances, as on the first few rides more than one portion of the wheelman's anatomy easily becomes wearied. A fortune awaits the man who invents a saddle which can be ridden with comfort on the first ride of the season.

The Springfield Bicycle Club have issued their ticket for Massachusetts L. A. W. State officers, and have mailed it to every League member in the State. A printed envelope stamped and addressed to Secretary Alley accompanies each ballot, and the club members are doing everything in their power to have the largest vote polled of any previous year. That the ticket will be elected there can be no question, as it has no formidable opposition to contend against, but it is very doubtful if as many ballots are cast as were last year. The ticket has been changed somewhat from what was first published and is now as follows: Chief Consul, Henry E. Ducker, Springfield; Representatives, Abbot Bassett, Chelsea; Adams D. Clafin and W. I. Harris, Boston; F. P. Kendall, Worcester; John S. Webber, Jr., Gloucester; Geo. Chinn, Marblehead; N. M. Pratt, Brockton; Dr. W. G. Kendall, Dorchester; Jos. L. Pinder, Lowell; H. S. Willson, Pittsfield; W. O. Greene, Holyoke; F. E. Hawkes, Greenfield; Sanford Lawton, Springfield. Through a typographical error Dr. Kendall's initials are given on the ballot as A. G., they should be W. G. The above is the only ticket that has been sent out, but nominations have been made in the local papers for H. N. Hayes of Cambridge, and F. Alcott Pratt of Boston, as representatives for this district.

It is understood that the Nemo Cycling Club of this city is still a live and flourishing institution, and that a meeting is shortly to be held for the election of officers and to perfect numerous plans for the coming season. The club admits to its ranks both ladies and gentlemen, but its rules wisely provide that members shall be admitted only in pairs, thus guarding against a superfluity of either sex. This may account for the present rage among the Boston club men for tandems and sociables. The club is certainly conducted on very novel principles and there is every reason to believe that it has a prosperous career before it. There is no better, surer way of increasing the popularity of cycling with the fair sex than taking them

to ride on the road in company with a number of others, and this of course is most easily done through the agency of a club. There should before very long be a sufficient number of lady tricyclists to support a ladies' club or one similar to the Nemo, in first-class style and have a club house of their own. Of course all cyclists are fond of ladies company, but for various reasons it would be undesirable to have them become members of the "regular club."

In my opinion nothing would do more to advance the interests of the L. A. W. than the abolishment of the amateur rule and have nothing whatever to do with racing matters. Let the racing board be established as an independent organization and have full charge of all racing matters. The League at present pays more attention to racing than anything else, while racing is really of the least importance of all its interests. On the path it is absolutely necessary that there should be a dividing line drawn between amateurs and professionals, but this is not at all necessary in League affairs, which should tend towards the promotion of touring and the general welfare of its members. I will have more to say on this subject next week, and hope that the matter may receive the attention of League members at the Buffalo meet.

## POINTS.

Bicycle vs. skate races are among the chief attractions at the Institute Rink. Some wonderful time is often reported.

Boston wants Mr. Aaron to be secretary of the L. A. W.

Mr. Parsons is stirring up the Massachusetts club again in a big club helmet.

Tricycles are popular with physicians at the Highlands.

A Boston man contemplates making a journey *a la Stevens*.

The Massachusetts club is arranging for a series of moonlight runs. For genuine wheel pleasure nothing goes ahead of runs by moonlight.

Consul A. L. Atkins has presented the Roxbury Members of the Massachusetts Bicycle Club with a road map of the city and vicinity. The map is to be placed in L. A. W. Consul Savel's drug store, on Walnut avenue, where it is at the service of all wheelmen.

Robert Neilson, our local crack professional, thinks that he can show John S. Prince his little wheel in a quarter mile race, and says he has money to back his opinions.

To attend a club run of the Massachusetts Club after Decoration Day, a member must appear in full regalia. If the big helmet is adopted, won't there be a lively fuss.

We don't know who we want for president of the L. A. W.

The Dorchester Bicycle Club has secured new quarters in the Odd Fellows building on River street.

Local cycle dealers state that the reception of the Massachusetts Club has given their trade a lively boom.

Everett and Burt will open as Singer's American agents next week.

Gaskell would be a good subject for the mutual breaking up association of the Massachusetts Club to practice on.

It is amazing to see the local papers give Dr. Sargent of Harvard the credit of designing the bicycle home trainers now used in the city gymnasiums. The machines were made and presented to the several gymnasiums by the Pope Mfg Co.

Now that it has been officially stated that the League will not exact a dollar for a six month's membership, there is reason to believe that the Massachusetts Club will still remain a member of that organization.

The Pope Mfg Co. will have a new catalogue out in a few days.

Why don't some one get up a spring race meeting for the benefit of Karl Kron's road book?

The Bicycling World thinks that it is proper for a rider to receive his "expenses" in a road race, but very wrong for one on the path, Advanced bright idea.

# THE WHEEL.

## DOWN EAST AGAIN.

Mr. F. A. Elwell, so well known in cycling circles as a promoter of "down East" and "Bermuda" tours, is now arranging for a tour next summer to Moosehead Lake and Bar Harbor, Me. The trip is designed to furnish an outing for those wheelmen who wish to visit Maine's two most noted summer resorts, and take a leisurely stroll on wheelback in pleasant company over her hills and through the beautiful valley of the Penobscot. As Moosehead lake is over 1,000 feet above the sea level the tourists will be gradually going down hill while on their wheels. It is intended to have a four-horse coach accompany the party, which will allow a limited number of non-cycling friends of the tourists to accompany them. Luggage will be packed inside the coach, and the friends will ride on top. A brief outline of the tour is as follows:

Friday, July 27—Leave Boston on evening train and reach Kineo House Saturday afternoon. Afternoon and evening spent in social recreation and sailing on the lake by moonlight in birch-bark canoes, in charge of Indians.

Sunday, July 19—Spend day climbing Mount Kineo, taking it easy.

Monday, July 20—Sail down lake to Greenville, mount wheels and ride to Monson, dinner half way. Spent last part of day visiting the great slate quarries here. Spend night in Monson.

Tuesday, July 21—Ride to Dexter (sixteen miles) dinner half way. Dexter is a thriving and lively village, and here there will be a dance in the evening.

Wednesday, July 22—From Dexter to Bar

## 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—54-inch Rudge Light Roadster, in excellent condition. Ball pedals, standard finish. Too small for owner. Price \$110. Address RUDGE, care The Wheel, Box 444, New York.

WATCH—For the Bicycling World for 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.

FOR SALE—My 54-inch D. H. F. Premier bicycle, first-rate order. Lillibridge detachable handlebar, painted wheel, nickelized fork and backbone. Fine mount. \$100. B. B. Ayers, 56 Kinzie street, Chicago.

FOR SALE—54-in. Club racer, enamel finish, nickelized handle bars. Rat trap pedals. Ball bearings throughout. 128 Fulton street, N. Y. Price \$80.

WANTED—Cheap for cash—First-class lamp and bell for bicycle. Address C. J. P., 3,412 Sansome street, Philadelphia, Pa.

WILL trade a good second-hand 51-inch Star Bicycle, 1884 pattern, for a type writer in good condition. Caligraph preferred. Address E. F. Burns, Smithville, N. J.

FOR SALE CHEAP—53-inch special Club Bicycle, full nickelized, Wesson rifle, fine Bamboo Bass rod, with Vom Hoff Reel and case, all in perfect order. W. C. P., Postoffice Box, 1,008, New York.

WANTED—To exchange a 56-inch Expert, half-nickelized and painted, for a 48-in. of same style and make. McDonnell Cyclometer included. Address A. C. RICHARDSON, 255 Franklin st., Buffalo.

FOR SALE—51-in. Star; R. T. & Power Trap. Standard finish, 1884 pattern. Been out once 18 minutes. Price, \$75.00. Address BOX 51, Tremont, Schuykill Co., Pa.

## 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.

Harbor are good country roads, and this day tourists will reach Bangor (thirty miles). Social reception in the evening by the Pine Tree Bicycle Club.

Thursday, July 23—Morning run to Pushan lake or the Indian village of Oldtown. Races in the afternoon at Maplewood Park by the Pine Tree Wheel Club. Ball at Music Hall in the evening.

Friday, July 24—Ride to Ellsworth, thirty miles; dinner half way.

Saturday, July 25—Ride to foot of Green Mountains, twenty-three miles; take railroad and ride to top of mountain. It has not yet been decided whether to remain here over night for the sake of the sunrise and sunset, or whether to descend Saturday afternoon and spend the night at Bar Harbor.

Sunday, July 26—Visit on wheels the various points of interests. Roads are good.

Monday, July 27—Steamer for Portland, repeating the beautiful sail taken by the down East party last fall.

The total wheeling distance will be 150 miles, and, reckoning from Boston, the trip will occupy eleven days and cost about \$30.

## SUBSCRIBE TO

## THE WHEEL

ONE DOLLAR A YEAR,

or to the

## BICYCLING WORLD

and THE WHEEL, \$2.00 a year;

or to

## OUTING AND THE WHEEL,

\$3.00 A YEAR.

CYCLING PUBLISHING CO.,  
BOX 444. NEW YORK.

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A sample copy of the SOUTHERN CYCLER will be sent free to all who will send their name and address.

THE REPRESENTATIVE CYCLING PAPER OF THE SOUTH.

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## BICYCLES,

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THE BEST MAKE.

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1539 Race St., Philadelphia, Pa.

# WHEELMEN ATTENTION!!

Send

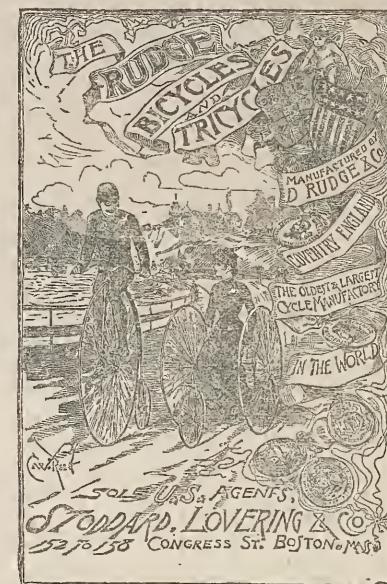
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Reliable Agents Wanted.

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No. 2 East 60th Street, N. Y.

**VICTOR**

**LIGHT**

**ROADSTER**

Combines all the Best Points Known to the Wheel Builder's Art.

WM. J. BOWMAN, of San Francisco, says:

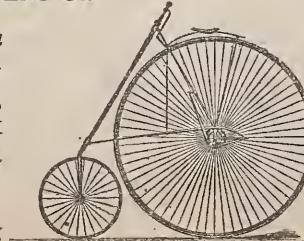
\* \* \* My first impression, when starting out at 6 A. M. Tuesday morning mounted on the Victor for an early run, was that if a person wanted to ride the bicycle for exercise, perhaps he had better use one of the older, heavier machines; but if he had any hankering for wings, ever felt as if he would like to glide out into calm space and leave this solid, dirty, grinding world behind, then the Victor was exactly calculated to fill the void and supply all the wings he needed.

Send for Catalog.

**Overman Wheel Company,**

179 TREMONT STREET,

BOSTON, MASS.



THE WHEEL.

**WHEELMEN, READ THIS!!**

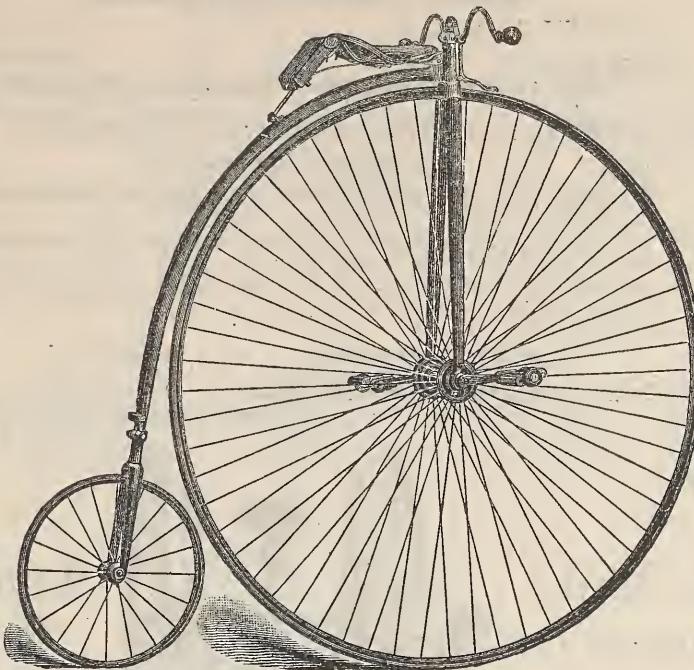
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OF

**AMERICAN CHALLENGE.**

Std. finish (jet black with head, handle-bars, saddle-spring, cranks, pedals, and step nickel-plated over copper).

60 Inch,	- - -	\$82.00
58 "	- - -	80.00
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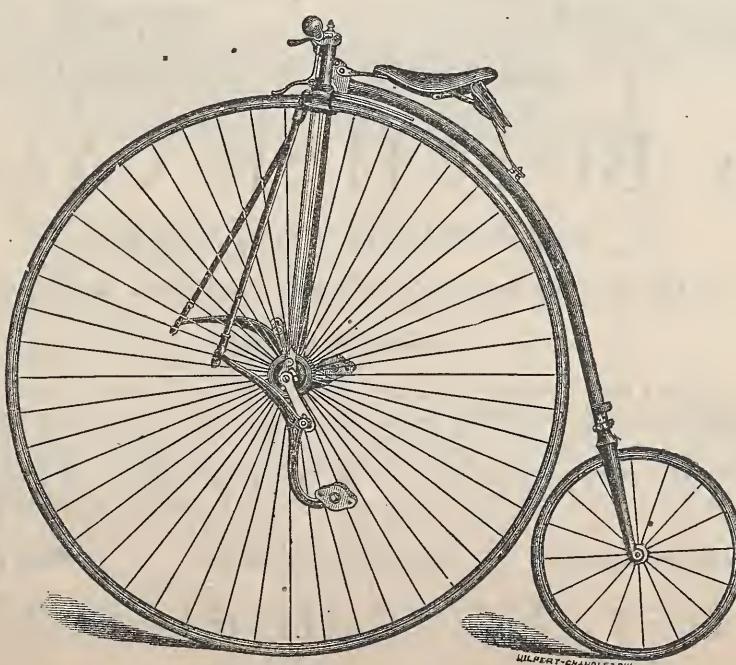
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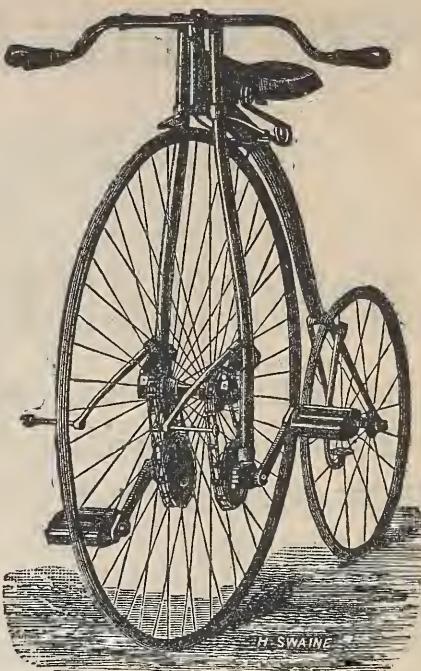
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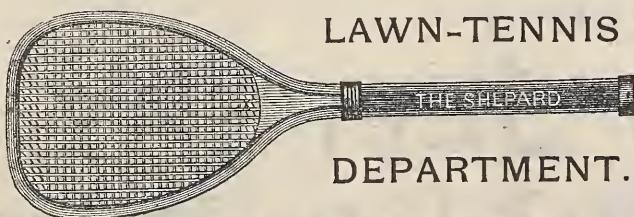
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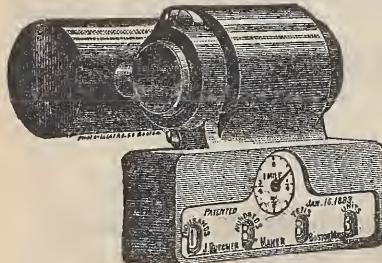
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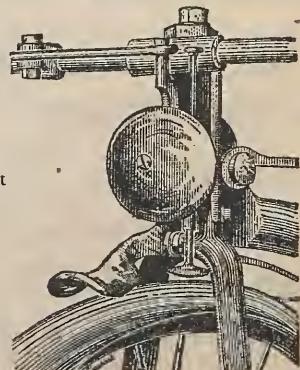
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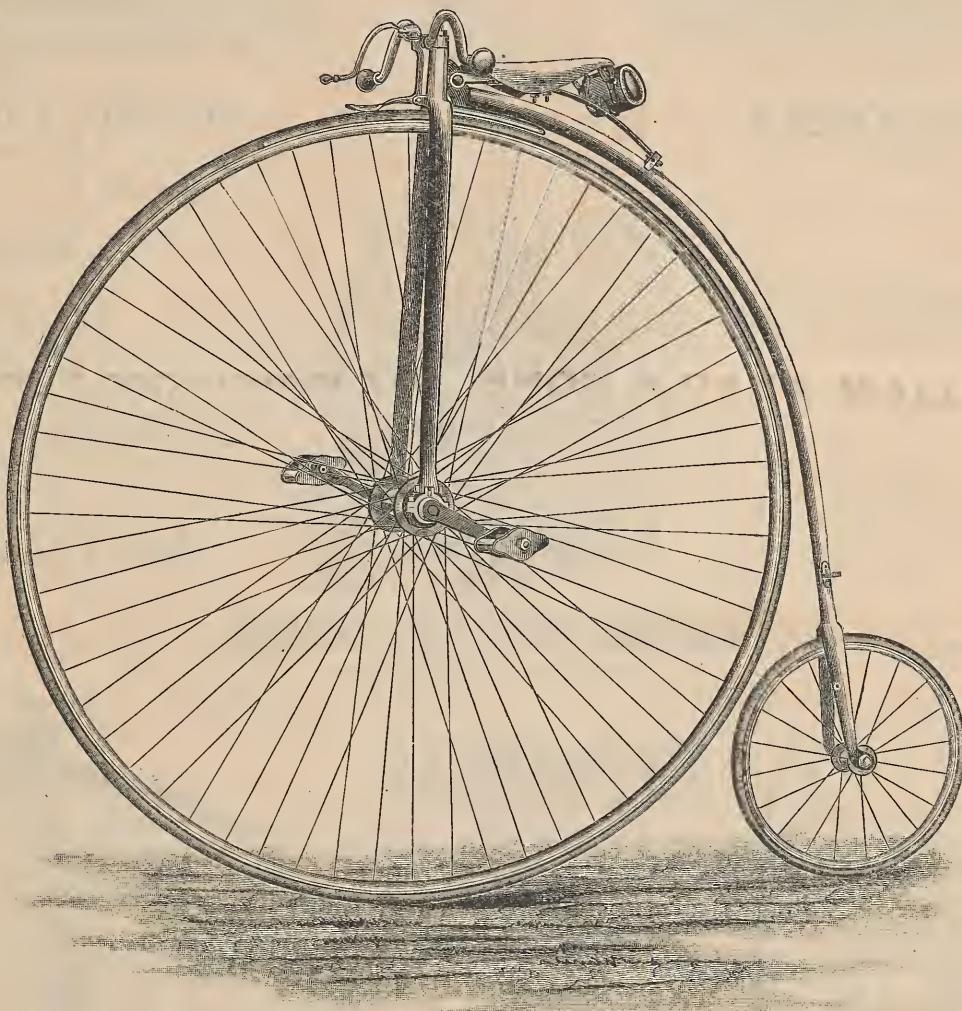
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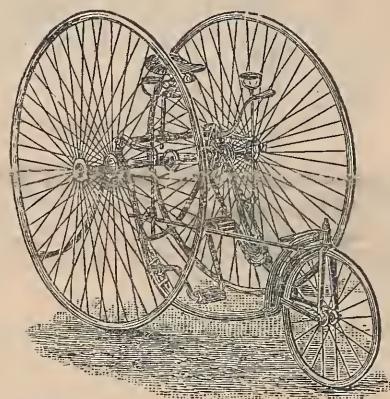
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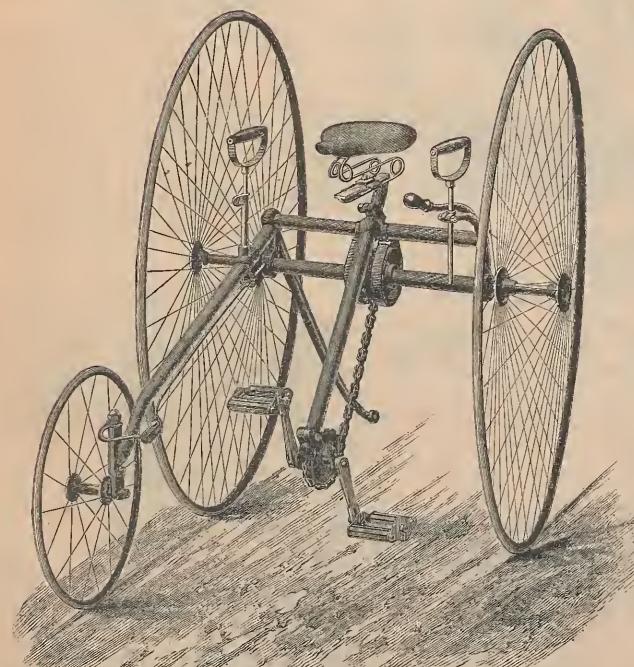
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