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A JOURNAL OF CYCLING

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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 *non 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.

G. D. Baird, of the Cyclist and Athlete, is said to be preparing for college.

It is said that neither Crawford or Maxwell will train this Spring, which is much to be regretted.

The amalgamation of Cycling Clubs, in England, is of common occurrence. The West London and the Thames Tricycle Clubs, are the latest examples.

The Yale College Club will give a race meeting May 29th and 30th, on which occasion the "Pope Cup," and the 25 mile championship will be competed for.

Hendee is in active training and will make an attempt at the mile record at Springfield, May 30th, on which occasion the Springfield Club will hold a small race meeting.

All wheelman in Canada, Ohio, Pennsylvania, New York, etc., intending to join the Buffalo division of the Big Four Tour, should at once make application to W. S. Bull, Captain of that Division, 587 Main Street, Buffalo, N. Y.

The Simcoe Bicycle Club has elected the following officers for 1885: Hon. President G. W. Wells, Esq., President; W. S. Perry; Sec.-Treas., W. E. Tisdale; Captain, W. Y. Wallace; Lieutenant, A. W. Donly; Bugler A. Miller; Standard Bearer, Geo. A. Cook.

Strange it seems that some aspiring poet has not yet seized upon the roller

as a theme for his poetic lay. Such attempts as yet made in that direction are chiefly in the direction of satire or travesty.

Many private residences now building have an extra story added thereto, perfectly free from partition walls, which can be used as skating rink, tennis court, theatre or ball room, as the occasion may require.

Doodle Robinson, has returned to England from his recent visit to Panama, but contemplates another trip to that place. Why did he not stop in America for a while? He surely would have received a hospitable welcome.

Illston, the English amateur who came to this country to compete in the Springfield races, and concluded to make it his permanent residence, has been elected a member of the Connecticut Bicycle Club, of Hartford.

H. A. Speechley, the mile champion of '84, has taken Gaskell's place as salesman for the Coventry Machinists Company, re Gaskell's is settling in America as their representative.

One of our contemporaries in speaking of H. J. Webb, says, "while riding at his ordinary road-gait of 16 miles an hour," etc. Great Scott, is this meant for a pun? Webb has, by the way, been suspended by the N. C. U. for one year.

The *Bicycle South* of New Orleans, La., and the *Cycling Record* of Philadelphia, have both been refused entry at the P. O. as second-class matter, upon the grounds of being private advertising mediums.

A correspondent wants us to insert the following advertisement: Lost, a dude. Last seen on a safety bicycle riding up Riverside Drive. The remnants of a broken cord hanging to it. Its mother will give a liberal reward on the creature's delivery, and awaits it at the office. We are still in a quandary as to the article to be returned. The dude or the bicycle?

The open spring meeting of the Young America Cricket Club of Germantown, being the Seventh Annual Field Games, will be held at Stenton, on Saturday, May 2d. Among the events of interest to wheelmen are a two and one mile bicycle race and a mile race for novices. An entrance fee of 75 cents for each event is charged. Entries close April 25th, with George D. Gideon, Secretary, Box 1108, Philadelphia, Pa.

A correspondent writes: "when I have read over one of Karl Kron's long articles, there comes up before my imagination the form of a tall, dark man, clad in black, with a pen of mammoth size, writing the death sentence of some poor wretch. Now, if it would not be asking too much of you, I would like to read a description of K. K. in your paper, merely to satisfy my imagination." This is only one of many like requests we have received, so we give a short description with pleasure. Karl Kron is thirty-eight years old, about five feet seven inches in height, of medium-sized form, and has all-around whiskers. He has blue or gray eyes, we forget which, and talks with a peculiar twang. He is very good natured, except when disturbed while writing, for his road book, then he is as unsocial as an uncaged lion, as many can testify. He must keep many precious articles in his sanctum, for the entrance is barred with a chain. He is a constant and persistent writer, and author of "Four Years at Yale." He has a college education, as the title of the book just mentioned will testify. K. K. also holds the greatest straightaway road record in America (1,000 miles), Thomas Stevens alone excepted. This is about all we can say of Karl Kron at present.

"Opening of a Chestnut Burr" by the Rev. E. P. Roe, was not intended as a descriptive narrative of the opening of the covers of any of the small cycle papers that are now flooding the country, though the title of the book would make one think so, since the covers of one, and the burr of the other, are both suggestive of the "Chestnuts" they contain.

Major Knox Holmes, aged 80 has attained a good deal of prominence in England as a racer. It will be remembered that he won a fifty mile contest, beating Hillier, the latter having allowed him five miles. Now he has matched himself with M. D. Rucker, on a Rucker Tandem, against Hillier on a Bi., and the chances are in favor of the tandem winning. Mr. Holmes has a phenomenally strong constitution, and is the talk of athletic circles. In person, he is very tall, with gray mustache and goatee.

Western and Southern cycling papers appear principally as advertising mediums for Prince-Morgan, combination, either in the guise of correspondence or notes from and about them.

The Memphis Cycle Club will give a series of races at Memphis, Tenn., on April 30th, May 1st and 2d. The programme recently drawn out is as follows:

FIRST DAY, THURSDAY, APRIL 30TH.

Five-mile, professional; open; bicycle. First prize, cash, \$50; second prize, cash, \$25. One-mile, amateur; time race, 3:20; bicycle. First prize, value, \$15; second prize, value, \$10. Hurdle race. First prize, value, \$15; second prize, value, \$10. Five-mile amateur; open; bicycle. First prize, value, \$30; second prize, value, \$15. Three-legged race. First prize, value, \$10; second prize, value, \$5. One-mile, amateur; club championship; Bicycle. Prize, value, \$10. One-mile, amateur; open; tricycle. First prize, value, \$25; second prize, value, \$10. One hundred yards, running. First prize, value, \$15; second prize, value, \$5. Two-mile, amateur; open; bicycle. First prize, value, \$25; second prize, value, \$10.

SECOND DAY, FRIDAY, MAY 1ST.

Three-mile, amateur; handicap; bicycle. First prize, value, \$30; second prize, value, \$10. One-mile, amateur; heat one-half mile; bicycle. First prize, value, \$20; second prize, value, \$10. Potato race. First prize, value, \$10; second prize, value, \$5. Ten-mile, professional; open; bicycle. First prize, cash, \$100; second prize, cash, \$50. Walking match, two miles. First prize, value, \$20; second prize, value, \$10. One-fourth mile, amateur; without hands; bicycle. First prize, value, \$15; second prize, \$5. Two-mile, amateur; open; tricycle. First prize, value, \$30; second prize, value, \$10. Spring-board exercise. First prize, value, \$10; second prize, value, \$5. One-mile, amateur; open; bicycle. First prize, value, \$20; second prize, value, \$10. One-mile, professional; open; bicycle. First prize, cash, \$45; second prize, cash, \$20. Two-mile; amateur; open; bicycle. First prize, value, \$25; second prize, value, \$10. Obstruction race. First prize, value, \$15; second prize, value, \$10. One-mile; amateur; championship of the South; bicycle. First prize, value, \$50. Running race; 200 yards; First prize, value, \$25; second prize, value, \$10. One-half mile; boys; open; bicycle. First prize, value, \$15; second prize, value, \$10. One-mile; amateur; State champion; bicycle. First prize, value, \$35. Hurdle race. First prize, \$25; second prize, value, \$10. One-mile; amateur consolation; bicycle. First prize, value, \$25; second prize, value, \$15.

The races will be run on a quarter mile track of hard clay, which will be in the best of order. The club though a new one, has thus far displayed a good deal of "push" in all its undertakings, and if the tournament is unsuccessful, 'twill not be for any lack of effort on their part.

The St. Louis Ramblers announce that they will hold bicycle races May 30, for which entries will close May 23. They have a circular four-lap track, banked and sheltered on all sides by "an immense amphitheatre, second only in size to the Coliseum at Rome." They also have a circular three-lap board track under cover for use in case of rain.

The *'Southern Cycler*, a new born sheet in Tennessee, critically comments on the action of the Board of Officers in deciding to hold the meeting on July 2d and 3d. The board is composed of far abler men than the editor of this sheet, and works for the interest of the League of American Wheelmen, and not for the Big Four Tour, as our contemporary supposes. The members are satisfied with the manner in which the organization is conducted, and it is for their approval only for which the officers labor. It was for their own interests that the dates named were appointed, and at the same time, they favored a very influential body called the "Big Four Tour Association," composed of some of the most prominent members of the L.A.W. The settlements of these dates, however, has given some blowers the occasion to blow hard, and for no cause, except in the carrying out of the old adage, "'tis better to have the good than the bad will of a dog." We have never met Mr. Surprise, the editor, at a L.A.W. meeting, nor have we ever heard his name mentioned as a prominent member; and we fail to see why such a questionable enthusiast should complain of a subject with which he was not acquainted, but perhaps it was the idea that his name might appear in some other beside his own sheet that nerved Mr. Surprise to the effort.

It is proposed by Professor Wilmot, the champion trick rider of the world, to give a tournament at San Francisco, in which all the clubs and wheelmen are to participate, and devote part of the proceeds to the track fund. The Bay City's have also opened a subscription list and are pushing ahead. If the tournament is given, as proposed, it would be a splendid thing for some of the other clubs to get up a drill corps to compete with the Bay City. Messrs. Mohrig and Payne, two of the Bay City's, of San Francisco, are on a tour through the Nada Valley, visiting the Geysers, Napa Springs, the petrified forest, etc. This trip is one of great delight to 'cyclists, as the roads are very good and there are a great many points of interest.

We had occasion recently to look over Karl Krons Subscription list of 2600 names. We were surprised at the number of our own subscribers, their cognomens confronting us at every point. Ladies and "Reverends" were conspicuous, as also the manufacturers, many of the latter being down for several copies. In the case of the Ladies, they almost invariably were down as "Mrs." Attorneys and Doctors occurred quite often in the list, and the Editors of 'Cycling sheets were there in force. In

fact we could not think of a single notable one, that was not down.

The proposed withdrawal of the Toronto Wanderers Club, as announced in our columns, is significant of the feeling that exists among the members. We think that if they ultimately decide to withdraw their example will be followed by many other organizations, which will have a very depressing effect on the numerical strength of the C. W. A. The Wanderers alone have a membership of over 100, about a sixth of the total number. The C. W. A. has probably found out by this late date, that a body of their strength cannot command any influence. In case it should join the L. A. W. in force, there would be many advantages for both parties, which do not now exist. The two could then amicably work together, instead of tickering over every little question, as is now the case, and American and Canadian 'Cyclists would have a stronger tie of friendship between them, than was ever experienced. We know that the C. W. A. as a general thing, is composed of very able men, and would be a great help in the administration of the L. A. W. but what they could do in this body would be thrown away on the C. W. A. owing to the number of members; and as there are no more 'Cyclists in Canada to join, it will always remain in the position it now occupies, stationary, if not falling. A man's efforts are not appreciated in such an organization, and who does not want credit for what he has done?

A nice little tale is told of a party of metropolitan wheelmen, while on a run in the vicinity of New York, and we give it as we got it, although the veracity of our informer cannot be guaranteed. The members of the party three in number, were bound for New Rochelle, but getting thirsty stopped at one of the numerous little inns on the route. A stolid looking Dutchman was seated at the entrance of the structure contentedly smoking a pipe. It was agreed by the 'Cyclists, taken in by his appearance, that a little guying would be in order. So dismounting, one of the "gang" inquired if he lived there. Yes, came the answer in unmistakable German accent. Do you know anything about the reputation of this inn? No. Great Caesar, you don't; then you want to get out of this place before night. Why? Well, a man was poisoned here once, and another found murdered in his bed. Nobody comes here now in the night. The proprietor's a scoundrel, and would split your wind-pipe as quick as a wink. If I were you, I'd skip the place before the birdies nest to-night. And the smart guyers went inside and registered, leaving the "guyed one" as stolid as ever. By the way, said one of the wheelmen addressing the clerk, who is that old Dutchman sitting out there. Oh, that's the proprietor. You don't say so; boys we'd better skip. And then they skipped through the back door. About a week after their return to New York, a bill was received for fifty dollars, requesting prompt payment. It was from the Dutchman, and for the "privilege of slandering." They remitted. The party have oft told at the fireside of the club, their exploit in guying a Dutchman, but needless to say the sequel is never mentioned.

"The hint which 'Subscriber' offered in your last issue," writes Karl Kron, "shall be duly heeded, and the obnoxious allusion to ancient history shall be obliterated from the chapter, when I come to correct the proof. I may say more on the subject, next week. Meanwhile, let me announce that my total list, this Monday noon, is 2670, and embraces 71 supporters from England, 46 from Australasia, and an additional one from France."

A number have mistaken the regular issue April 3d for the "special number." The regular edition was 12 pages and the "special" 16 pages. The reading matter was the same.

The office of THE WHEEL will remove May 1st, to 12 Vesey Street. Post-office address will remain, Box 444.

The number of additional subscriptions to THE WHEEL is positive proof of its success.

Riverside Drive is beginning to assume its old time appearance. The members of the various clubs congregate at Mount Tom and congratulate themselves that winter is past and that good roads and pastures green now await them.

The Citizens Race Meeting on the 17th, is in such shape as to guarantee its success. The seats are being sold rapidly and the races promise to be close and interesting. As this is the last call, we advise all who have not as yet secured seats to do so at their earliest opportunity.

The medals for the races of the Citizens Club, will be on exhibition in the windows of A. G. Spaulding & Bros., 241 Broadway, N. Y.

The interest in the Big Four Bicycle Tour is heightened by the very elegant description of its pleasures in our last issue, and the vacant places in the lucky hundred will be snapped up on very short notice, if not already.

While in Boston recently, we had a very pleasant chat with Gaskell, who seems to take very kindly to this country and its people. He promises great things in connection with the Coventry Machinist Co., of which he will doubtless keep the readers of THE WHEEL informed.

The Pope M'fg Co.'s catalogue is out and a very fine thing in every respect. It is well worth sending for, even if you have already purchased your mount for the coming season.

We would be glad to rent a fine light office in 21 Park Row, Room 65, at a reasonable rent. Elevator, steam heat and janitor's services included.

The Pope M'fg Co. have issued an elegant chromo about twelve by twenty-four inches, of a party of Cyclists descending a hill. The foremost figure is that of a lady, tastefully dressed, riding a tricycle, beside a gentleman on a two-wheeler. It will be sent to any address on receipt of 15 cents.

The Owl this week again returns to his perch, and will as formerly continue to hoot, sparing no pains to make his column as interesting as of old.

A good many managers throughout the country are keeping machines for hire in their rinks.

Fred S. Rollinson, recently released from jail, has issued a challenge for the championship of the Pacific Coast.

An interesting contest took place at the Fostoria, O. rink, March 20th. Six members of the local baseball club ran, while two bicyclists rode 80 miles. The object of the race being to see which party could cover the distance first, the scores of the single contestants, being combined. It ended late at night, the base-ballists winning by more than a mile.

The Springfield Bicycle Club, are thinking of giving Woodside a chance to ride twenty miles within the hour, which he is confident he can accomplish.

A. G. Spaulding & Bros. have on exhibition at their New York store, 241 Broadway, the "Spaulding" racer, made especially for Joan S. Prince. The machine is an elegant one in finish, besides being both light and durable. It is enameled black, not nickelled, as the craze is at present. Taken altogether, the "Spaulding," looks like a very fast machine, and will probably help to make some records this year.

The City of Erie, Pa., with 40,000 people, and fine roads in the vicinity, has not a single L. A. W. member.

R. Barker, of Lockport, N. Y., is the possessor of a racer weighing only thirteen and one-half pounds.

Frank X. Mudd holds the Southern record for a mile, 3.30. Phew! Mr. Mudd must be a flyer.

H. D. Corey, R. P. Ahl, and M. W. Saben are the "scorchers" of the Massachusetts Club. Give them plenty of room on the road.

Cincinnati it is said will give the public another 'Cycling sheet this season. We think the ground is already pretty well covered.

The "Maker's Amateur" question is receiving a deal of attention from the 'Cycling press; indeed, we think more than the subject warrants.

W. B. Everett has returned from his recent visit to England.

Miss Annie Sylvester continues to be the subject of a good deal of "talk" in the "slugging-match, and dog-fight" sporting papers of the west.

HUB HAPPENINGS.

Fast Day did not have after all, a very bad opening of the road riding season. The heavy snow storm of the previous Sunday, which it was thought would ruin all prospect of a ride on Fast Day, quickly melted away before the bright sunshine of the next two days, and Thursday found all traces removed and the roads in a fairly good condition. As a result wheels of every description crowded the roads, and Boston's thorough-bred horses had every opportunity afforded them for becoming frightened at the sudden advent of innumerable cycles; but they did not frighten to any great extent. Horses residing at the Hub are far too cultured for that. A visit to the headquarters of the Massachusetts and Boston clubs Fast Day morning found a goodly number of wheelmen ready for a run. A few appeared in new uniforms, but the majority were arrayed in costumes that

gave visible signs of last season's usage. Cycles of every make, size and age were out in force. The sturdy Expert and the lighter Rudge led in number among the legitimate "bicycles, while for tricycles-Columbias and tandems of various makes headed the list. Not a few Rudge safeties were also seen. The Rudge seems to be taken wonderfully well here, much better than the Kangaroo and other makes of safeties. The Massachusetts club turned out 38 members, who under command of Captain Shilaber wandered over the sand-papered roads of the Newtons, taking things easy and returned home in good condition. Captain Harrison led a good delegation from the Boston club, over much the same route, stopping for a rest and a half hours gossip at that famous old rendezvous Chestnut Hill reservoir. Somebody tried to get off something about this resort becoming a "chestnut" but he did not succeed very well. It is estimated that at least 250 cyclists visited the reservoir during the day, and slacked their thirst with the excellent water of the old well, "just up the hill." The people who have charge of this well are exceedingly accomodating and obliging to wheelmen, and it would not be a bad idea for the hundreds of riders who frequent it, to make up a subscription and present some token of their appreciation to the family. South Natick was the next most popular resort, and some fifty hungry cyclists descended upon Bailey's Hotel for dinner. This was a larger number than the proprietor was prepared to accomodate at one time, and in consequence a lively scrimmage for seats at the first table resulted. The Cambridge Club had ordered dinner ahead and in consequence were entitled to first places, but for fear that some of the starved looking wheelmen from Boston might get ahead of them, stationed themselves around the dining room door, ready to rush in as soon as it was opened. One of the Boston men, comprehending the state of affairs, quietly led his party around the back way, and into the dining room through the kitchen; so when the Cambridge crowd burst into the room they found each seat occupied by a smiling man from Boston. All however finally succeeded in getting their fill, and the homeward race was commenced all together. But they did not stay together very long. Oh no indeed. Several members of the Breaking up Club were among the number, and they of course could not lose this grand opportunity of testing their poweress. Accordingly wide stretches of road were soon intervened between the riders of different caliber, and the two leading men reached Boston nearly an hour before the hindermost. The Essex House at Salem was another well attended resort. For a large number of wheelmen Salem seems to have an unmistakable attraction. The excellent dinners served at the Essex House have New England wide fame among wheelman, and the hospitality of the local cycle clubs is well known but there is evidently other and stronger reasons. Especially must this be true of the Boston riders who visit these, for the run there is a long and tiresome one and the roads are not particularly good. I can think of no other attraction other than those mentioned, unless perhaps it is the beauteous maidens of the town, most of whom are said to be exceedingly fond of the knee-breeches fraternity in general. All the other favorite resorts

around the city were well patronized, and the day as a whole may be considered a big success. Especially did it prove a success to the lessees and repairers of cycles. They both reaped a rich harvest, and the latter still continue to do so. The first days ride of the season is always a hard one on machines as well as men.

In the last issue of the O. G., Secretary Aaron pleasantly classes me among those "wiseacres whose efforts afford an amusement and act as an antidote to his fatigue." Dear secretary we are very conscious of the vast amount of work you do for the League, and are glad to have you constantly reminding us of it thus precluding the possibility of our even neglecting to sympathise with you. If any of our modest little efforts can afford you rest, we are truly thankful, and feel that our life has not been altogether devoid of good results. In answer to his question as to why I did not point out the errors in the list of Massachusetts League State Officers when it was read at the New York meeting, and not point them out in these columns afterwards, I would say; first that I was not present at the meeting when the list was read, and secondly I do not believe that they were read at the meeting as printed in the O. G., for the mistakes were clearly of a typographical nature.



One of the first subscribers to Karl Kron's book was Mr. Lyman S. Bagg, who is probably the best friend and hardest colaborer that Karl Kron has in his canvass of the world for subscribers.

If the programme of the forthcoming Citizens Race Meet proves only half as profitable, as it is artistic, the profits therefrom will be no small share of those resulting from what promises to a most brilliant affair.

I see that C. K. Alley has purchased a tandem tricycle, on which his wife will in future join him in riding. Oh! by the by Alley, that address you want, is Abbott Bassett. Boston, he will give you full particulars about that patent seat to be attached for the carrying of the baby.

I see advertised "Leeming's Training Tonic" attached to which is the legend that Sandy Sellers rode in America in 2.39 from taking "Leeming's Tonic." Well they may call it what they please but all the tonic I witnessed these two taking was in the shape of cocktails and plenty of them too.

Once again do I greet the readers of *The Wheel*, and as I look at them from the head of this column, many old friends do I behold; A legion of strangers among their ranks, more than anything else convinces me of my inability to keep pace with Waeeldom, and yet it seems but yesterday that I knew most if not every man who bestrode a wheel in America.

Buffalo has more more pretty girls who are tricyclers, or who are admirers of bicyclists, than any other city in the

Union. So! now my dear L. A. Wites get your uniform brushed up and when you go to Buffalo let the ladies there see that you thoroughly appreciate their good taste in such matters.

Mr. Ernest R. Shipton Editor of the *C. T. C. Official Gazette*: is provoking a good deal of adverse criticism abroad because he had manliness enough, not to bemoan in a sycophantic fashion the recent death of the Duke of Albany, whose death, "further than the fact he was a member of the Royal Family," was in no wise worthy of any bewailing on Mr. Shipton's part, since neither he nor cyclists at large were any the loser thereby.

In a recent ride up 7th Avenue when I reached the corner of 128th street, I thought from the number of bicycles etc., stacked up against the building there that there must be either an enticing road house, or a dealer of large dimensions in the neighborhood. Inquiry, however, proved neither idea correct, each wheel was the vehicle that had brought its rider to call upon the "old vet," who since married keeps open house for his cycling friends, and they are a number.

What I want to see is this copicteles principle newly applied. Instead of makers introducing the various forms of telescopic bicycles and tricycles why dont some original and ingenious one give us a telescopic rider, so that he can be lengthened or shortened to suit any size wheel. This will meet a long felt want in certainly two directions, it will enable the finest young man with a leg capacity for a 50 inch wheel to ride the 56 that he now does with such physical injury to himself, and then again it will prove so convenient when one wants to "shut up" one of these cycling knowalls.

In looking over a copy of the *Southern Cyclist* I saw an article beginning "The die is cast the L. A. W. etc., etc." I thought at first that this referred to the construction of the die for the championship medals, but further reading, discovered it to be an attack on that much maligned association because they had accepted the only invitation offered them, and had named Buffalo for the meet, instead of declining and going no where. This paper has taken a hint from abroad and opened a Ladies column. It purports to be edited by a lady with the Mrs. Southworth name of "Viletta." She starts off with the open declaration that she will "only go to the office for her mail." I thought so. These editors are just too fascinating for anything, but how funny it seems to hear a lady make such a declaration, why up here you might sit in an office all day without any lady coming after you, the males here do all the running after the ladies, and its pretty lively running too some times before you catch them.

The Bicycling World is out with a few departure in the shape of a cycling cartoon from the artistic pencil of Mr. C. W. Reed of Boston. I suppose they omitted to add to same the old story paper "gag" of "to be continued in our next," upon which occasion they should present as a sequel an explanatory chart telling who and what it was. In fact, I was so much in doubt that I looked up the meaning of the title

of "cartoon" that they gave it, and Webster said it was "a design drawn on strong paper (*vide*, the *World* is a "strong paper") to be afterwards calked through, and transfered on the *fresco* plaster of a wall, to be painted in fresco." Fresco painters have heretofore been difficult to secure in sufficient numbers to meet the requirements of decorative art, but after all the readers of *The World* have followed out this cartoon idea. I expect to see this branch of art sadly overstocked by cycling ornamenters.

I see that Webb the cross country tricycle sorcher has been thrown from a "spider" built Humber and severely injured. This goes to reverse the old adage of "spiders can not be too careful of their webs," and makes the revised edition read that "webs can't be too careful of their spiders."

The Swallows is the name of a bicycle club lately organized. Their club song will be I suppose "When the swallows homeward fly" and if sung during a club drinking match might prove very apropos, but if the match be a hard fought one I doubt if there would be much flying going home, not withstanding the fact that they were Swallows and flightly in the head at that.

Godalming is the name of a celebrated racing track in England. Strange, but I never went on any track in America that some of the contestants were not doing this very same thing.

Harry Etherington's wife is a talented singer of no mean ability.

STOP THIEF!

EDITOR OF THE WHEEL: I have just been affronted by the sight of the following strange note, in yesterday's *Cyclist and Athlete*, signed "V. M. H.," whom the editor voucaes for as "a well-known ex-cycler," and dated "General Wayne, Pa., March 28:"

"I have not heard of nor seen, Karl Kron's book yet, although it was promised and paid for long since. Tell him I want my money back, having got tired waiting for what will be now a stale book. I can see no satisfactory excuse he can give for retaining our money longer."

The publication of such a note seems a strange act, for if any man whose money I may have in keeping wishes to regain the same, common decency requires that he first ask me for it privately, instead of using the public prints, to make a demand which conveys the implication that I am a swindler. I not only have not asked any living creature to pay me a dollar for "Ten Thousand Miles on a Bicycle" until the book shall be actually placed in his hands, but I have discouraged the payment of subscriptions in advance; and the formula which I used in my preliminary canvass made payment conditional on my issuing the book "not later than December, 1884." Hence the first thousand or more who are enrolled upon my list, are released by lapse of time from any obligation to accept the book, in case I live long enough to publish it, though I shall assume their willingness to pay the promised dollar (especially as the book will cost all other purchasers \$1.50), unless they send formal notice that they consider the contract ended.

It is only as a matter of convenience, for those who wish to avoid the trouble of writing two letters, that I have ever

consented to accept dollars instead of pledges; and to 68 individual patrons (the earliest being No. 114, enrolled Jan. 30, 1884, and the latest being No. 2658, enrolled to-day), I have sent receipts promising that, in default of publication, the money shall be refunded on return of the receipt to me or my executor. No one of these has yet suggested a wish that I terminate my custodianship over his dollar; but I am quite willing to remit the cash, and the postage-stamps expended in getting it to me, whenever any of the 68 send in such application.

Now, the truth is, that no one of the men to whom this fund of \$68 belongs, has any such initials as "V. M. H.," nor is a single one of my 2658 subscriptions accredited to any such place as "General Wayne, Pa." Inexcusable as it would be for any of my actual paid subscribers to rush into print with such a note as I have quoted (until after privately applying to me for the return of the dollar and obtaining my refusal), what can be thought of a man who though never having paid me a dollar, and never having written me any assurance that he had paid it, or any request for its return—prints a public demand: "I want my money back!" and talks about my inability to "give satisfactory excuse for retaining our money longer?"

The only man on my list who has the initials "V. M. H." was enrolled Jan. 30, 1884, as my 97th subscriber; as Secretary of the Marietta (Pa.) Wheel Club; as Secretary of the Pennsylvania Division, L. A. W., and as Consul C. T. C. His letter which I have on file, speaks very warmly in approval of my scheme, and says that my essay in *Lippincott's Magazine* of June, 1882 (which is to serve as the first chapter of my book), was what first inspired him to take up wheeling. I can hardly believe it possible that the writer of such an eulogistic letter as that also wrote the quoted note which was printed yesterday, branding me as a rascal; but, if he did write both, I call upon him to write still a third letter, and publish it in the *Cyclist and Athlete* in order to atone (so far as it is possible by apology to atone) for the wrong that he has done me.

KARL KRON.

Washington Square, N. Y., April 3.

FROM THE CLUBS.

NOBLESVILLE, Md., Bicycle Club.—This club was organized on March 11, with the following officers: President, W. E. Dunn; vice-president, H. D. Gray; secretary and treasurer, Elbert Shirt; captain, L. M. Wainwright; lieutenant, F. E. Ousler; bugler, W. P. Ousler.

PORTLAND ME., WHEEL CLUB.—Following are the officers recently elected for the ensuing year: President, C. H. Lawson; vice-president and captain, John C. Stevens; secretary and treasurer, Charles C. Tukesbury; first lieutenant, F. S. Clark; second lieutenant, H. S. Higgins; bugler, W. W. Beckett.

NORTHAMPTON.—The annual meeting of the Northampton Bicycle Club was held March 19, and a list of new officers chosen for the ensuing year. The club now numbers thirty-three members, and the reports showed the organization to be in a most prosperous condition, with about fifty dollars in the treasury. Quite a number of applications for membership are in prospective and the president,

secretary and captain are a committee to look up rooms. Estimates have been obtained for new uniforms, and the probability is that the club will blossom out with new uniforms about Easter season, if the roads are in good condition. The officers elected are as follows: President, Dr. Daniel Pickard; vice-president, F. C. Shearn, Leeds; secretary and treasurer, L. L. Campbell; captain, E. E. Davis; first lieutenant, Wm. Howard; second lieutenant, H. S. Campbell; bugler, John Ross.

WHEELING AROUND THE WORLD.

Thomas Stevens, the bicyclist, who last season accomplished the journey from San Francisco to Boston on a bicycle, has made arrangements to complete the circuit of the globe astride the "wheel." Mr. Stevens sailed from New York, in the City of Chicago, for Liverpool, April 9, and about May 1 will make the formal start, wheeling from Liverpool to Dover. He will sail across the straits, land at Calais, wheel to Paris, through France and Germany, to Vienna, through Austria and Turkey, and via the valley of the Danube to Constantinople, cross to Scutaria in Asiatic Turkey touching at Erzaroum and other points in Persia in the autumn, and will probably spend the winter in that city. The journey will be resumed as early in the spring as the roads will permit, continuing into the Chinese Empire, and the attempt will be made to go through the empire via the valley of Yank-Tse-Kiang to Shanghai. The route may be changed, as a very considerable distance is through countries of which little is definitely known, and unforeseen difficulties are likely to occur. After wheeling through the Chinese empire Mr. Stevens will cross to Japan, and on arrival there will have completed the land circumlocution of the world upon a bicycle. Mr. Stevens will carry, securely fastened to the machine, one change of clothing, a rubber coat and writing materials, purchasing en route needed supplies. He expects the journey will require about eighteen months, of which fully a year will be spent on the road. The wheeling distance will be about 10,000 miles, which, added to about 3500 miles ridden in his recent transcontinental trip, will bring the actual distance travelled on a bicycle to considerably over 13,000. Mr. Stevens makes this unprecedented journey under the auspices of Outing, and will, while en route, write for that publication a series of fifteen or twenty articles.

A NEW AMATEUR DEFINITION.

A special meeting of the National Association of Amateur Athletes was held at the Metropolitan Hotel, this city, on Saturday evening, March 21. The principal object of the meeting was to consider the report of the committee appointed some months ago to draft an amended definition of what constitutes an amateur athlete. The following delegates were present: American Club—E. Van Tambacht, M. Bishop and C. Robinson; Intercollegiate Association—J. M. Wainwright; Manhattan Club—L. E. Myers and G. W. Carr; New York Club—W. C. Wilmer; Staten Island Club—O. T. Johnson and W. C. Rowland; Williamsburg Club—G. H.

Badeau, F. K. Castner and J. Liddle. The members of the committee were William Wood, N. Y. A. C.; W. G. Hegeman, Williamsburg A. C., and O. T. Johnson, S. I. A. C., and the new definition as submitted by them read as follows:

An amateur is any person who has never competed for money, or under a false name, or with a professional for a prize or where gate-money is charged; nor has ever at any time, taught, pursued or assisted at athletic exercises for money or for any valuable consideration.

After the adoption of an amendment, proposed by Mr. Castner, by inserting the words, "or in any open competition" after "money" in the second line, a lengthy discussion took place on the last clause, which embodied the only material change from the former definition. It is hardly necessary to say that the object of the alteration is to in future prevent amateurs officiating as referees, judges, scorers, etc., at six day races and other professional events for pay, as heretofore. Able arguments for and against were advanced, O. T. Johnson being conspicuous on the former and L. E. Myers on the latter side, and after nearly three hours had been spent in presenting the question in all its phases, and in almost every possible light, the new definition was passed by a two-thirds vote, the following being added:

But nothing in this definition shall be construed to prohibit the competition between amateurs for medals, cups or other prizes than money. And it is hereby expressly declared that the definition is not retroactive and that all past acts of amateurs shall be judged in accordance with the provisions of the old definition, and that the forgoing definition shall take effect on and after May 1, 1885.

It was also decided that the next annual championship field-meeting should be held June 13 on the grounds of the Manhattan A. C.—*Clipper*.

ROLLER SKATING.

Over 60,000,000 is estimated to be invested in skating rinks throughout this country.

Princess Tamatschai Veddo the Japanese exhibiton skater, poses as a literary prodigy as well.

The L. A. W. has opened bids for an extensive supply of "whitewash" to be applied to Polo Professionals for reinstatement purposes.

In the bright lexicon of a New York girl during the rink season there exists no such expression as "No thank you."

New York Rink managers have signed a call for a convention of themselves to protect their interests from unjust legislation and etc., etc.,

A Boston Physician says roller skating tends inevitably to enlarge and deform the feet and yet the Chicago girl skates on just as serenely as ever.

Mr. Edward B. Dickinson a wealthy Brooklynite, and an ardent admirer of the roller, has offered a \$100 diamond Medal to the winner of a mile Professional race to occur at the Brooklyn rink on the 6th prox.

Yes indeed the skating rink is an awful place, but yet whenever you call on the best families at any place and the servant informs you that they are out, you can generally find them at the nearest rink. Strange isn't it!

The following example of "Burchardism" appears in an exchange. "Pinkie Punington plays polo properly." Why they did not play the string out with the old gag of and "picked a peckling peppers and etc., etc., is beyond my comprehensions.

"The Nickle Plate Polo Club" is the name of one of the champion Western clubs. If it is the same in Polo, as in cycling their successful rivals ought to name themselves the "Enamel club" as Enamel has beaten Nickle Plate every time they come together in cycling.

Some extent of roller skating way be inferred from a glance at Richmond Ind. in which small place alone there are nineteen factories, among the largest of which is the one owned and run by Mr. M. C. Henley patentee and Manufacturer of the far famed "Henley skate."

In reading rink news in one of the skate papers I saw the following: "Miss Minnie Maddern drew a full house on Tuesday." Well if Minnie knows the value of "drawing a full house" in a big "Jack Pot" for instance, she could about scoop gate receipts, beer, punch and all.

Elizabeth N. J. a city of 20,000 inhabitants, while possessing the reputation of being the heaviest taxed city in the country, having a debt of over \$6,000,000 which they declared themselves unable to pay, yet find money enough to support three flourishing skating rinks.

A city divine declares that "roller skating is a device of the devil." Probably he's right too, as the devil must have discovered by this time what every body else knows, that nothing is so likely to cause the fall of even the most upright man as a pair of roller skates.

Messrs. Friedberg and Lescher, Western fancy riders billed as the "Champion Acrobatic Wheelmen of the World, and the carriers of thirty gold medals etc., etc.," advertise their performances at the rinks they are to appear at by riding through the streets of the town upon the unicycle.

The roller skate makes its first appearance as a political factor of the times in the recent boycotting of the non union hatters by the skating rink in Orange N. J. This is too much, and so serious a deprivation as this, will I am sure prove to be the strongest card in the hands of the striking hatters.

"What would you do if I should die!" Asked a wife of her husband, as she smote him full upon his kisser with her ruby lips. "Well really, my love, I hadn't thought it," he answered, abstractedly, "but I suppose I would have to go to the rink and catch another wife." Chicago papers will contain the notice of divorce.

George Francis Train has the largest and cheapest skating rink in the world. Seated upon his favorite bench in Madison Square he has placed beside him a large basket filled with roller skates, upon his Juvenile acquaintances convincing him that they have merited the favor by good behavior and etc., he lends them

a pair of skates to use upon the smooth walks of the surrounding park. When the weather is not fit for outdoor philanthropy of this nature, he moves his office to the reading room of the Ashland House and there gives them complimentary tickets to some of the uptown rinks.

Mr. H. C. Philbrick, who for a long time was considered to be the only rival Adonis to Mr. Fred. T. Sholes, in the vast array of cycling beauty, has tired of his easy successes in this direction, and now poses as the handsome Captain of the Le Grand Polo Club of Chicago and 'tis said that whenever the Le Grand play, a special corps of sweepers are employed by the rink to sweep up the broken hearts that strew the pathway of this handsome Captain and his no less handsome team.

BOSTON POINTS.

The special number of THE WHEEL has proven a great hit here. The illustrations when compared with those of a certain other widely advertised "special number," must make somebody feel rather sickly.

The Charlestown Bicycle Club will be three years old next month, and are arranging an attractive programme for celebrating the anniversary.

Mr. A. L. Atkins welcome road book will be out this week.

The new light roadside of the Pope Mfg. Co., was placed on exhibition last week, and has since been surrounded by a crowd of critical admirers. The machine in appearance is certainly a beauty, and a careful examination leads one to believe that every part is perfectly constructed and that as a whole will rather go ahead of any light roadster now on the market, for lightness, rigidity, strength and ease of running.

Frank Nelson has been elected treasurer of the Boston Bicycle Club, vice W. B. Everett, resigned.

*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. Schillaber, 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

"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

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.

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 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.

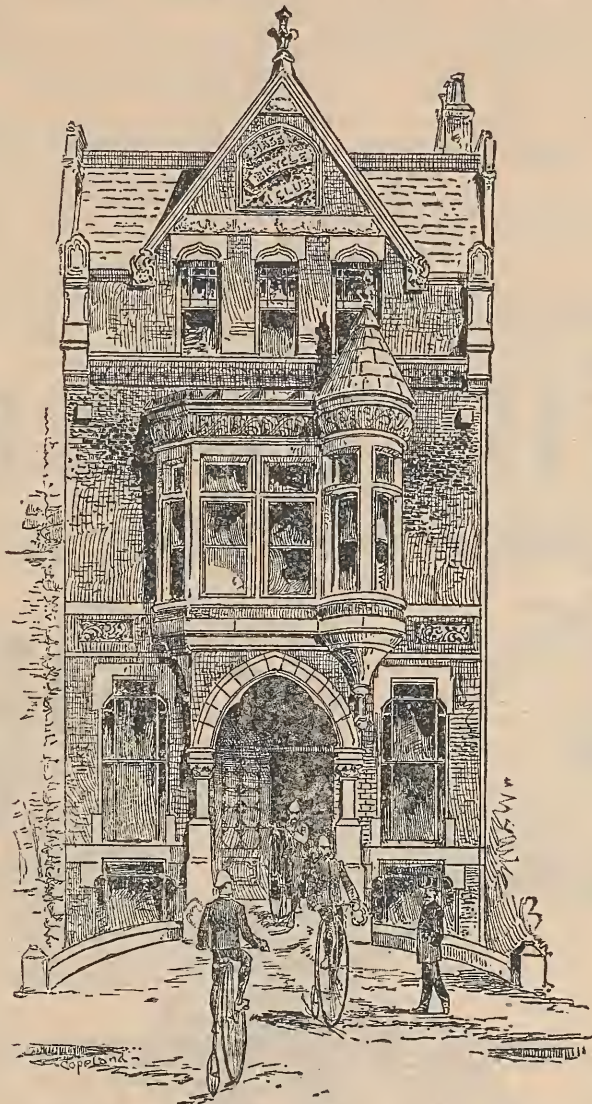
Sunday, July 26—Visit on wheels the various points of interests. Roads are good.

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.

HUB HAPPENINGS.

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



MASSACHUSETTS BICYCLE CLUB HOUSE.

(BY KIND PERMISSION OF "OUTING.")

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:

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

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. Claflin 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. Follison, Pittsfield; W. O. Greene, Holyoke; W. E. Haukes, 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.

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 Savell's drug store, on Walnut avenue, where it is at the service of all wheelmen.

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 M'fg Co.

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.

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 M'fg Co. will have a new catalogue out in a few days.

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

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.

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

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

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.

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

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.

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

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

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.]

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.

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 handle, bar, painted wheel, nicked fork and backbone. Fine mount. \$100. B. B. Ayers, 56 Kinzie street, Chicago.

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

FOR SALE—A nearly new Columbia Tricycle. Was at the Albany races last year and rode against Pitman. Want a Racer. Price \$125. Address Howland Bros, Akron, Ohio.

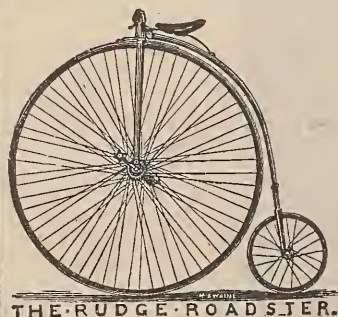
FOR SALE—A standard Columbia, 50 in. Bright and painted. Good as new. Tires perfect, Cost \$90. Will sell for \$70. Box 95, Clearfield, Pa. 1296.

FOR SALE—Columbia Tricycle, 1884 Pattern, power gear, lamp and bell. New last September, but little used. Address A. G. H. Care of The Wheel, New York.

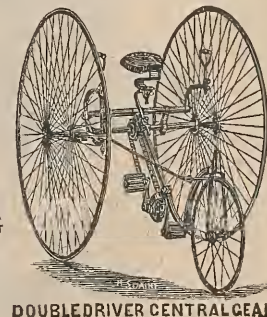
FOR SALE—56-inch British Challenge bicycle, ball bearings throughout including pedals, been run very little, in excellent condition and a desirable mount at moderate price Address C. K. Crane, Box 2884, Boston, Mass. 1293

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Bicycles and Tricycles.



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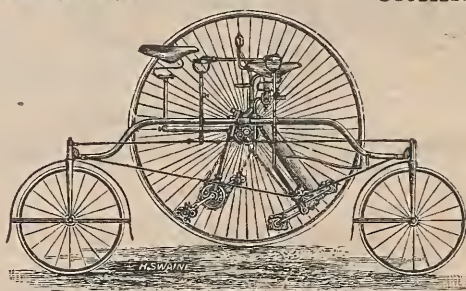


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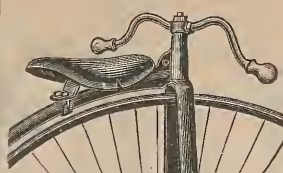
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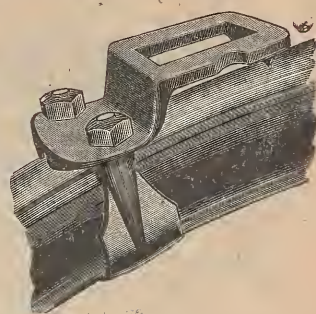
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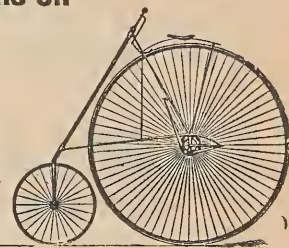
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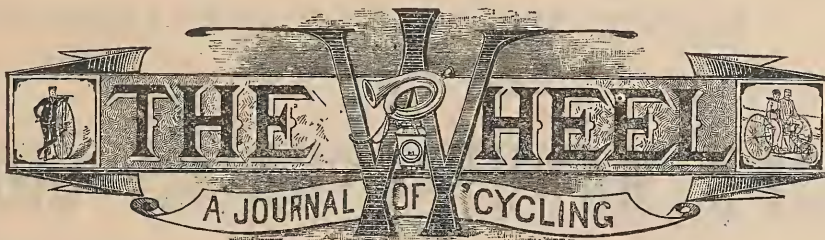


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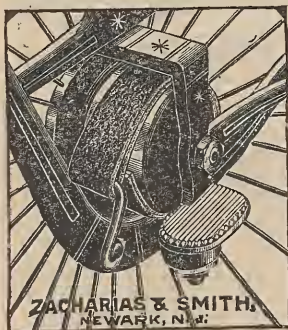
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