

THE WHEELER'S GAZETTE.

A JOURNAL OF CYCLING.

PUBLISHED MONTHLY.

PRESS OF SPRINGFIELD PRINTING COMPANY.

VOL. I.—NO. 12.

SPRINGFIELD, MASS., MARCH, 1887.

PRICE 5 CENTS.

SEASON OF 1887.

Columbia



EXPERT
LIGHT ROADSTER
STANDARD
SAFETY
SEMI-ROADSTER
RACER



Bicycles



Columbia



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RACING



Tricycles

THE COLUMBIA CATALOGUE,

52 pages, 48 engravings, is now ready, and will be sent free
by mail upon application.

Nine years of hard service upon every grade of American road has not worn out a COLUMBIA.

The world's story of the road and path is a recapitulation of victories by riders of COLUMBIAS.

POPE MFG. CO.

79 Franklin Street. Corner of Arch Street, BOSTON.

12 Warren Street, NEW YORK.

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291 Wabash Avenue, CHICAGO.

\$75 • THE SPRINGFIELD ROADSTER • \$75

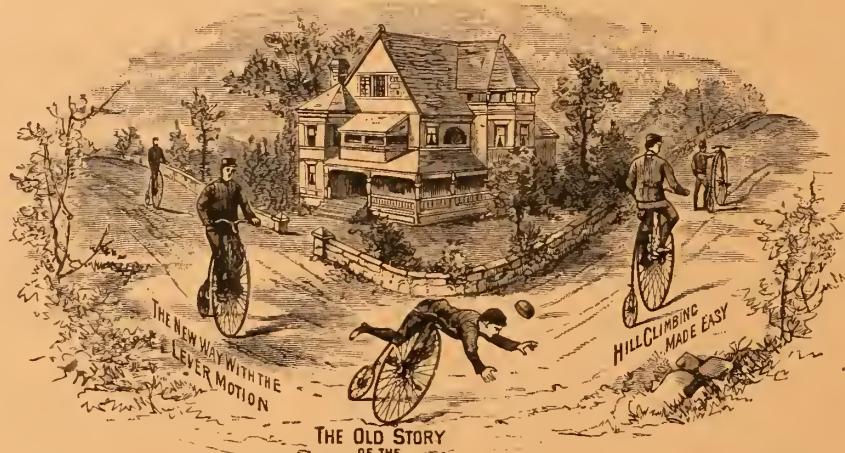
(YOST & McCUNE PATENT.)

Invented by Riders of Experience. The Only Absolutely Safe Wheel Against Headers Made. The Best and the Cheapest. Do Not Buy a Wheel Before You See The Springfield Roadster.

No extra rake to fork.

No expense left out to warrant success.

No headers to "knock you out."



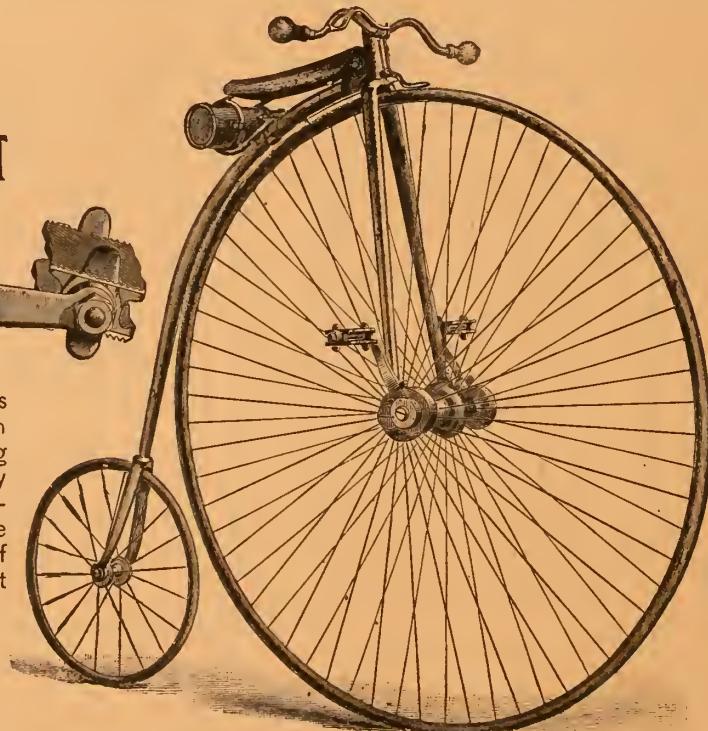
Coasting Without Danger!

Hill-Climbing to Perfection!

Improved Clutch Lever



The above illustration shows the clutch from the inside, with the roller bearings and gripping mechanism. It is perfectly smooth and noiseless. No friction is added by applying the power. There is no waste of power. It grips at the slightest touch. No dead centers.



THE SPRINGFIELD ROADSTER, complete, with Enamel Finish, Nickel-Plated Trimmings, and Fish Adjustable Saddle, \$75. Diameter of front wheel, 50 inches; rear wheel, 20 inches. Made of the best weldless steel tubing and steel drop forgings. Warranted against defects in workmanship or material. All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward tread of THE SPRINGFIELD ROADSTER. The only safe and smooth coaster.

Agents wanted in all unoccupied territory. For further particulars, address

SPRINGFIELD BICYCLE MFG. CO.

19 PEARL STREET, BOSTON, MASS.

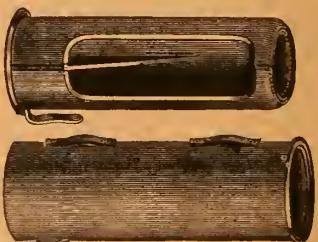
Or JOHN P. LOVELL'S SONS, Sole Agents for New England, 147 Washington Street, Corner of Cornhill and Brattle Street, Boston, Mass.

The clutch movement is noiseless and runs perfectly smooth.

The fork cannot be forced forward faster than the large wheel revolves.

Fish Adjustable Saddle

Known to be the best.



TOOL BAG,

As shown in the cut of the complete wheel. Made with separate compartments for oiler and wrench.

GREATLY IMPROVED OVER 1886 PATTERN.

LOOK FOR NEW CUTS ON THIS PAGE NEXT MONTH.

THE KING BICYCLE

FOR 1887

WILL BE APPRECIATED BY ALL

AS A ROADSTER,

Because it is propelled by levers, giving a constant application of power so highly prized on sandy or muddy roads and in hill-climbing.

FOR SAFETY,

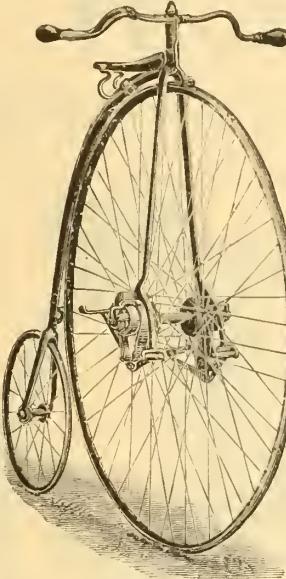
Because, the treadles being in the rear of the hub, there is an uplifting at the fulcra in front, removing the danger of taking a header, and the fork cannot be forced forward faster than the large wheel revolves.

FOR EASE OF RUNNING,

Because the new adjustable anti-friction bearings run very easily, are very durable, and cannot roll together; and there is no cog-wheel friction to overcome in coasting.

FOR DURABILITY,

The new hollow-felloe rim being very rigid, and the new tangent spokes interlaced, makes this a very strong wheel. It is the only wheel really utilizing the weight, to any great extent, except by an expert at highest speed.



Heretofore noticed and advertised as "Springfield's New Bicycle," "The Springfield Light Roadster," "The Springfield Bicycle," etc., and the only Bicycle in the market ever invented or first built in Springfield. Secured by United States Patents and Pending United States and Foreign Applications by the Inventor, Rev. HOMER A. KING, Springfield, Mass.

WHAT OTHERS SAY.

A NOTED RIDER'S OPINION.

HAMILTON PARK BICYCLE SCHOOL,
JERSEY CITY, N. J., December 13, 1886.

The King Wheel Company—I have fully tested THE KING BICYCLE you loaned me, and from a long and varied experience I can truthfully say that, in my judgment, in comfort, safety, speed, and ease of propulsion, it is very far in advance of any Bicycle yet brought out. I have had several expert riders, both of the lever and crank style, and without exception they were astonished and pleased with it, many saying it was the easiest machine they ever mounted. I have carefully examined all parts of the machine, and find them very simple and effective, and not easy to get out of order. It is the only wheel I know of which is perfectly adapted to hill-climbing, muddy or sandy roads—in fact, to the average roads as we find them in all parts of the country. It is bound to be the popular wheel as soon as its merits become generally known among riders. Respectfully, CHAS. E. KLUGE.

SPRINGFIELD, MASS., August 12, 1886.

I have ridden a crank wheel for five years, and the past few months have ridden THE KING SAFETY BICYCLE on the track and over rough roads, through mud and sand, up hill and down. In ascending a hill the weight can be utilized as well as muscle, and in coasting down hill THE KING SAFETY beats all others. It runs more easily than the crank wheel, and is safe against headers, as the weight is always on one pedal in the rear of the hub. There is no machine more easy to mount and dismount. I have let many ride it, and they are all delighted with it.

Yours, CHARLES QUIMBY.

Rev. Dr. Gifford, pastor of the Warren-Avenue Baptist Church of Boston, Mass., a noted cycle rider, occupied the pulpit of the State-Street Baptist Church in Springfield, Mass., August 1, and called at the factory Monday and examined the cycles. We were not present, but wrote him soliciting an article, and received the following note:—

Dear Brother King—I enclose you a bit on re-creation. . . . I think you have a good machine. I have always ridden the crank wheel, but think yours will have more power and safety.

Yours truly, O. P. GIFFORD.

SPRINGFIELD, MASS., July 28, 1886.
After riding a crank wheel for three years, I have given it up, for fear of going over the handle-bars, and purchased a Star. Have also tried THE KING SAFETY BICYCLE, which I think fully as safe and good.

Yours, HARRY R. HITCHCOCK.

WHEELS READY TO SHIP EARLY IN APRIL.

Enamel Finish, one-tenth Nickel, -
Enamel Finish, one-fourth Nickel, -
Enamel Finish, one-half Nickel, -
Full Nickel Finish, -

One-fourth Nickel includes Hub, Saddle-Spring, Handle-Bars, Brake, and Head. One-half Nickel includes also the Spokes of the large wheel. Full Nickel, all except the Rim.

SPECIAL OFFER.—10% Discount to any Clergyman, or to the first purchaser in any County. One Bicycle sells many more.

AGENTS WANTED IN ALL UNOCCUPIED TERRITORY.

PRICE LIST.

PARALLEL BEARINGS To Both Wheels.	ADJUSTABLE ANTI-FRICTION BEARINGS To Rear Wheel.	ADJUSTABLE ANTI-FRICTION BEARINGS To Both Wheels.
\$75.00	\$95.00	\$115.00
80.00	100.00	120.00
85.00	105.00	125.00
95.00	115.00	135.00

THE KING WHEEL COMPANY,
51 Barclay Street, New York.

THE BICYCLE HERALD AND EVANGELIST.—Single copy, 8 pages, one year, 15c; 10 copies, \$1. *The Herald* contains the running record, progress of the art, cycling romance, and practical helps: *The Evangelist* is devoted to the Christian life, evangelistic work, temperance and reform, and a youths' department. Sample copy sent free. Agents wanted in every town in the United States. Premiums or liberal cash commission. Bicycles partly or wholly paid for in this way. Write for terms to ALBERT J. KING, 51 Barclay Street, New York.

* THE SENSATION OF 1887.* ABSOLUTE PERFECTION.*

THE LATEST AMERICAN HIGH-GRADE WHEEL,

THE NEW MAIL.

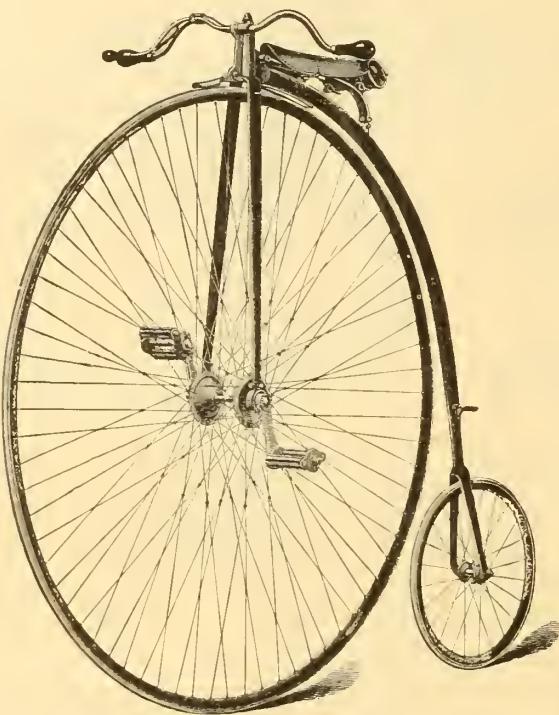
A PERFECTLY-MADE LIGHT ROADSTER.

WITH OUR SPECIALTY,
Perfection Strengthened Backbone and Forks.

It is very well known that in all machines Backbones are liable to break, and do break, causing bad accidents. The place of breakage is usually, if not always, at the upper end, under the saddle, where is the greatest strain. We have adopted Warwick's New Pattern Backbone, which has a greater thickness of metal at the large or neck end, tapering thinner to the small end; thus obtaining a stouter and stronger Backbone, with no danger of breakage, while there is no increase in weight. The oval shape is also preserved, which is handsomer and stiffer than the round.

Warwick's Perfection Forks are also used, having the same construction as the Backbone,—thicker at the large end and tapering or decreasing in thickness at the small end; this gives very strong and rigid Forks.

FAIL NOT TO SEE THIS SUPERB WHEEL.



WITH OUR SPECIALTY,
The Genuine Trigwell Ball-Bearing Head.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it. What a howl went up from the "big stock" people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first-grade bicycle, and those who do not have ball-heads will not rank among the highest-grade mounts. Of course the extra cost of construction will preclude its being used on second-grade machines, but that it is a vast improvement over the Stanley head, with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond doubt.—*London Letter in L.A.W. Bulletin, Jan. 8, 1887.*

SURELY SEE IT BEFORE PURCHASING.

For the past four years, as is well known, we have been importers of high-grade English bicycles and tricycles, and have controlled the product and been sole agents for the sale of the celebrated ROYAL MAIL. We think it has been conceded by wheelmen that this latter has been in proportions and style the handsomest wheel in the market, while the fact that it has been taken as a model by other manufacturers bears out this claim. While preserving the model (and we ask the reader to glance at the cut and notice the symmetry of which we speak), yet in order to secure stricter and more perfect interchangeability of parts, and absolutely perfect construction throughout, which can only be obtained by accurate machinery, we have decided to manufacture our wheels in this country, and now offer (together with ROYAL MAILS) the latest American wheel, THE NEW MAIL, made by the finest machinery of the AMES MANUFACTURING COMPANY, of Chicopee, Mass., who have long been bicycle manufacturers. They are built under our own supervision, and from the manufacturers' experience, coupled with our own, we offer our Light Roadster for 1887 as the most perfect machine yet made. Every detailed part has been constructed with the greatest nicety, and all are strictly interchangeable. It is, in fact, a perfect wheel. We ask careful consideration of the distinctive features of THE NEW MAIL, as it has for the coming season improvements possessed by no other bicycle.

WILLIAM READ & SONS,
107 Washington Street, = = = BOSTON, MASS.

OUR SPECIALTY.

The Genuine Trigwell Ball-Bearing Head.

1,000 MILES WITHOUT OILING OR ADJUSTMENT.
PERFECT RIGIDITY AND EASE OF STEERING.
ENTHUSIASTIC TESTIMONIALS.
IN USE WITH GREAT APPROVAL.

Wheelmen are aware that ordinarily constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the balls smoothly, without wear, and one adjustment serves for a very long time—for months, in fact—and no loosening nor setting up is necessary. There being no friction, oiling is rarely needed. These Heads are made by the finest machinery, all perfectly alike and beautifully finished, every part mathematically true, and all parts interchangeable.

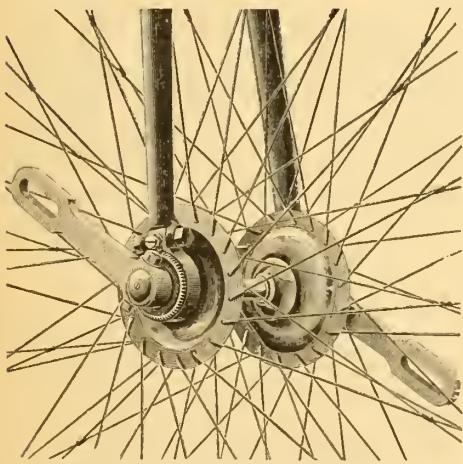
A SPLENDID COMMON-SENSE IMPROVEMENT.

PATENT
No. 5750

Sectional and End View of back fork end of Backbone.

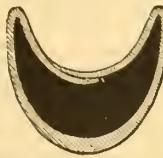
Sectional View showing Backbone and Forks when made up.

Arrangement of Balls in Head.



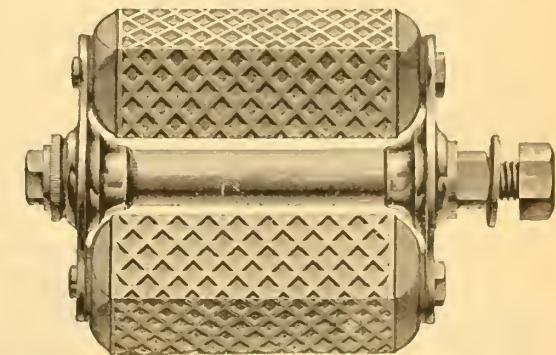
NEW MAIL System of Tying Tangent Spokes at intersections—unlike any other! Tied as well as brazed, and wound seven times, giving great strength and rigidity to the whole wheel. Impossible for Spokes to separate or rattle. True Tangent Spokes, 72 in number. Detachable Cranks, 5- to 6-inch throw.

Notice the Smooth Outside and Strong Base of this Rim.



WARWICK'S NEW HOLLOW RIM,
With Thickened Bottom. Seamless and
Perfectly Smooth Outside.
Cemented Tire.

Close-Fitting Dust Shield.
No Side Screws. Very Neat.



Square Rubber Pedal, conforming to the foot.

WILLIAM READ & SONS,

MANUFACTURERS,

107 Washington Street, = = BOSTON, MASS.

Agents Wanted in Every Town. Send Stamp for Circular.

Fine Photograph of NEW MAIL sent for 14 cents in stamps, with Fine Illustrations of All Parts.

Risk One Eye on the Colored Pages Inside!



ROYAL MAIL!

THE ROYAL MACHINE MANUFACTURING COMPANY, Limited, Birmingham, sole makers of the celebrated "ROYAL MAIL" cycles, require first-class firms to undertake the sale of their unrivaled machines in New York, Boston, Washington, Philadelphia, and all the principal cities in the States. Apply direct to

THE ROYAL MACHINE MFG. CO.

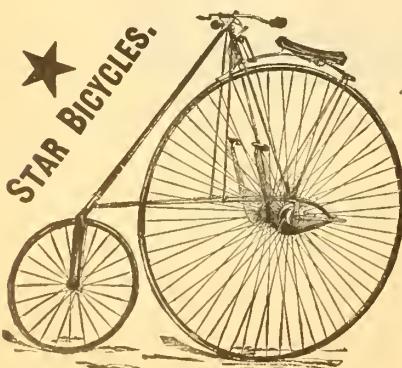
(Limited)

Small Heath, - - - Birmingham, England.

\$4.00 for \$3.00!

Rhymes of Road and River,	\$2.00
The Wheelmen's Reference Book,50
Wheeling Annual,50
A Canterbury Pilgrimage,50
The Wheelmen's Gazette,50

Mailed to any address, post-paid, for \$3, by

THE WHEELMEN'S GAZETTE,
SPRINGFIELD, MASS.

SAFE, PRACTICAL AND FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.
World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.
Smithville, Bur. Co., N. J.

• A CARD. •

Save delay and know that your wheel is repaired in the best possible manner by sending at once to the

AMERICAN BICYCLE COMPANY,
Springfield, Mass.

Photo- • o o o • Engraving.



Book Illustrations, Advertising Cuts, Mechanical Work, and Reproductions of all kinds.

BEST WORK—LOWEST PRICES.

Boston Engraving Co.
227 Tremont Street, Boston.

THE STANDARD SHOE.



This Shoe has every qualification necessary to make it the best *Bicycle Shoe in the world*. Uppers warranted genuine kangaroo; bottoms warranted hand-sewed. Net price, \$4. A liberal discount made to dealers. Please send for circular. Manufactured by **F. M. EAGER**, Palmer, Mass.

BROOKS IDEAL CYCLOMETER.

SIMPLEST, MOST RELIABLE, AND BEST.
FULLY WARRANTED. ONLY \$5.

Send for Circular to **BROOKS ODOMETER CO.**, Lowell, Mass.

FOR CLUBS !

Outing,.....	\$3.00
The Cycling World,.....	1.00
The Wheelmen's Record,.....	1.50
The Wheel,.....	2.00
The Bicycle South,.....	.50
Wheeling,.....	2.50
The Wheelmen's Reference Book,.....	.50
The American Wheelman,.....	.50
A Canterbury Pilgrimage,.....	.50
Wheeling Annual,.....	.50
Recreation,.....	1.50

Mailed post-paid for one year to any club or individual for \$10, by **THE WHEELMEN'S GAZETTE**, SPRINGFIELD, MASS.

TO ADVERTISERS!

For a check for \$20 we will print a ten-line advertisement in One Million issues of leading American Newspapers and complete the work within ten days. This is at the rate of only one-fifth of a cent a line for 1,000 Circulation! The advertisement will appear in but a single issue of any paper, and consequently will be placed before One Million different newspaper purchasers—or Five Million Readers, if it is true, as is sometimes stated, that every newspaper is looked at by five persons on an average. Ten lines will accommodate about 75 words. Address with copy of Advertisement and check, or send 30 cents for Book of 176 pages.

GEO. P. ROWELL & CO., 10 Spruce St., New York.

We have just issued a new edition (the 161st) of our Book called "Newspaper Advertising." It has 176 pages, and among its contents may be named the following Lists and Catalogues of Newspapers:

DAILY NEWSPAPERS IN NEW YORK CITY, with their Advertising Rates.

DAILY NEWSPAPERS IN CITIES HAVING more than 150,000 population, omitting all but the best.

DAILY NEWSPAPERS IN CITIES HAVING more than 20,000 population, omitting all but the best.

A SMALL LIST OF NEWSPAPERS IN which to advertise every section of the country; being a choice selection made up with great care, guided by long experience.

ONE NEWSPAPER IN A STATE. The best one for an advertiser to use if he will use but one.

BARGAINS IN ADVERTISING IN DAILY Newspapers in many principal cities and towns, a List which offers peculiar inducements to some advertisers.

LARGEST CIRCULATIONS. A complete list of all American papers issuing regularly more than 25,000 copies.

THE BEST LIST OF LOCAL NEWSPAPERS, covering every town of over 5,000 population, and every important county seat.

SELECT LIST OF LOCAL NEWSPAPERS, in which advertisements are inserted at half price.

5,493 VILLAGE NEWSPAPERS in which advertisements are inserted for \$4 a line and appear in the whole lot—one-half of all the American weeklies.

Sent to any address for THIRTY CENTS.



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

VOL. I.

SPRINGFIELD, MASS., MARCH, 1887.

NO. 12.

The Wheelmen's Gazette.

Terms of Subscription.

One Year, by mail, post-paid,	- - - - -	50 cents.
Six Months, by mail, post-paid,	- - - - -	25 cents.
Foreign Subscribers,	- - - - -	4 shillings.

HENRY E. DUCKER, - - - - - Editor and Manager.

Communications must be in not later than the 20th of each month, to secure publication for the following month.

Address all Communications to THE WHEELMEN'S GAZETTE. Make Checks and Money Orders payable to same.

The trade supplied by the American News Co., New York.

Entered at the Post-Office, Springfield, Mass., as Second-class Matter.

HELP THE CAUSE.

Right at the commencement of the opening cycling season, it may be perfectly in keeping with that season to say, that the cause of cycling as a recreation owes as much to individual as to collective effort. Therefore, we would suggest to all cyclers to whom these March pages of the GAZETTE may give pleasure or pain—and we have done our best, as we always do, to see that it shall not be the latter—the advisability of forming the resolve, right at the commencement of the 1887 season, to add from the circle of their friends at least one more individual to the ranks of American wheelmen. Numbers will undoubtedly of their own unsolicited will and inclination take to the "wheel" during this year, as a means of gaining health and recreation, but if in addition to these easily gained recruits, every wheelman of the present day and hour brings in one convert during the coming season to the manliest and finest recreation that advancing civilization has rendered available, he will be doing a service to that recreation and to the community. If these few words from us can help on the good cause, or strike a note in its behalf that will arrest attention, we are satisfied.

THE SHADOW OF A CRISIS.

The late upheavals in the League world have set a great many members of America's chief cycling organizations thinking over the facts of the past and present, and the probabilities of the future, respecting the great association to which they belong. The present may, therefore, be a very opportune time for us to express a few opinions which mature consideration has led us to adopt, and the gist of these opinions, or rather these conclusions respecting the composition and polity of the L. A. W. have been shaped by events into the following conclusive belief. The time has come when the state divisions of the League should decide to take to themselves more of the governing power in League affairs in an individual and circumscribed manner, than is at present characteristic of their method of working. As the League is constituted at present, the state divisions do most of the work and reap the

least profits. They do the work that tells, because in most cases their work has a direct and local end in view, which in nine cases out of ten is reached and successfully dealt with, owing to the directness and pertinency of the said end to the wishes, feelings, or interests of those working to attain it. Therefore we say, that now when we see before us state divisions approaching in point of size and influence what the L. A. W. was in its entirety some four or five years ago, the condition of things as they stand at present might, with the utmost propriety, and on the most reasonable and logical grounds, be practically reversed; viz., instead of having a centralization of power, which may be productive of serious trouble, as late events would appear to show, there should be a strong government of the organization through the divisions; that is the divisions should be the portion of the League to be overpaid instead of underpaid for the amount of work done. As it is now, it is the national figure-head which is overpaid, and the working divisions which are underpaid. This we say is all wrong, and as we said at the commencement of this article, that such is the case is beginning to be realized by thinking League members. By all means let us have a strong League of American Wheelmen, but do not let it be all head, and nothing else, especially when that head becomes an encumbrance, and an item of expense, which in the light of its usefulness, or the work done by it, becomes too heavy to be borne.

MASSACHUSETTS DIVISION L. A. W.

The Massachusetts division, or rather its officers, are enjoying themselves once a month with a grand supper at Young's hotel, and on this account Chief Consul Hayes is lauded on every side for his excellent work in the division. Nothing too good can be said of the grand (?) work reputed to be performed, and now Massachusetts comes forward and presses Mr. Hayes for the vice-presidency of the League, and for what?

Let us see. Under Mr. Ducker's administration the renewal season of 1886 showed that only fifty-one out of the division failed to renew, or less than 10 per cent., while under Mr. Hayes's administration upwards of 500 failed to renew, or about 40 per cent., showing a falling off of 30 per cent. in enthusiasm, lack of interest, work, or whatever we choose to call it. Under Mr. Ducker the first three months of 1885, the new admissions numbered 416, against less than 250 under Mr. Hayes, or a falling off of nearly 60 per cent. Again, on Jan. 1, 1886, the Massachusetts division had 591 members, which under Mr. Ducker grew to 956 members by March 1, showing an increase of 61 per cent. for the first three months. Let us see how it has worked under Mr. Hayes's administration. On Jan. 1, 1887, the membership was 1440, and on March 1, only 1025, a falling off of 415, or 30 per cent., and this is what is called grand work. Figures won't lie, and facts speak for themselves.

DISTRUST IN L. A. W. OFFICIALS.

The recent unpleasantness developed at the Board of Officers' meeting in New York has confirmed what was long known to close students of League affairs,—that affairs pertaining to League management were sadly in need of an overhauling. Why they were allowed to drift into such a chaotic state, few are capable of comprehending. The reason was that either Mr. Wells or Mr. Aaron had the power of printing what was favorable to their side and suppressing what was injurious to them as officials, while the president stood by and by inaction tacitly acquiesced. One instance will illustrate our case. At the meeting of the League in Boston, in May last, the report of the treasurer of the League was read, which showed a shortage to be accounted for of the sum of \$4,650. This report was a part of the meeting, and by reference to the *Bulletin's* account (reported stenographically) we find the report wiped out, and no allusion to it. We suppose that as Mr. Wells was in charge of affairs at that time, he was responsible; at the same time President Beckwith should have insisted upon its publication. The suppressed report was as follows:—

COPY.

Due from applications and renewals as per printed lists in *L. A. W. Bulletin* to May 15, 1886, as follows:—

APPLICATIONS.		RENEWALS.	
List.	Number of names.	List.	Number of names.
14	172	1	227
15	80	2	124
16	163	3	279
17	118	4	584
18	180	5	707
19	150	6	541
20	100	7	261
21	112	8	149
22	148	9	200
23	204	10	390
24	167	11	224*
25	214	12	568
26	160	13	137
27	163	14	5
28	186	—	—
29	183	Total,	4,396
30	138	*This includes four names in list of Feb. 26.	
31	162		
32	193		
33	147		
34	230		
35	194		
36	388		
Total,		3,952	
3,952 applications @ \$1.00,			\$3,952.00,
4,396 renewals @ 50 cents,			2,198.00,
			\$6,150.00,
Received Feb. '86, on acct.,			1,500.00
Now due, or to be accounted for,			\$4,650.00.

DOWN WITH HYPOCRISY.

THE AMATEUR DEFINITION MUST GO. LET AMERICA LEAD.

If any argument were needed to show that the abolition of the amateur definition would add to the popularity of cycle racing, it would only be

necessary to refer to the leading sports of England and America as conclusive evidence. Horsemen in either country know of no amateur definition. Cricketers in England are not bothered with the *plague*, while the great American national game of base ball knows of no such humbuggery, and it flourishes beyond all measure. Now let cyclers abolish the word amateur from their books, and we shall see a renewed and increased interest in the sport. The public don't care a cent whether a man is an amateur, promateur, or professional. What the public want is good racing, men classed according to their speed, and good races with close finishes will be the result. Where is the American eagle and our boasted independence, that we are obliged to toady to old fogeyism? Where is the spirit of '76? Has it all vanished? We answer, no. Then let it assert itself, and let cyclers show the world, by abolishing the amateur definition, that they as a class are progressive, enterprising, and hate sham and humbug.

LEAGUE UNIFORMS.

CHAPTER II.—COMMISSIONS.

One of the questions of the hour in League circles after the disposal of the Aaron-Wells mix, is the one of League uniforms. The many favorable comments received by us is gratifying in the extreme, and show that the *GAZETTE*'s estimates of the cost of making the uniforms are in the main correct, while all agree as to the poor quality of same and the need of a new and better one. The information needed now is, if the uniforms cost no more than estimates given, how the contractors came to get such a large price, and were other parties invited to give estimates? Certainly there was no advertisement for proposals, and all that seems to be known is that Messrs. Browning, King & Co. were appointed official tailors, by President Beckwith. At the Buffalo meeting, in July, 1885, there were whisperings that a commission of \$2 per uniform was being paid to some one. The stories grew till nearly every one of any prominence in the L. A. W. had heard it, and told it to one or more of his friends. From knowledge that commissions were being paid to League officials on other things, the *GAZETTE*, being an independent paper, made bold to mention what had been the talk for the past year, and as a result the board of officers at the meeting in New York passed the following

RESOLUTIONS OF INQUIRY.

WHEREAS, in a late issue of the *WHEELMEN'S GAZETTE*, published at Springfield, Mass., and widely circulated among the wheelmen of the United States, there appeared an article reflecting upon the personal character of the President of this body and imputing to him dishonest methods in the administration of certain matters relating to the executive office, and therefore,

Resolved, That, in view of the high character of our said President and the uniform confidence and respect with which he is regarded by the members of this body, it is the sense of this meeting that the reasons and motives which prompted the publication of said article and the object of its publication should be investigated and made known, to the end that proper action may be taken with relation thereto; therefore,

Resolved, That a committee, consisting of the chief consuls of the States of Massachusetts, New York and Connecticut, be appointed, and that such committee is hereby empowered and directed as follows:—

First. To demand of said publisher a full and complete explanation of the said article, its object, and its specific meaning.

Second. To demand of said publisher the grounds and sources of information, if any, upon which the imputations contained in said article are founded.

Third. To ascertain if any other official of the League shares the imputations cast upon the executive.

Fourth. To proceed upon its said duties with all convenient speed, and to report in full thereon to this body at its next meeting.

The article referred to in the foregoing preamble and resolutions is contained in Vol. 1, No. 9, of said publication, at page 148, and is hereto attached:—

Item A. “In the event of the League electing a new executive at the annual meeting next spring, the question arises, Who will receive the commission on League uniforms? Echo answers—(?)”

Item B. “Considerable is being said relative to the League owning the League pins and having the profits of same revert to the League treasury. On the same line of reasoning, why is it that the League cannot receive the commission on League uniforms?”

Previous to the passing of the above, we were informed that a suit for libel was to be brought against us, and that Mr. Ducker was to be expelled from the L. A. W.; but we were kindly informed by Chief Consul Bidwell that such was not the case, and he requested that the *GAZETTE* either prove the statements in print or else clear Dr. Beckwith of any suspicion that might be attached to him by reason of the publication of the *GAZETTE* articles, to which we agreed, and to that end we used the League's mode of ascertaining whether a man was guilty or not. Our readers will remember the war made on certain amateurs last spring by the racing board, and how it was carried on. The board adjudged a man guilty and sent him a circular letter which he must sign to prove his innocence; if he failed to sign such papers to prove his innocence he was expelled from the League for professionalism. This mode of procedure was matured by the racing board and submitted to President Beckwith, who approved of it. With the above in mind we concluded to prove the Doctor's innocence by the same medicine which he so fully approved giving to others. Accordingly the following letter was sent him:—

SPRINGFIELD, Feb. 10, 1887.

DR. N. M. BECKWITH, President L. A. W., New York, N. Y.

DEAR SIR:—With a view of clearing up and settling the matter of commissions on League uniforms, will you kindly sign the enclosed and return to me at your earliest convenience. By so doing you will greatly oblige. The *GAZETTE* will give you the benefit of all doubts and with the enclosed it will make out a strong case for you; if sworn to it might carry more weight; then again, in your case, it is wholly unnecessary.

Yours truly,

HENRY E. DUCKER,
Editor The Wheelmen's Gazette.

THE ENCLOSURE.

TO WHOM IT MAY CONCERN.

This is to certify, that I, N. Malon Beckwith, President of the League of American Wheelmen, have never by virtue of my office, received in any form whatever, either directly or indirectly, any commissions from Messrs. Browning, King & Co. (official tailors of the L. A. W.), on League uniforms.

New York, Feb. ——, 1887.

Had the doctor signed the above the *GAZETTE* would have been in position to clear him from all suspicion by the League's method of serving out justice. Instead of the doctor signing the blank, we received the following, which speaks for itself:—

NEW YORK, Feb. 14, 1887.

MR. HENRY E. DUCKER:—

DEAR SIR:—I do not recognize your authority for requesting me to sign any such document as you send me in re commissions on League uniforms. There was a committee appointed at the last board of officers' meeting to investigate the slanderous statements made in your publication; any information said committee may desire, which I can afford them, shall be at their bidding. I do not recognize any one else in the matter. Furthermore, unless suitable apology and expla-

nation is soon made in as public a manner as the accusation, I shall myself take the matter in hand.

Yours,
N. MALON BECKWITH.

Fortunately for us, we did not stop here; we were bound to prove the doctor's innocence by League methods, which would be a righteous mode, so a similar letter was sent Messrs. Browning, King & Co. to sign, who were more courteous, and we received the following:—

NEW YORK, Feb. 12, 1887.

HENRY E. DUCKER, ESQ., *Editor Wheelmen's Gazette, Springfield, Mass.*

DEAR SIR:—Your favor in relation to commissions on uniforms just to hand and contents noted. In reply, we desire to state that we have never paid or given either *directly* or *indirectly* any commissions or compensations of any kind to any one, either officer or member, or any one connected or not connected with the League of American Wheelmen, and further, we wish to state that such a thing has never even been suggested to us.

Respectfully yours,

JAS. W. LINGARD,

Manager uniform department, Browning, King & Co.

State of New York, }
County of New York, }

On this 12th day of February, 1887, personally appeared before me, Jas. W. Lingard, and by me being duly sworn, doth depose and say that the foregoing statement is true of his own knowledge.

JOHN McGEEHEN,

Notary Public Kings Co., N. Y. Certificate filed in N. Y. Co.

The statement of Mr. Lingard is conclusive as far as Mr. Lingard is concerned. For some unexplained reason Mr. Lingard did not receive his letter till February 12, although it was mailed from Springfield February 10 by registered letter and by special delivery. The receipt was signed by Browning, King & Co., on February 11, and in the forenoon of that day. We do not know whether Mr. Lingard is a member of the firm or not, but he ought to be in a position to know whereof he speaks, and undoubtedly he is. As will be noticed above the firm of Browning, King & Co. did not sign the statement, but turned the same over to one of the employes, whose knowledge might not extend to the financial management. We have endeavored to give all the information which we could glean from official sources, and we trust it is satisfactory to League members.

The committee to investigate Mr. Ducker reported for duty February 21, and the following is the result of the investigation. In view of President Beckwith's letter and the fact that we had the above letters in our possession, we did not propose to commit ourselves, but rather to wait for the March issue to give President Beckwith's side of the story. The committee's report will be unsatisfactory for the above reason.

Questions submitted to H. E. Ducker by investigating committee February 21. H. W. HAYES, Chairman.

Are you editor and publisher of the Springfield *WHEELMEN'S GAZETTE*?

Yes.

Did you cause to be published, the following items in the issue of the above paper, Vol. 1, No. 9?

“In the event of the League electing a new executive at the annual meeting next spring the question arises, Who will receive the commission on League uniforms? Echo answers—(?)”

“Considerable is being said relative to the League owning the League pins and having the profits on same sent to the League treasury. On the same line of reasoning, why is it that the League cannot receive the commission on League uniforms?”

Yes.

Will you inform the committee who is referred to as “executive” in the above item?

Refuse to answer.

Is it the purpose of this article to intimate that this “executive” receives a commission on any or all L. A. W. uniforms?

MARCH, 1887.]

THE WHEELMEN'S GAZETTE.

Refuse to answer.

If so, what knowledge as to the amount and nature of this commission have you?

Refuse to answer.

By whom is it paid, and what is the consideration?

Refuse to answer.

Have you any proofs of this statement?

Refuse to answer.

Will you give to our committee these proofs, or the source of your information?

If my informants are willing,

Will you ask the permission of your informants for this proof?

Yes.

What was your object in publishing this item in your paper?

Matter of news.

The whole question seems to be a case of "the hit bird," etc., for nowhere in the GAZETTE have we said that the executive or President Beckwith received a commission, although the general impression seems to be that we have. That arose, probably, from the previous talk indulged in by wheelmen.

REMARKABLE RECORD.

W. W. SHEEN, OF QUINCY, RIDES EVERY DAY BUT TWO, FROM MAY 1 TO DEC. 5, DISTANCE COVERED, 7,451 MILES.

W. W. Sheen is twenty years of age, was born in Quincy, Mass., June 17, 1866; stands 5 feet 10 $\frac{1}{2}$ inches, and weighs 146 pounds, when in condition, but has gained fifteen or twenty pounds since last fall, and assures us he has never enjoyed better health than since he has taken up riding. He first began to ride a bicycle in 1884, using a machine of the crank pattern, but took up the Star in '85, riding 2,500 miles during that season. The first of April, '86, he commenced with new H. F. Star, with intention of doing 5,000 miles before close of season, but by middle of September had covered that distance with lots of good riding weather ahead, and December 5th his cyclometer registered 7,451 miles, averaging nearly 1,000 miles a month.

From first of May till December 5th, used the Star as the only means of conveyance to and from Boston, a distance of fourteen miles each way, and did not miss but two days during that time.

Is engaged as surveyor of lumber in Boston, and resides in Quincy.

Was never better in health than while rolling up this record, with ferocious appetite all the while, was sick only two days in whole season, which was caused by injudicious use of ice-water.

Did not ride as much as the average rider aside from going between home and business.

Machine is not badly used up, but tire of course will show wear. Had very few mishaps considering the hard riding the machine had to stand during the day and often late at night. Did not depend wholly on cyclometer, but kept record book as well, which compared well with cyclometer.

Having met Mr. Sheen, we would say that he is not a decided athlete, but is of rather slight and neat form, and a gentleman in every sense. We believe this to be a strictly honest business record.

Miles.	Cyc. Reg.	Miles.	Cyc. Reg.
March 27, 15	183 $\frac{1}{2}$	April 12, 20 $\frac{1}{2}$	183 $\frac{1}{2}$
April 1, 6	21	13, 24	207 $\frac{1}{2}$
2, 11	32	14, 18 $\frac{1}{2}$	226
3,		15, 21 $\frac{1}{2}$	247 $\frac{1}{2}$
4, 10	42	16, 25	258 $\frac{1}{2}$
5, 13 $\frac{1}{2}$	55 $\frac{1}{2}$	17, 41 $\frac{1}{2}$	300
6,		18, 25	325
7, 13 $\frac{1}{2}$	69	19, 25 $\frac{1}{2}$	350 $\frac{1}{2}$
8, 32 $\frac{1}{2}$	101 $\frac{1}{2}$	20, 21 $\frac{1}{2}$	372
9, 10	111 $\frac{1}{2}$	21, 10	382
10, 31 $\frac{1}{2}$	143	22, 11	393
11, 20	163	23, 20	413

Month.	Days riding.	Largest day's riding.	Smallest day's riding.	Average per day.	Total
March.....	1	15	15	15	15
April.....	28	42 $\frac{1}{2}$	6	21	586 $\frac{1}{2}$
May.....	27	62	21	38 $\frac{1}{2}$	1,045 $\frac{1}{2}$
June.....	27	60	20	35 $\frac{1}{2}$	953 $\frac{1}{2}$
July.....	27	44	20	33 $\frac{1}{2}$	901
August.....	31	51 $\frac{1}{2}$	22	32 $\frac{1}{2}$	1,000
September.....	28	54	12	30 $\frac{1}{2}$	914 $\frac{1}{2}$
October.....	27	59	15	36	971 $\frac{1}{2}$
November.....	29	60	5	34 $\frac{1}{2}$	1,000
December.....	5	26	5	12 $\frac{1}{2}$	63 $\frac{1}{2}$
					7,451

SUMMARY.

From May 1 to Dec. 4, he rode in and out of Boston every day on which he went to business, rain or shine. Sick but two days (July 18 and 19), caused by drinking ice-water.

RIGHT YOU ARE.

It is announced that the Springfield Bicycle Club, by a vote of fifteen to eleven, has decided not to hold a tournament this year. This will be regretted by most wheelmen, and by many regarded as a calamity. The benefits to the sport and the trade, resulting from the public interest created by large tournaments, are undoubtedly. If these benefits are lost in consequence of the League's policy on a matter of sentiment, should not the blame rest where it belongs? The sentiment attached to amateurism is very agreeable, as a matter of sentiment, but if the sport and pastime of cycling is to be hampered and retarded by it, we say, fling it aside.—*Bicycling World*.

WELCOME, COMRADE, WELCOME!

[Read at the Stevens Banquet, Boston, Feb 25, 1887].

The Friscos, as we bade them, opened wide the Golden Gate, Gave you grand and kingly greeting, as though you came in state.

The King of Tempests stilled the waves, that stemmed the vessel's prow, And bade them bend their crested heads and aid us keep our vow

To give a royal welcome to the wheelman's cycling knight, That has belted the round earth, through its darkness and its light.

You rode out from shores Pacific, on to where Atlantic rolls, Then across to Merrie England, that all cycling hearts enfold, Through Europe's southern countries, to the Key to all the East,

Out across Arabian deserts, with barbarians to feast, Riding steel of steel in Persia, to far India's coral strand, Passing China's mobs and robbers, to the shores of long Japan,

And we bid you welcome, comrade, as you come among us here, Welcome, welcome, cycling knight, with a hearty cheer on cheer,

Welcome you, and your Columbia, that to you has proved so true,

Gallant steed and gallant rider, greatest that the world e'er knew.

We have braved Earth's darkest dangers, climbed her mountains, crossed her plain,

And throughout her wheeling kingdom, cyclers your exploits proclaim.

Clubs have toasted you at banquet, out from Oakland to New York, At the Hub, we bid you feast upon our far-famed "beans and pork."

Eagerly we've looked and waited for the coming of this day, We—the club called Massachusetts, in the old State on the Bay.

From our Pope unto our Steward, "He's all right!" you hear them shout,

And the latch-string, Thomas Stevens, for you ever will hang out.

DANIEL W. COLBATH.

152 Newbury street, Boston.

Largest day's riding, 62 miles, May 28. Largest week's riding, 318 $\frac{1}{2}$ miles, October 17 to 23. Largest month's riding, 1,045 $\frac{1}{2}$ miles, May.



CASTANEÆ CYCLICÆ. BUT THE GREATEST OF THESE IS—

ON THE PIKE.

"Seems 's if all the wheelmen on the pike were dyin' for that Daisie Pelham, on her trike, there, an' there goes two now who will overtake her in half a minute, at the pace they keep; you'll see 'em slow up pretty soon an' ride alongside her, 's if they had the whole day before 'em, an' they had joined her in the most casual way possible," said Mrs. Dodson, who had caught wheel phrases from her son, who was a cycler, and admitted—to himself—being as bad off as the rest of the said wheelmen regarding the fair vision in question. Soon Jo. Dodson, saying he "had to see a man" down the road, was on his new machine and drifting along in the track of the others, in more than one sense, and enjoying the charm of the bright June day. Presently the reverie into which he had fallen was disturbed as three of the Fargone boys joined him, and he remarked with a gesture toward the trio farther down the road ahead, that he guessed he "wasn't quite as Fargone yet as some others," whereat a smile went 'round, and their wheels did, till they passed the slow goers, and were away for the day.

The old Telford Pike never held out greater attractions; flowers were in bloom on every side, and they vied with fruit blossoms and new mown

hay in fragrant offerings. Snatches of bird melody were so frequent as to be almost continuous, and there was very gladness in the air.

To one who has been there, what can be more delightful than a run on good cycles, and a road that approaches perfection, which must be just hilly enough to prevent monotony and afford coasts? All this our company had and more, for some were given to songs by the way, and many fine bits we who did not sing were favored with.

Slowly as we had ridden, and frequent as were the stops we had made, the "Queen o' the Pike" and her escorts did not overhaul us, and we ran leisurely into Pikeville for dinner and "to rest our weary bones," as the joker and would-be-scorcher said, with a good deal of irony in his tone; but we noticed that even he, who pretended to be quite delicate, "had his appetite along with him," as the waiter remarked. So had we all of us, and after more delay than was necessary, probably with an unspoken hope of seeing "her majesty, the Queen," who did not come, we pulled out on the homeward route, which, according to club rules, was a different one than that of the morning's trip.

Now we had a change of scenery, with often a glimpse of the white-capped waves of the sea, and the many features that are all its own. There are

silvery white sails in contrast to big brown ones, and a variety of steam and sail craft that make up an ever changing and pleasant picture. It would be incomplete, though, without the gulls, and nearer by the land birds, bees, and butterflies. How one who notices such things revels in them, and prolongs a ride among them, always finding the day too short, and determining to visit again certain scenes that are passed too quickly by.

* * * * *

We hoped to have been able to work into this article an account of rescuing "the Empress" from some perilous position in which mad canines or bovines were mixed up, and have some orange-flowers-and-Christmas climaxes, but the influence of "the hatchet legend" upon us, together with the rumor that one of "her" escorts has purchased a tandem, throws an azure hue over the ending of this yarn that was not intended.

* * * * *

A year later. We frequently pass a quietly happy looking couple on that tandem, and as we skim along on the latest thing in Faciles, in the enjoyment of our freedom,—beg pardon, we cannot deny that a certain silken mesh is being drawn more tightly around us,—but we haven't the cash for a tandem!

"STAMSON."





A MESSAGE FOR YOU.



We want to explain to you what we have been doing all the long winter days to improve the wheels you ride. We want you to know just how we make our Cycles, because we think that the more you know of our methods the more you will approve them.

We want to explain to you the difference between ball-bearings which are adjustable, and traps which are made to evade patents without any regard to their value as practical bearings. We want to explain the difference between a high-grade bicycle and one claimed to be high-grade when it is not.

We want to show you some of the tricks resorted to by makers who try to sell wheels because they are cheap. We do not make cheap wheels; we make wheels as expensive as is necessary to have the very best. We want riders to educate themselves in cycling devices, so that they may be able to give an intelligent opinion when they are asked to believe that a machine is high-grade when its only selling point is that it is cheap. Nothing is had for nothing. It takes money to buy the best. The rider who buys the best will serve his own interests, and will have a salable wheel after years of use; when if he had paid three-fourths the price for a cheap wheel he would have worse than nothing. A good wheel is always worth a good price.

Our new Illustrated Catalog tells you what we want to say on these points, and we will send it to you free if you will send us your address on a postal card. Do it now!

Your friends,

OVERMAN WHEEL COMPANY,

182-188 Columbus Avenue, Boston.

P. S. — Did that vegetable product which graces the periphery of your wheel ever change its mind and its base at the same time and leave you in a pile on the side of a hill, tire-less and tired? How did you like it? Do you know there is only one maker in the world who guarantees tires to stay? If you can't call and see how it's done, read our Catalog.

O. W. CO.

THE EVERLASTING AMATEUR QUESTION.

[We give to our readers this month an interesting article on the amateur question in England. The first was written by the champion amateur champion, G. Lacy Hillier, who questions the motives of Mr. J. R. Hogg, who, as is well-known, champions the abolition of the amateur distinction. The answer by W. McCandlish completely uses up our friend, Mr. G. Lacy Hillier.]

This question is again to be brought prominently before the world of athletics, and the branch of sport which has brought it to the front is again the cycling branch. To those who have watched closely the latest developments, it must be clear that the original "gentleman amateur" definition would have afforded no protection under present conditions to the amateur section of the sport. The chess-men, with whom the game is now being played, may be catalogued as follows: (1) The makers who do not employ paid riders to compete as amateurs to advertise their machines. They in general remain supine, only grumbling occasionally at the ruling body of the sport, but making no effort to assist the cause of reform. (2) The makers who do employ the salaried rider. They take an active anti-amateur stand, and are followed by (3) their hangers-on, who—subsidized directly or indirectly—do their best to secure the liberty of the paid *employés*. Finally, we have (4) the paid *employés*, open and secret, themselves; on the other hand are ranged but one set of cyclists, (5) those who follow the sport for love of it alone, and who, consequently, though very fond of it, are not vitally interested in such questions as those now agitating the cycling world. Classes 2, 3, and 4, it is clear, will devote time, patience, and energy to anything that may promise to cause the Union trouble, and interfere with its purifying action directed against class 4; and class 5, not a vitally interested class, alone remains to meet the combined and energetic attack of the interested cohorts of makers' *employés*. We do not fear for the result. The class corresponding to class 5, in the League of American Wheelmen, stood firm to the principles of amateurism, and the rank and file of amateurism in the National Cyclists' Union will suffice to upset the deep-laid plans of those who seek to professionalize the cycling world.

The "figure-head" of this movement is Mr. J. R. Hogg, of Newcastle-on-Tyne, an amiable gentleman, honestly holding views which are utterly impracticable, and gifted with an earnest style of oratory which lends a fictitious value to his utterances. Not for the first time, Mr. Hogg is to be made the tool of a section at the December Council Meeting, whereat it is stated that he will bring forward once again his proposition for the abolition by the N. C. U. of the amateur definition. Mr. Hogg's idea is to allow all cyclists (amateur and professional) to compete together for money prizes—briefly, to professionalize all cyclists.

It is scarcely necessary to go at any length into the *pros* and *cons* of this proposition. Supposing, for the sake of argument, that the Amateur Athletic Association, the Henley Committee, the Swimming Association, the Boxing Association, and the National Cyclists' Union were all to agree to permit promiscuous competitions for money prizes, it must be obvious at once that one single dissentient to the movement could keep alive the immortal lamp of amateurism. Nay, more; that, even if every athlete, oarsman, swimmer, boxer, and cyclist in the kingdom was to professionalize himself to-morrow, yet, the day after, amateurism could be re-established, even if a cripple with two

wooden legs alone remained willing to contest for the amateur blue ribbon. Thus the moment the above-named bodies took the insane step suggested, they would cease to be amateur associations; and amateurism, rising from its ashes (or the *ashes* its lunatic rulers had made of its affairs) would soon re-establish new amateur bodies to replace the former ones. Moreover, such action would be widely supported. A rational appreciation of athletics obtains at our public schools and colleges. The masters there are often old athletes themselves. Their contemporaries scattered throughout the country are now supervising with paternal care the athletic exercises of their sons, cherishing a hope that the youngster may prove a chip of the old block. And these seniors are the men who assisted at the Renaissance of amateurism, that revival of athleticism which has done much for the physique of the youth of the last two decades, and these seniors will scent the battle from afar, and once again give athletics that helping hand which is so needful at such junctures.

But the "true inwardness" of Mr. Hogg's notion is not found upon its face, though Mr. Hogg himself is, doubtless, quite ignorant of the fact that he is to be made a stalking horse of. The object which a number of delegates seek to effect is the breaking up, or demoralization, of the National Cyclists' Union. That body has taken severe measures with the makers' *employés*, and the latter class will make a big effort to upset the Union at any cost. They will not succeed; but, even if they were to do so, the gain would be but small. The Union, broken up by internal dissensions, and the efforts of men originally elected to further its interests, would pass out of existence; but those clubs which have upheld the amateur status would simply reorganize themselves on an amateur basis, or, better still, enter the fold of the Amateur Athletic Association. Thus the programme of disruption, even in the very remote chance of its proving momentarily successful, would prove but dead-sea fruit to the victors. One or two existing clubs might promote professional contests for their members, but those members would be barred from all other branches of amateur sport, and would be condemned to a limited exercise of their prowess on the professional path. What power might remain to the Union would be exercised in the interest of the maker who managed to place the greatest number of his *employés* in positions of importance; whilst daily and hourly the new Amateur Cycling Association would make its way side by side with the Cyclists' Touring Club, *if not as a branch of that organization*. Such, then, is, in brief, the prospect before Mr. Hogg. He will be supported by, perhaps, a few like himself, who honestly believe good will come to the sport from such a resolution, by the classes 2, 3, and 4 alluded to above, and by a limited number of persons who, never having entered into active amateur athletics, do not practically appreciate the insuperable objection to the course proposed.

Those who follow Mr. Hogg to a logical conclusion, and carry out his programme, will from henceforth be outcasts, as far as amateur athletics are concerned. No amateur club—cycling, boxing, athletic, swimming, or rowing—will accept them as members, and they will simply have no part or share in the world they have deliberately forsaken.

In conclusion, we would repeat that we have, we hope, made clear above, namely, that we do not

question Mr. Hogg's *bona fide* in the slightest degree, but that we simply demonstrate the fundamental impracticability of a scheme which invites one section of the amateur athletic world to ostracize its members for good and all, but which provides no check in the case of a strong and influential supported counter-movement, on the part of the believers in the existence of the true amateur spirit amongst Young England of 1886.

G. L. H.

THE REPLY.

Everlasting? Aye! as long as rampant snobbery rules the roost of British athletics, and who shall dare to prophesy how long that scourge will assert its sway? Typical of a nation which huddles its plague spots away and covering them with the pleasant enamel of oblivion broadly asserts their non-existence, the sham of amateurism careers onwards day by day, honored in its grand hypocrisy by the ignorant many, and sneered at and derided by the few who realize its folly.

In replying to the article which under this heading occupied a place in the opening number of this magazine, we wish to steer clear of any unpleasantness. There were certain allusions to the crusade of Mr. Hogg which carry their own condemnation with them. When a year ago, Mr. Hogg stood up before the hostile Council of the National Cyclists' Union and moved that the amateur definition be abolished he found his chief opponent in the journalist or athlete,—which you will,—who last month wrote above the initials "G. L. H." On that occasion as on this, a side issue was the sheet anchor of defense. Mr. Hogg's direct arguments being unanswerable, resort was made to the fear of what other athletic associations would do—an un-English cry at its best—and now in the article under reply, we have in addition to the resurrection of this hoary-headed false postulate the broad insinuation that Mr. Hogg is the tool of a party. Not that his common-sense arguments are fallacious, mark you—that is far too dangerous a ground to tread upon, but that for some shameful reason, unintelligible to an ordinary brain, Mr. Hogg is being used as was the proverbial cat in the extraction of chestnuts from the fire. What the chestnuts are supposed to be is a question which a gracious Providence watching over the workings of the human brain can alone solve.

But let us leave this subject, and see what are actually the facts in amateur cycling to-day, and what are the attitudes of the two parties in the question. We have an institution known as the National Cyclists' Union, with a head center in London and local centers in such districts as Birmingham, Newcastle, Bristol, Liverpool, Manchester, Brighton, Portsmouth, York-Ridings, Nottingham, Glasgow, Edinburgh, Aberdeen, and others. This body has been appointed to govern cycle-racing and to keep a watchful eye on the conservation of the rights of wheelmen as tax-paying citizens. In the latter respect it has done from time to time yeoman service, but in the government of racing, it is a notable fact that although every racing man and every wheel pressman is fully aware that roping and swindling are everyday occurrences in connection with cycle-racing, and although the sister body, the A. A. A., is continually suspending men for these malpractices, the N. C. U. has not suspended half-a-dozen men for this class of offense in the last four years. Looking around the centers of the N. C. U. what

do we see? We see the racing paths of Newcastle, Liverpool, Birmingham, Manchester, Aberdeen, etc., filled with men of the artisan and pitman class, and to readers of *Southern Athletics* we say, "If you want to thoroughly grasp this question, go to the Crystal Palace track, pick out the least respectable looking shop-boy who competes there, imagine a social grade infinitely below his, and then you will have some faint idea of the racing men of the Midlands and North." These are the amateur riders of Great Britain—these are the masses—the so-called "believers in the true amateur spirit amongst Young England," are the classes, and it is for a minority which outside the London district can almost be estimated as units, that the farce of amateurism is kept up. This amateurism provides that no one save a professional shall ride for anything but prizes more or less useful. These prizes must not be sold. The amateur rulers cannot help their being sold, but that is neither here nor there. They must not be. Year after year thousands and thousands of pounds pass from the hands of club committees into those of the silversmith, while the racing man has forced upon him trophies of his prowess in the shape of cups and clocks *ad nauseam*. Meantime the nature of cycle racing is such that large expenses are incurred by every man who practices it. If the bank clerk wins any money by racing, unless it be by gambling, the N. C. U. declares him a professional. He is not a professional, but a bank clerk who has honestly won £5 or £10 as the case may be, but such is N. C. U. ruling. Reader, we ask you to reflect on this! Is there any other rank of life, is there any other pursuit of mankind in which such intolerable folly would be perpetuated? Cricketers, marksmen, owners of race-horses have no amateur definition of this absurd character, and yet the sports flourish.

Now let us see the effects of this law. A number of riders, by natural and acquired gifts of speed and endurance, have come to the front in cycle racing, and as men of moderate means, in order that they may pursue the sport they love, they find that either they must sell the prizes they win, or obtain assistance from the makers. To do the former is to break the amateur law; but as they would not be found out, they would probably do it, were it not for the great difference between buying and selling the rubbish in question. The makers offer them assistance on condition that they ride a special machine, and the men accept. The Union suspects them of doing so, and they are suspended. Suspended! what is that? J. E. Fenlon, amateur champion, is suspended from riding against amateurs. He never rode a race to lose in his life, but because he carried the glory of England to Norway, and amid the thundering plaudits of 10,000 Scandinavian throats, showed that the red, white, and blue was the premier flag of the cycling world, he incurred the suspicion of the N. C. U. Executive, and was suspended from riding against the roping thieves and sneaks who form a vast body of their *clientèle*!

In the article to which this replies, we read of the fond parents cherishing their saplings, and leading their young ideas in a line to shoot clear for amateurism when their time comes. What balderdash! what cribbed and cabin'd claptrap is this! Give us rather the young man of the true old English type, who races for sport pure and simple, and if he himself is able to dispense with cash prizes, does not despise those who are less fortunate. Give us the young man, who, glorying in

the strength his God has given him, throws down his gauntlet to all the world, and, in the words of Snowdon's knight, cries

"Come one, come all, this rock shall fly
From its firm base as soon as I."

That is the true Young England spirit. Not the miserable creeping thing which whines forth "I am rich enough to race as a sentimental amateur. Please keep Fenlon away from me. He has had some of his expenses paid." Paltry it is, and still more paltry are the many who support it. The nice distinctions which are drawn to save one man and to condemn another, how humiliatingly small they are! A pressman can clothe himself from head to foot in Dr. Jaeger's Patent Sanitary clothing, and never spend a farthing on it, working out the price by "puffs" in his employer's paper; but he is not called a "Jaeger's amateur." He can strut it with the lordliest.

Depend upon it, readers of *Southern Athletics*! the revulsion of thought which will see some fifty votes recorded for abolition, in place of the solitary one of last year, means something—and that something is the coming downfall of that fraud, the Amateur Definition. W. McC.

THE ANCIENT WHEELMAN.

The following poem was written for the *GAZETTE* by one who was favored with a Columbia calendar, which contained on one of its daily slips the following:—

"A Florida, N. Y., gentleman, seventy-two years old, recently ordered a bicycle of The Pope Manufacturing Company, which he expects to use for the next ten years, after which he will be content to ride a tricycle.—*Springfield Wheelmen's Gazette*."

The farmer, who the soil has tilled
For lo! these many years,
No longer wants a trotting horse
To gather in his steers.

The miller, past the flower of youth,
And also past his prime—
His looks are like his clothing—white,
White, with the flower of time.

The doctor, aged, his glasses through
Looks weary, worn, and grim;
And, since his patience has gone,
His patients come to him.

The minister moves feebly round,
Full of rheumatic pain—
And slow and trembling, to his church
He travels, with his cane.

And there's the ancient lawyer,
Who, too, has come to grief,
His Purdon's Digest may digest,
But scarce a meal, or brief.

The printer—poor old printer!
Disguise it if you choose,
But it keeps him mighty busy
To mind his p's and q's.

But the jolly ancient wheelman
Is a boy among old men,
And orders up a "bran new bike,"
At threescore years and ten. .

For though he's old, he's not decayed,
He'll roll up many a score
On hill, or level, up or down,
For a decade, or more.

And when, at last, he tired feels,
He'll lay aside his "bike"
And rest awhile, and then come forth,
And introduce his "trike."

It's down hill now, and well he knows
From most of life he's sundered,
But still he rides, and so he means
To coast down to a hundred.

FROM OUR BRITISH CORRESPONDENT.



SUCCESSIVE combinations of unfortunate circumstances have conspired to destroy the continuity of my reports to you for a few months past; but in resuming the pleasant task of jotting down the progress of wheeling in the Old Country I hope to keep at it more regularly in future, having now adopted a means—which I shall be happy to describe to any brother scribe of similarly erratic disposition—whereby my memory will be effectually jogged as each monthly mail-day comes round.*

Valentine's day is here, and our riding season is about to commence. For cycling purposes, the winter has been exceptionally unfavorable; and for a week past the weather has been—though fine—very cold. Still, we may look for the usual drying winds to usher in milder days; and there is every prospect of a most successful season, new converts to the wheel being plentiful.

As regards hibernating wheelmen's recreations, the past winter has seen a notable change, football and cross-country running being less prominent than heretofore, while boxing and home-trainer races have been plentifully indulged in. Several exhibitions of gymnastics,—or "Assaults at Arms,"—have also been held by cycling clubs; a race on home-trainers at the North Road Club's entertainment being for the championship, and won by Backhurst, of Eastbourne, although Stokes, of Hastings, did the best time, breaking the record by pedaling a mile in 1m. 35 1-5s.

The most remarkable club during the winter has been the "Tare an Ouns" C. C., of Dublin, which seems to be comprised of all the most mercurial and energetic of the wheelmen in the Irish capital. Their rules are a comically-compiled set, and they carry on the wildest extravagances on the road, innumerable little accidents being the invariable accompaniment of their excursions, and their reckless riding is only equaled by their good humor and conviviality.

The latest charitable scheme started among us is Mr. Henry Sturmy's proposal to raise the sum of £1,000 (say five thousand dollars) for the purpose of presenting a life boat, completely equipped, to the society which provides our coast with those valuable vessels, in commemoration of the Queen's jubilee; but, although the scheme is supported by the other wheel papers, it has taken several weeks to raise £90 (four hundred and fifty dollars); the general idea on the part of fellows who do not subscribe to a thing merely to parade their charity being that an object more appropriate for cyclists might have been selected for the celebration aimed at.

The "Stanley show" closed a week ago, after a most successful run of ten days, the universal verdict being that it had eclipsed all its fore-runners in point of completeness and usefulness. The great features of the year are tricycles of the handle-bar, front-steering pattern, with very large wheels, 24-inch steerers being now regarded as small, wheels up to 30 inches in diameter quite common, and some even going as high as 32 inches; while the drivers are correspondingly reduced in size, some being as small as 30 inches. Four bearings to the axle are also the rule; and ball heads for bicycles of both tall and dwarf va-

*We presume our correspondent alludes to the pleasing circumstance that he has taken unto himself a wife.—ED.

riety are very generally adopted. In dwarf bicycles, the front driving or "Kangaroo" type is becoming obsolete, rear drivers of the "Ivel" and "Rover" species supplanting them.

Troublous times have befallen the National Cyclists' Union, in consequence of the determined stand made by its executive against the maker's amateurs, many of whom have been suspended "on suspicion." At the usual council meeting, held a week ago, an attempt was vainly made to have these suspensions rescinded, the Anfield Bicycle Club, of Liverpool, formulating some very drastic proposals; after a two-nights sitting, the action of the executive was supported, the proxy-votes of the Provincial local centers concurring greatly towards this result. An important alteration in the amateur definition was made, by the erasure of the clause which prohibited a professional cyclist "making the pace" for an amateur on road or path. The recent reduction in the limit of value for prizes was quashed, the old ten-guinea limit and five-guinea recommendation being resumed.

This same meeting of the N. C. U. was noteworthy by reason of the great increase of the power wielded by the local centers, who send up so many proxy-votes as to sometimes completely outnumber the London representatives and other delegates actually present at the meeting. A little more careful attention to detail is also given, although we are far from the punctilious observance of strictly formal and business-like procedure which, I gather from reports, is observed at your L. A. W. meetings.

In another direction, too, we are essaying to follow the lead set by Americans. I refer to the ladies' tour. So successful was the men's tour to Killarney, last autumn, that a number of lady riders are talking enviously about it, and an attempt will be made to organize a party of ladies, with male escorts, to go over the same route some time next summer—probably in June. Incidentally, the project is already doing good work, the experience gained on the rough and hilly roads last year having led to a demand for an exceptionally strong and safe, as well as easy-running, tandem, which the trade is at present unable to produce to the complete satisfaction of such as know literally "how the ground lies." When such a tandem is perfected, it will doubtless prove popular for use on rough American roads.

"FAED."

BIGGLESWADE, Feb. 14, 1887.

WOOD CHALLENGES ROWE AND HENDEE.

As soon as the *Clipper* containing the announcement that W. A. Rowe and G. M. Hendee had become full-fledged professionals reached Fred Wood in Australia, he penned the challenge which appears below, and forwarded it by the first outgoing mail steamer. It is worthy the serious consideration of the challenged parties:

OXFORD HOTEL, SYDNEY, N. S. W., Dec. 29, 1886.

EDITOR NEW YORK CLIPPER—*Sir*: Will you kindly insert the following challenge from me to Rowe and Hendee. As you are aware, R. James and myself are at present making a tour of the colonies, hence our letter from Sydney. We get your paper here every mail that comes in. Seeing in your valuable paper that Rowe and Hendee have become professionals, I will ride either of them any distance, from one to twenty miles, on any fair track, bar Springfield, for \$1,000 a side: or I will join in a sweepstakes with them and Howell. I will allow either of them \$250 for expenses to ride in England, or take \$250 to ride in America. Or if they prefer to meet me on neutral ground, I will allow them \$375 for expenses to ride me in Australia. Business only is meant by

Yours truly,

F. Wood.

BROOKLYN.

HER CLUBS AND CLUB-HOUSES.



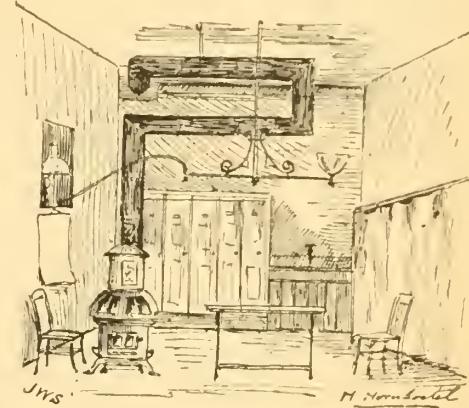
THE next club which I will now describe is the Ilderan Bicycle Club. This enterprising club was organized on Sept. 27, 1884, at the residence of Mr. H. Greenman. The original members were J. B. Cruikshank, E. A. Wagenfeuhr, A. D. Seaver, W. J. Savoye, F. D. Dodge, W. Dodsworth, and H. Greenman. They were all friends of one another and their intention was simply to have a small organization for themselves, which would keep them together during winter as well as throughout the season. During the winter of 1884-5, the members worked hard in the interest of the club, and their labor was rewarded by a membership of eighteen in the spring of 1885. The necessity for a regular club room now became apparent and a room was hired at the corner of Flatbush avenue and Sterling place. A uniform of dark green cloth was also adopted, which has been retained until this day. The membership was now on the steady increase and it was decided to locate in more commodious quarters. The present club rooms then became their abode.



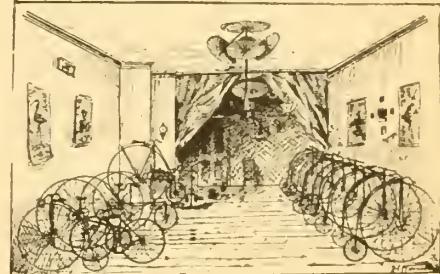
The illustration shows the front of the house on Flatbush avenue. The dimensions are 25x60. Upon entering we find ourselves in the wheel room. On the right are the bicycles and on the left we behold the tricycles. The large room affords sufficient room for twenty-five bicycles and ten tricycles along the right and left sides, while a clear space of about fifteen feet is left between. At the end of the wheel room door opens into the card room. This room is provided with tables and chairs for those who delight in handling the pasteboards, and at the same time it serves as a smoking room. Along the left wall stands a row of lockers and also a wash basin with cold water. From this room another door leads us into the meeting room.

The meeting room is nicely furnished, plenty of chairs, and a large and small table are conspicuous.

Photographs of cycling events adorn the walls, and a piano stands in the left corner of the room. On the large table we find all the latest cycling publications, which keep the members posted on outside matters. Taking the rooms altogether, the Ilderans have a very cosy little retreat, and as



regards comfort and general friendship among the members, they are equal to any club in this city. The membership is now forty-eight and is rapidly increasing. At the last annual meeting the following officers were elected: President, Howard Greenman; vice-president, E. A. Wagenfeuhr; secretary, R. L. Calkins; treasurer, W. F. Miller; captain, W. J. Savoye; first lieutenant, H. H. Farr; second lieutenant, E. A. Hall; right guide, E. Hornbostel, Jr.; left guide, F. C. Farnsworth; bugler, Percy Seixas; color bearer, F. Hawkins. The club at present occupies the entire bottom floor, but on account of its rapid growth, it will in all probability rent the floor above in early spring.



The Ilderans are very enterprising, in fact, more so than any other club in this city; the numerous card parties, lectures, entertainments, etc., during the past winter, bearing witness thereof. Well founded upon the rock of prosperity, the Ilderan Bicycle Club looks forward to a large increase in membership and a place amongst the foremost clubs in the country.

J. W. S.

When the bicycle came in like a flood, it was confidently predicted that knee-breeches would become popular, even with pedestrians, but as the English have continued to wear the long cylindrical style, the leaders of men's fashions in this country have not dared to undertake the reform, although some of the best tailors have exhibited knee-breeches costumes in their fashion plates with "honorable mention." A Chicago man, who has no fear of the New York Brummel before his eyes, has undertaken to give knee-breeches a boom, and is trying to enlist fifty followers who will pledge themselves to wear knee-breeches for a while, till the fashion is set. Success to him!—*Springfield Union*.

JOTTINGS FROM BEYOND THE THREE RIVERS.

ASTING my eyes round me in the neighborhood of the Quaker City, I see but few signs of the spring season, the opening of which is within a few days' time of us. True, I was talking to a couple of enthusiastic "Pennsylvania" members, who were feeling good over having stolen a ten-mile ride from Jack Frost, but the old fellow is having his revenge on them, and on us all here, for he keeps his cold grasp on this neighborhood this year with a tenaciousness which is hardly customary with him.

Thanks to his very positive presence this winter, cycling, that is, active cycling in Philadelphia, has been practically nowhere, and were it not for the blaze started in New York on the occasion of the late L. A. W. Board meeting there, we would have stood a good show of going to sleep forever, like the way in which they say certain Arctic travelers sometimes do. The warmth of the blaze started on the occasion referred to has not departed yet, and pending further action on the part of the division and of the board of officers, there is a good deal of discussion going on amongst local wheelmen of the various phases of the whole matter. As is natural, there is a good deal of feeling over the business, some League members going so far as to say that the publication in the *Bulletin* of the stenographic report amounted to nothing, inasmuch as there might have been something the matter with the report, that it had bronchitis, or something of that sort, and had to be doctored, but of course these surmisings amount to nothing. It is a notable fact, however, that the late row has had the undoubted effect of diminishing the League renewals to a very large extent. It is a great pity, but this unfortunate squabble has hit the L. A. W. a harder blow than anything which has happened since the rows which we all remember as preceding the Washington reorganization. Some time will elapse before the full amount of the evil done will be apparent, and also some time will elapse before the harm that has undoubtedly been done to the League will be mended even partially. This is a result of the fracas in New York, which unfortunate occurrence is more to be regretted by all good and true League members, than any other fight or misunderstanding that was ever a feature of the organization. But enough of fights for the present. I would like to see some good honest riding weather come along; we have had enough indoor and miscellaneous work for some time past, what with house building, and preparing to build, and house-warming, and all these heart-burnings, we want a change, and a change in the direction of the open highway. Reports were current here that the editor of The WHEELMEN'S GAZETTE was going out of cycling, and that the GAZETTE and the tournament were perforce going up the spout. These reports have been denied and it is to be hoped that none of the three things feared will happen. How about the League European cycling trips? It was given out that one European touring party would get under way at Springfield sometime during 1887, and travel over many of the historic spots of the "Old World," and another very definite report said that the L. A. W.

would organize and push to a successful conclusion a very pretentious and presumably enjoyable cycling trip to Oriental parts. We do not hear much respecting either of these enterprises. The Pennsylvania Bicycle Club is just now in the midst of its engineering over ways and means in connection with the pushing to a successful conclusion of the club-house operation. At the next meeting of the club, a decision is to be arrived at respecting the advisability of raising the dues and initiation fee. This is a step that I do not like to see cycling clubs indulge in. Fix the dues at a fair rate for the size of the club, do not attempt to do too much, and more enjoyment will be gotten out of cycling, for less expense, than out of any recreation I know of. One fact alone ought to shape the policy of the average cycling club, and it is this: As a great proportion of cyclers are young men commencing life with limited incomes, it is hardly reasonable to suppose that they can put their hands in their pockets and stand the same expense that an elderly man with an assured income and settled position can. Remembering the first cost of a machine, uniform, etc., and then remembering that, say, \$15 a year is equivalent to good interest on an investment of \$300, will give the cue as to why, except under what we will call exceptional circumstances, the dues of cycling clubs should not be run up into figures which would exclude from membership the young enthusiasm of the cycling world, which is in reality, a main factor of that world. Better have double the number of members and less dues, than less members and greater dues, for the lesser dues mean more men actually, and perhaps from the attendant club associations permanently interested in the sport, and they also mean more machines, and, in fact, more everything for the advancement of the cause. Here is a suggestion. When it is proposed, friend cycler, in your club, to raise the dues, say for any laudable object like the building of a house, do you oppose it, at least until the following proposition is tried first, viz.: For every member to pledge himself to bring in within a specified time, one new member for the club. Reason this out. Am I not right?

Probably when "Jottings" next undertakes a journey across the three rivers, a six days' bicycle race will have come and gone in Philadelphia, and we shall be all wiser respecting the pleasures and profits of long distance riding. There is a strong movement on foot to get up one of these round, and round, and round exhibitions of endurance, for that is about all they are. Judging from the interest taken in times past by Philadelphians in the matter of cycle racing, there does not appear to be much encouragement for the attempting of such an enterprise as a six days' bicycle race in Philadelphia. The idea is, doubtless, the outcome of the late six days' walking race held here. If the business was taken hold of rightly and made a tip-top thing of, done in fact in the way that Philadelphia does things when she stirs herself up, a first-rate thing, no hippodrome business, might result, and we might have a record and a new machine might come to the front, and all that sort of thing, but I am afraid there is not much show for success.

Hendee has been on here in Philadelphia, and made quite an extended stay. Both personally and as an agent for the new Springfield machine, he made quite a favorable impression among local cyclers. The company owning the new machine have a good agent in him; being a fine looking

fellow, and gentlemanly in manner and bearing, he invariably takes with the boys all round, and if the new machine bears out the promises made for it, there is no reason why if vigorously pushed, both on the track and in the warehouse, it should not meet with good success during the coming season. There ought to be a great number of machines bought during this year; it strikes me that there being a great number of new riders, a corresponding number of new machines will be required, and then I think that this year will be a year for change on the part of old riders, and there will be a strong disposition among them to get rid of old mounts and invest in new ones. It ought to be a brisk year for the cycle trade, and if a new machine comes out, and it can be demonstrated that it is an improvement on, or possesses advantages over machines already in existence, I believe that such a machine would be very likely to, so to speak, take the market on the boys, and make a ten-strike at the first go off. Hendee exhibited his new mount here several times, but as he had more of the principle than the practical working to expound, he did not produce such a popular effect as he might if he rode a mile in 2.20 on the "Springfield."

Our Philadelphia cycling clubs are keeping up a steady and advancing growth, and as compared with the development of like cycling institutions in other places, they do not seem to be one whit behind the age. Three years ago there was one cycling club in the city, which could boast a membership of fifty, and only one. Now there are three of our city clubs with memberships of one hundred, another with a membership of fifty, while there are a number of others with a membership each which in the aggregate would make something like another hundred or more club men. In addition to these regulation cycling clubs, we have the Association for the Advancement of Cycling, an organization from which a great deal was expected, but whose future does not appear to be as bright now as it once did. Perhaps the chief thing which has injured, or will injure, the usefulness, and will cramp the development of this attempt at a strong cycling union for a definite purpose, is the effect produced not only upon cyclers but the general public by the recent trouble in League circles. There is hardly any doubt but the recent row has acted detrimentally to the interests of cycling, and it is a great pity that such is the case. I question very much if all the efforts of our enthusiastic workers in the cause here to push the fortunes of the Association for the Advancement of Cycling, will meet in this city with the success which they deserve, and this example of the local effect of the late trouble is only, on a small scale, an example of what will be the case in a general way. I am very much afraid that I shall not be able to report the full success of an undertaking which in its inception, and in its first workings, bore such promise of good work in the future. It may be that the work of the League at St. Louis, on the occasion of the annual meeting, will in some way repair the mischief which is the outcome of the New York reunion; let us hope that this will be the case. I do not know how this section of the country is going to be represented at St. Louis. You may remember that I predicted last year that there would not be an extraordinary large representation from round this district at the Boston meet. Well, it appears to me as if the place of meeting this year though farther removed from here than Boston will com-

mand a greater attendance of cyclers from this region than did the "Hub" last year. I hope that this will be the case, for the L. A. W. wants all the support this year that it can get. Whatever may betide this year, now at its opening, we hope for a right successful all round, one successful for our riders, successful for our manufacturers, successful for the cycling world generally. As a great many wheelmen felt some little time ago, 1887, though it may not have the feverishness of 1885 or 1886, will have some special features which will mark it as a prominent one in cycling history. It bids fair to be an eventful one for the League and necessarily it will be of moment to a large percentage of American wheelmen. Well, success to the L. A. W., and a speedy escape from its troubles and difficulties

CHRIS.

PHILADELPHIA, Feb. 28, 1887.

HOW NED WON THE DAY.

FOR THE GAZETTE.

"Twas muscle 'gainst steam on that momentous day,
When steel challenged steel in thickest affray,
O'er rail-bound prairie in far western clime,
Where shone sun Hesperian, in warm autumn time.

In Septem., '84, the exact date I forget,—
A day long remembered by "Bikes" in our set,—
At dawn we set out—Ned, Brick, Tom, and I—
For a run up the track of the Q., L., and Y.

Tom rode a Rudge, while Brick was astride
Of a chipper built Expert, with Ned at his side
Well ensconced on a Rapid, a *rapid*, indeed,
While I came behind on a Gormully steed.

It was yet early morn, and the faint glinting sun
Espied our mad flight past meadow and lawn;
While from farm-house came oft and anon as we passed
From a bucolic horn, the shrill waking blast.

Six miles had we spun in appearance grotesque,
While hardly a question was uttered or asked;—
Content with the pleasure, we, barely awake,
Sought not from our sport whims worldly to take.

"Say, Guy" (that was I, your humble servant),
"Did you hear that terrific snorting and rant?"
Spoke Ned, in the lead, as, off with a bound,
He reined in his steed and jumped to the ground.

"Yes, yes, there it is, and it's coming this way,"
Shouted Tom, in affright (he was our baby);
Sure enough, 'twas an engine, a runaway, too,
Coming up on the track of the down train from Q.

Soon the monster was on us, snorting and blind—
It came with a crash and was off with the wind;
"On the wrong track, 'twill smash into the mail—
Come, boys, in the saddle, there's no word as fail!"

Thus shouted Ned, and off like a flash,
He sprang on his wheel and onward did dash;
Low bent o'er the handles, not once looking back,
And soon far away was fast making tracks.

"Great Cæsar! He'll surely rush on to his death,"
Quoth poor litt'l Tommy, quite out of breath;
But talking was useless—our captain was gone
To catch the iron monster and stop the wild run.

On, on, o'er the rail led the engine's mad pace;
On, on followed Ned, in hot-headed chase;
While we, nothing daunted, brought up the rear,
Awaking the echoes with deafening cheer.

Mile upon mile, in succession we passed,
When slowly, but surely, Ned's gaining at last.
The steel-throttled charger had spent its fierce flight,
Tho' still rushing onward with terrific might.

Ned saw it, and forward, fast, faster, he sped—
The ground fairly flew under his rubber-tired steed;
Nearly crazed with excitement, the pedals he pushed,
While awed and inspired, our cries became hushed.

"He's closing the gap, of the cab is abreast—
Oh! Is he in time its speed to arrest?"
Just for an instant he raises upright,
And grasping the cab, he leaps from the bike.

Oh, Lord! round the bend, the express is in view,
Scarce twenty rods twixt death and its crew;
"Jump, jump, Ned, your life will surely be lost."
But our hero, undaunted, bravely clings to his post.

See, the throttle he grasps, applies the air brakes,
While groaning, and creaking, and surging, it shakes,
As tho' in great anger, most human to see,
And loth to give up its coveted prey.

Powerless to check its mad pace, the express
Comes thundering on, while looks of distress
Are shown on the engineer's dust-begrimed face,
And reversing his engine, abandons his place.

Dismounting in breathless suspense from our "cykes,"
We watch for the crisis, which surely must strike,—
Yes, closing our eyes, we wait for the crash—
"Oh, glory! Ned's saved it," appears like a flash.

'Tis true, the dark demons, scarce six feet apart,
Have acknowledged their conqueror's heroic part.
He had stopped and reversed his engine in time,
And now *backed* past us, all covered with grime.

My story is told,—no more need be said
Of the laurels heaped over our brave, fearless Ned;
Of the generous gifts from those he had saved,
From horrible death and untimely grave;
Of the beautiful cycle which they did present
In place of the old one, now buckled and bent.

G. W. N., JR.

HERKIMER, February 14.

SCOTLAND, IRELAND, AND NEW ZEALAND.

The final issue of the *Cycle*—the Boston weekly, whose purchase by and incorporation into the GAZETTE we mentioned last month—devoted much of its space to reprinting a certain story of cycling experiences for which *Tit Bits*, a London weekly, paid a prize of \$250. This is such "big money" in England, that the cycling scribes there rolled up their eyes in horror when the award was made to a man not one of themselves,—a man not even known by repute to themselves as a rider or writer. "Who is this 'Hugh Callan'?" was the general cry; and many were the sarcastic answers professing to believe that he and his experiences were quite mythical, if not also the *Tit Bits* prize itself. Yet the autobiography of this canny Scotchman, who won the \$250 away from his better-known London competitors, had been for nearly a year awaiting publication in the pages of Karl Kron's still unpublished "colossus of roads." We present it now, from the advance sheets of the book, in company with autobiographies of representative tourists in Ireland and New Zealand. These three stories show how thoroughly the author has raked the world, fore and aft, in securing materials for his "cyclopædia," and how thoroughly mistaken is the opinion of those people who judge that this is solely or even chiefly a narrative of his individual experiences because he has labeled it "Ten Thousand Miles on a Bicycle":

"Scotland's single contribution to these statistics is supplied by Hugh Callan (b. Aug. 13, 1860), M. A., of Glasgow University: 'Having learned bicycling last December, I took my first ride in January, 1885; my first long ride in March (80m.), and second in June (104m.), both being in the daytime and continuous. I've been too busy to be out much. Longest ride within 12 hours, July 22, Berne to Geneva, 98 miles (equal very easily to 110m. on ordinary roads). Longest stay in the saddle, July 22, Lausanne to Geneva, 37 miles. My trail was continuous from Amsterdam to Geneva and back to Arlon (94m.), July 13-28. Other details of my 1,100 mile tour you may extract from the *Tri. Journal* (Aug. 19, p. 87),

whereof I send you a copy.' I quote from this as follows: 'Taking train July 9, Glasgow to Carlisle, I wheeled thence to Hull on 11th (152m.), and embarked for Amsterdam. I give the terminal town and mileage of each day thus: 13th, Arnhem, 67; 14th, Dusseldorf, 71; 15th, Coblenz, 80; 17th, Mayence, 60; 18th, Heidelberg, 55; 18th, Strasburg, 75 (where spent 19th); 20th, Basle, 78; 21st, Berne, 60; 22d, Geneva, 98; 23d, Morges, 12; 24th, Besançon, 79; 25th, Loup, 57; 26th, Nancy, 72; 27th, Illertingen, 57; 28th, Arlon, 33. Taking train thence to Antwerp, I sailed homeward on the 29th, spent 30th at Hull, and took train to Glasgow on 31st. Baggage in m. i. p., 10 lbs. British Challenge wheel stood well, only having the tire worn, and a slight crack in a crank, got from going up the fearful hills of the Jura country. Riding 17 full days 1,100 miles would give 65 miles daily average, but 70 miles is nearer truth, as on several days I stopped many hours to visit interesting spots, while on most I stopped up for a little at such places. I can travel cheaply abroad because I'm as familiar with French as with English, and know some German also. I avoid the large hotels frequented by tourists, and am well suited with a clean bed in some little lodging house.' The average cost of this is shown to be less than 30 cents (\$5.50 for the 19 nights), and the whole cost of 23 days' absence from Glasgow was \$41, whereof \$13 went for transportation. 'If you are surprised at such economy, let me say that when only twenty years old I took a six weeks' pedestrian tour through France and Belgium which cost only \$31.'

"'Springfield,' seems appropriate as the birthplace and residence of the only rider in Ireland who has contributed to my statistics: William Bowles (b. Dec. 8, 1850), a country gentleman living at Castlemary, 20 miles east of Cork, and a consul of the C. T. C. His report to me (July 9, '85) reads thus: 'Having kept an accurate diary of my bicycle riding from the outset, I can show you a total mileage of 13,202, divided by years as follows: 1875, 342; 1876, 1,247; 1877, 988; 1878, 1,965; 1879, 871; 1880, 1,121; 1881, 1,124; 1882, 1,644; 1883, 1,475; 1884, 1,560; 1885 (up to July 9), 865. You may rely on the distances being as accurate as it is possible to make them. Up to the spring of 1883 I took them from large-scale maps, road books and mile-stones, and since then I have been using Stanton's bicycle log, which I always found correct when compared with mile-stones and Ordnance Survey maps. As I cannot use a hub lamp with it, I have lately got a King-of-the-Road lamp, with Hernn's cyclometer attached, and I find this perfectly accurate. I am sure you will have difficulty in getting hold of another Irish bicyclist who has been riding for 10 years and has kept such a diary as mine from the very start. This record gives the names of all the places where I rode each day, and includes the following tours: 1878, Killarney, 192 miles, and county Limerick, 178 miles; 1882, England, 325 miles; 1883, Scotland, 417 miles; 1884, Connemara and western highlands of Ireland, 488 miles. My average rate of traveling on tours is 44½ miles a day. Total of separate roadway traversed, about 2,250 miles. My weight averages 140 pounds. The dates of service of my several machines, with mileage, are as follows: September 20, 1875, to June 13, 1877, 48-inch Ariel (Haynes & Jeffries, Coventry), 2,083; July 20, 1877, to September 25, 1878, 50-inch Stanley Head Excelsior (Bayliss & Thomas, Coventry), 2,287; October 2, 1878, to

July 5, 1879,—54-inch Duplex Excelsior (Bayliss & Thomas), 663; September 29, 1879, to February 26, 1881,—52-inch Perfection (Gorton, Wolverhampton), 1,562; May 28, 1881, to March 14, 1885,—52-inch Interchangeable (Palmer & Co., Birmingham), 5,837; April 6, to July 9, 1885,—52-inch D. E. H. F. (Bayliss & Thomas), 865. My longest distance ridden in a month (Aug., '83) was 542 miles. Longest in a week (Aug. 22 to 28, '84), resting on Sunday and riding only 6 days, 315 miles. Longest in 6 successive days, Monday to Saturday (Aug. 6 to 11, '83), 121 miles. My longest in a day was 85 miles (Sept. 9, '78), when I went from Springfield to Nenagh, in county Tipperary, via Lismore, Cabir, Cashel, Holycross, and Borrisoleigh. On this ride I took photographs on the way, carrying the apparatus in knapsack, as well as a large m. i. p. bag filled with clothes. My longest recorded straightaway without dismount was 18 miles, but I may have ridden further, without being aware of it, on other occasions. Post cards of September 2 and November 23 report additional mileage of 968½ (raising the 1885 record to 1,833½) and the total, for a trifle more than 10 years, to 14,170½), and I quote from them these final details. 'Leaving Springfield on the 13th of August, I wheeled to Waterford, and took steamer across to Milford, in Wales. I rode through South Wales, the midland counties of England, North Wales and back along the west coast of Wales to Milford, where I took steamer back to Wales, and rode home on August 29, a tour of 712 miles. I rode every day except the two Sundays, so that the daily average was 47½ miles. My longest ride without dismount was from Waterford to Dungarvan, 28 miles. I also rode 287 miles between August 17 and 22,—which was 66 miles more than my best previous record for 6 days. My total mileage for August was 765,—or 223 miles more than my longest previous month's record (Aug., '83). During September and October I only rode 94½ miles, which makes the 7 months' mileage of my present bicycle 1,833½ miles. I never do much wheeling in the cold weather, but hope to begin again next spring.'

"I had the pleasure of receiving a personal call, September 20, 1886, from a native New Zealander, who, having subscribed for this book, two years before, decided at last that he must make the 16,000 miles journey to New York, in order to make sure of getting it. Incidentally, he may decide to reside here for a few months or years, after really securing the volume,—engaged in minor business affairs of his own. He is a native of Christchurch, though his parents were born in England, and he had never left his island-home until he sailed for San Francisco, last July. I refer to William H. Langdown (b. Nov. 1, 1864), ex-captain of the Pioneer Bicycle Club, a fairly recognizable likeness of whom was printed in the WHEELMEN'S GAZETTE (Aug., p. 86), apropos of his competing in the autumn races at Springfield and elsewhere. His letter of September 30, replying to my appeal for statistics, is as follows: 'From October, 1878, to December, 1882, when I rode a bicycle 10 miles daily, to and from school, I must have covered at least 6,000 miles, for I did not miss riding a dozen times, and I used to do about 40 miles on Wednesday and Saturday afternoons. First long day's ride was in April, 1881,—66 miles, whereof I did 30 without dismount. Longest day's ride I ever took was 84 miles, on December 8, 1883, whereof 57 were done in 4h.

34 min.,—including time taken in walking over two river beds. Month with longest mileage, November, 1884,—822 miles. First bicycle bought October, 1878, had no name; neither had the second, bought November, 1879; third was a special Club; fourth, a Gentleman's Club; fifth, a 51-inch D. II. F. Premier; sixth, an Excelsior tricycle; seventh, a 52-inch D. E. H. F. Excelsior. On the latter, I rode 8,940 miles—November 1, 1884, to October 30, 1885,—including my longest tour (558m.) as follows: Left Wellington September 5, 1885, carrying 8 pounds luggage in knapsack, and rode to Upper Hult, where I took train to Featherston, and rode from there to Masterton, making day's total wheeling 48 miles by McDonnell's cyclometer. I had tested this several times, riding slow and riding fast, over good and bad roads, and had always found it correct when compared with the mile-stones. On 6th, rode to Woodville, 50 miles (walked 9); 7th, Takapan, 44 miles (walked 8); 8th, Hastings, 48 miles, 15 of which I had to walk at one stretch; 9th, Napier, 12 miles. Stayed here until 17th, at 5 P. M., but reached Waipawa, 41 miles, that same night. From here to Opunake, I had a strong head wind, and it took me 11 days to do 234 miles. One day I walked 18 miles without mounting, and this was included in a 44-mile stretch I had to go without coming across a hotel. One day I made only 9 miles on account of the wind. During the whole trip I only had 3 days without rain, and none without wind. From Opunake to New Plymouth, 45 miles, I did the distance in 4½ hours, including several stoppages. Next evening, I rode out 12 miles to Stratford, and on the following morning left before breakfast, so as to do a good day's ride. When I had covered 36 miles, at 8 A. M., my crank broke, and I had to take the cars for Wanganui and the steamer from there to Wellington. My total of separate or un-repeated road was 454 miles. The only mishap of the tour was a spill caused by a bullock's kicking me off the machine. This bent the crank and afterwards caused it to break. During the last day's ride I had to walk 6 miles on the car track, the road being impassable. This was the first bicycle tour ever made across the North Island. (Population of New Zealand, 500,000; with 1,462 miles of railroad, and 4,111 miles of telegraph.)"

A THRILLING ADVENTURE.

BY ERNIE.

For several years I have been spending my annual vacations touring on wheel, having discovered that I can obtain more genuine pleasure in "knocking about" the country in that manner than I possibly could in any other way, besides, always returning home strong and healthy—fit for another year's hard work.

But it is rather lonely for a solitary tourist, so last summer I persuaded two cycling friends, Frank Gunning and John McGrady, to accompany me; one had lost his appetite, and I assured him he would certainly find it on some of our country roads; the other was after exercise. Thus it happened that the three of us arranged to have our vacations at the same time, and one bright morning in the latter part of October we turned our backs on the smoky, grimy city, and wheeled into the country for our annual allowance of fresh air and outdoor exercise. For several days nothing unusual happened,—the everchanging scenery, often grand beyond description, exhilarating coasts, exciting spurs and occasional headers are common (although never old) to every touring wheelman—

but on the fifth day out occurred the incident I am about to relate.

We had left the town of Drifton, about 170 miles from home, shortly after six o'clock in the morning, and had ridden all day through the wildest country imaginable without having seen a single dwelling, and now at twilight we were resting at the top of a long hill.

"Let's push on till we find a house if it takes all night," said John, as we were considering what we had better do. Reluctantly we mounted and rode slowly on, for we were tired and very, very hungry. After riding but a short distance, Frank, who had anxiously been surveying the surrounding country, gave a joyful yell that would make any Indian turn green with envy, and exclaimed,—"Great Scott! I see smoke." 'Twas true; far down the valley we could see a thin volume of smoke rising above the trees, and immediately resolved to do some lively "scorching" to get there, but riding on the rocky, seldom-used road was slow work, and ere we arrived at the source of the smoke, an ancient, mud-plastered, log-cabin, night had set in. As we approached the house half a dozen dogs began to bark and howl, which quickly brought an elderly man to the door, who silenced the dogs and then turned his attention to us. "Well, well, strangers, what's up?" said he, advancing.

"We'd like to get something to eat and a night's lodging; we'll pay"—

"No, you don't do nothin' of the kind," replied he, "wot I've got yer welcome to if it's good enuf for you, but we don't take pay for a trifle like that in these parts, remember that," and having squeezed our hands in his broad palm until the bones cracked, we entered the house, where we met his wife, a pleasant old lady, who asked us no end of foolish (to us) questions concerning bicycles.

They were about to eat their supper when we disturbed them, but now they waited until we washed ourselves, and we all sat down together.

The meal consisted of pork, cabbage, potatoes, and biscuits, heavy as lead, a most indigestible mess, but we thought it delicious, and how we did eat. Our honest friends stared at us in surprise until we told them it was our first food since early that morning. After supper the farmer brought forth a jug of dirty looking concoction which he called "home brewed ale," and insisted on our drinking with him. "It's jest wot you boys need," said he; "it's powerful strenth'nin'." To please the old fellow we forced ourselves to swallow several glasses of the unpalatable stuff, while he gave us the topography of the country ahead. "You've got some tough ridin' after you leave us," said he; "two mile from here you'll have to cross the mountin'; the up road is awful steep, so you'll have to walk, but on the top an' part way down t'other side the road is excellent; and here I want to warn you 'gainst any foolishness; you jest get off an' walk as soon as the down grade begins, for at first it'll be fine riding, but the road gradually gets steeper and rougher till it's so bad at the bottom that I can hear a wagon away off here."

It didn't take long for the combined effects of our work, the hearty supper, and the vile ale to make us drowsy, and we asked to be shown our room, which was done by our host, and we were soon all fast asleep.

* * * * *

After an early breakfast we thanked our kind friends for their hospitality, and resumed our journey.

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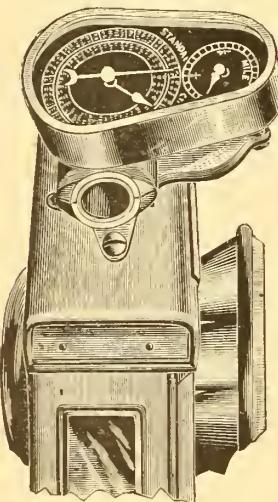
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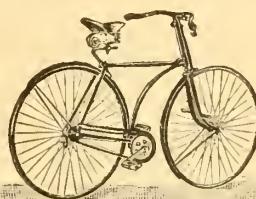
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*



THE “MARLBORO’ TRICYCLE,”



THE “NEW MARLBORO’ TANDEM,”

TO

THE COVENTRY MACHINISTS’ COMPANY, (Limited,) (

239 Columbus Avenue, Boston.

"Don't forget what I told you about that down grade road," called the old man.

"All right. Good bye," we answered, and were soon out of sight.

The morning was delightful, riding fair, and we were all in the best of spirits. Mac, our funny man, would at intervals (when at a safe distance) spring antiquated puns on us. So it continued until we reached the foot of the mountain, where we found the road just as the old man had described, very steep. There was considerable rivalry among us, and none wanted to dismount first, so up we started. I had ridden but a short distance, when, as I gave a strong push with my right foot, it met no resistance, and I almost took a header. The crank had snapped off half way between the axle and the pedal. Here was a predicament, but the only thing to do was to push ahead until I could find a blacksmith.

Frank and Mac, no doubt glad of an excuse, also dismounted, and we did the O'Leary act the remainder of the distance up.

On the mountain top, strange to say, the old man's description of the road was again verified, and we mounted and started off.

Presently the road began to decline, and John called back to me, "You had better dismount; we'll wait for you."

"No, you won't, I'm not going to hold you fellows back if I have only one pedal," and with a little spurt I took the lead, throwing my legs over the handle-bar. In the excitement of the moment I never once thought of our old friend's advice, but as I went faster and faster it suddenly occurred to me, and I grasped the brake, but, horror! the screw that holds the spoon portion had jolted out, and as I pressed the lever, the spoon dropped to the ground. By this time I was going at such a rate that I dared not dismount, and with a shudder I realized my situation. To my right, a great precipice; on the left the mountain ascended almost perpendicularly, while at the bottom was a stream, even if I could steer clear of the large boulders which almost completely covered the road at that point.

Fall I must, and a cold chill runs through me as I realize that my chances of life are slim indeed.

At terrific speed the wheel goes crashing down the mountain-side; half the time I am in the air; but with a death grip on the handle-bar I lean back as far as possible; every second adds to the momentum; objects grow less and less distinct, until everything appears blurred. My hair stands on end, and a cold sweat rolls from my forehead, and I expect every instant to be dashed to death on the rocks.

Merciful Heaven! the wheel strikes a large obstruction with a tremendous crash; a sudden stop, and then I am flying through space. With an unearthly shriek I—awake and find myself on the floor, with John and Frank looking at me in astonishment over the edge of the high old bed, while the farmer appeared at the door with a candle in his hand. When he saw what was wrong, he laughed and said, "I thought you fellows 'd get the nightmare the way you pitched into that pork and cabbage this evenin'!"

It does not make much difference, says *Bicycling World*, what is said to the contrary, it is a fact that but for the business enterprise and foresight of Colonel Pope, Tom Stevens's trip round the world, and the successful establishing of that sterling magazine, *Outing*, would not to-day be *fautes accomplis*.

News Notes.

New York city has over 1,200 riders.

Who said that the A. C. U. was dead?

What is the matter with League renewals?

Prince Wells, the fancy rider, is in San Francisco.

The Elizabeth (N. J.) Wheelmen talk of building a club-house.

W. W. Stall and wife have returned from their southern trip.

W. L. Surprise has resigned the chief consulship of Tennessee.

Will the League always continue to prosper, and pile up mistakes?

Doane and Corey will do considerable tandem riding the coming year.

The faith in wheelmen is great, or the League would have gone to pieces long ago.

Hollinsworth will try to cover 315 miles in 24 hours as soon as the weather will permit.

The Connecticut division L. A. W. had a balance in its treasury Dec. 31, 1886, of \$261.33.

Ex-Secretary Aaron is enjoying better health since he vacated the office he held in the League.

Burley B. Ayers has resigned as tourmaster of the League, which means no League tours this year.

We live in the age of progression, and a year more, at the farthest, will see the amateur definition abolished.

The Roseville track is to be put in thorough shape for racing as soon as Jack Frost loosens his grip on the earth.

Moses Sheriff, of Manchester, N. H., has ridden his 54-inch Rudge light roadster 7,192 miles in the last three years.

Fred Wood and Rob. James had a splendid reception in Australia. Great enthusiasm is excited by their arrival.

Arthur Porter, the promising young rider of Newton, has entered the employ of Messrs. Stoddard, Lovering & Co.

Eugene M. Aaron seems to be the cat's paw of the executive management, or rather mismanagement of League affairs.

The Philadelphia "South End Wheelmen," a new cycling organization, are increasing their membership and doing well.

Like Lochinvar, Kirkpatrick comes out of the West, but for office we don't know that his claim is the best.—*Philadelphia Item*.

The Boston Bicycle Club boys were royally treated while in Canada, and speak in high terms of the hospitality of their entertainers.

The Philadelphia Bicycle Club is rapidly increasing in membership. Its new club-house has run the membership up to one hundred.

The United States Wheelmen's Publishing Company, of Westfield, Mass., are compiling a directory of wheelmen for United States.

F. T. Merrill, the enterprising bicycle agent, is making preparations for the publication of a neat 16-page paper with the title of *Oregon Cyclist*.

Was Mr. Kirkpatrick as member of the executive committee, aware of Mr. Wells's suppression of the treasurer's report printed in another column?

Mr. John B. Young was elected treasurer of the Pennsylvania Bicycle Club, at its last meeting.

Mr. Young is a general favorite among the members.

The number of men who want the amateur definition abolished is growing every day, in fact, they nearly double every week, whether at home or abroad.

The Tennessee division L. A. W. have nominated Mr. E. D. Fisher, of Nashville, for chief consul and J. S. Miller, of Clarksville, for representative.

Mr. Kirkpatrick must explain his position in the late troubles in the League management, before he can expect a hearty support of the League members.

Mr. W. S. Doane, winner of the last 100-mile Boston Club race, has entered the bicycle department of Messrs. Stoddard, Lovering & Co., and will be glad to see his friends.

Mr. John Wells, at latest accounts, was having recourse to the law, in matters relating to the late fuss in which his name and that of the late secretary-editor figured so prominently.

Richard Howell recently met with a severe accident at the Belgrave grounds, Leicester, Eng. He was acting as pistol firer, when the weapon exploded, badly injuring his left hand.

Captain Miller, of New Orleans, and Mr. Ingram, of Columbus, Ga., will try and cover the distance, on bicycles, between New Orleans and Portland, Me., in thirty days' riding time.

The Townsend saddle seems to be a perfect suspension saddle, well ventilated, adjustable to any weight of rider, and will not get out of shape or allow the rider to touch the backbone.

The Century Wheelmen, of Philadelphia, now number nearly a hundred members with a year's growth; they have now as large a membership roll as any of the older clubs of that city.

Edwin Mohrig, the Pacific coast bicycle agent, has moved his headquarters from 252 Market street, to 112 Golden Gate avenue, San Francisco, where he will be pleased to see his friends.

In the event of the removal of Mr. John Wells from the chief consulship of Pennsylvania, it was asserted that Mr. George D. Gideon would be the favorite for the place, among the powers that be.

Having been treated to a show of vindictiveness unworthy a lot of hoodlums, a degree of hate unworthy a savage.—[E. M. Aaron, in *Bicycling World*.—Rather hard that on the board of officers.

A library fund has been started by Westfield (Mass.) wheelmen, and nearly \$100 was subscribed within an hour after the papers were put in circulation. Double that amount of money is needed.

The Columbia tandem is likely to meet with much favor. Tandems are destined to increase tremendously in favor, and the need of American-made machines will be felt during the coming season.

The Rev. Sylvanus Stall, the well known Pennsylvania cyclo, leader of the Clerical Wheelmen's tour, is giving up his pastorate at Lancaster, Pa., and will devote all his time to editing the Lutheran Year Book.

Mr. W. C. Herring, of the Ixion Club of New York, will start for Japan in April or May. He will make an extensive tour through the country, enjoying its scenery and studying its quaint inhabitants.

Messrs. Stoddard, Lovering & Co. wish to state that they have an arrangement by which spade

handles can be fitted to all the Rudge light roadsters that have been sold by them within the last four years.

While in Philadelphia, Hendee and the "Springfield" machine created a good deal of interest, and the Quaker City will not be the last place in the country to test the merits of the latest departure in cycle manufacture.

Why not do away with the title, President of the L. A. W., and substitute a new and more appropriate one, the Czar of Wheelmen, and thus establish an absolute monarchy in the government of affairs pertaining to cycling?

The Boston *Globe* says: "If a dealers' race is entered upon, Messrs. Stoddard, Lovering & Co. could put a strong team in the field, consisting of Messrs. Doane, Huntley, Saben, and Corey, all of whom are in their employ."

To satisfy the demands of the Overman Wheel Co. for catalogues, circulars, etc., etc., it was necessary for the Springfield Printing Co. to run six of their large steam presses for the past two weeks, and the demand is not yet abated.

Chief Consul Huntington has declined to be considered a candidate for the L. A. W. presidency, which is to be regretted. T. J. Kirkpatrick will be a candidate. How about that ring-master Ducker? Will he scare certain men this year?

It is understood that a constitutional convention will be called for at the May meeting of the L. A. W., at which a movement will be made looking to the abolition of the word amateur wherever it appears in connection with League membership.

Mr. C. T. Guernsey will start July 1, to ride from Buffalo, New York, to Macon, Georgia, 1,200 miles, and hopes to cover it in twenty-two days. He will go by way of Cleveland, Cincinnati, Chattanooga, Memphis, and Atlanta to Macon.

Thomas Stevens has accepted the position of cycling editor on the staff of *Outing* with a substantial interest in that magazine. He will endeavor to give more space in *Outing* to the literature of this grand sport than has been of late the case.

The continual dropping of water will wear away the hardest stone; so will the continual hammering away of the progressive papers devoted to sport and cycling have its effect, by causing the abolition of the amateur definition. It has got to go.

Wanted: a live man for the League presidency, one with plenty of backbone, and willing to take the bull by the horns; apply at St. Louis on May 21. He must be a willing worker and understand the first principles of business. None others need apply.

1887 is going to be a great riding year for cyclers in the Quaker City. Cyclers have increased in numbers at a rapid rate lately in Philadelphia, and many newly macadamized roads in the vicinity of the city now tempt wheelmen off the well worn Lancaster pike.

It is said that a couple of Canton wheelmen passed into one of the late People's Lecture Course entertainments by showing their League tickets instead of the regular pasteboards—which goes to show one of the many advantages of membership in the L. A. W.

The building of the Pennsylvania Bicycle Club's new house has not progressed very rapidly during

the past exceptionally severe weather, which has been distinctive of the Quaker City. It is expected now that the building will not be finished before well on into the summer.

A great deal has been said in the papers of late regarding Whitaker's records, most papers claiming that the A. C. U. had rejected same, which is not true. Had a protest been lodged against their acceptance, action would have been taken. As it was they stood till McCurdy displaced them.

The Philadelphia Bicycle Club indulges in social evenings at which reunions ladies are present, and the members of Philadelphia's oldest cycling association endeavor by means of an introduction *via* the "light fantastic," to interest their fair friends in the pleasures of cycling.

The estimated advance expenditure of \$5,000 for the first edition of "X. M. Miles on a Bi," elsewhere inserted in this paper, includes not merely the cost of manufacturing 6,200 books, but also nearly \$1,000 paid for postage, circulars, heliotypes, interest, copying, and other incidentals.

Next month's paper will contain a list of about 125 wheeling enthusiasts, in as many chief towns in the United States, who have consented to serve as unpaid agents in distributing the subscribers' copies of Karl Kron's road book and in attracting a fair share of the 30,000 new purchasers now called for.

Outing for January, in its list of cycling clubs, has the Philadelphia Bicycle Club rejoicing in the address of the Pennsylvania Bicycle Club, and has knocked the latter club higher than a kite somewhere on High street. The members of the two clubs spend all their time looking for the two abiding places.

The Hartford Wheel Club has nominated Louis A. Tracy, last season's captain, for chief consul of the Connecticut division, League of American Wheelmen. Charles G. Huntington, of Hartford, who has been chief consul for two years, declines re-election. New Haven and Bridgeport have also placed candidates in the field.

"Wheelmen cannot feel too grateful," says the Boston *Globe*, "towards Colonel Pope for his generosity in making possible Thomas Stevens's wheel around the world. In no way could a more general interest be attracted to the bicycle, or its claims as a vehicle of transportation, under all circumstances, have been more clearly exemplified."

Why is it men will continue in office, till they make a fatal step, when all of their past good deeds are forgotten? Dr. Beckwith could have retired last year with the good will of everybody, but now all is changed, and his friends are few; his lack of knowledge of business affairs is exposed, and he appears as one who has every reason to be sick of office.

Why not impeach the executive committee of the League or pass a vote of censure? They need it, for as the *Wheel* says: "It was decided by a unanimous vote that the whole report should be printed. The committee itself was included in that vote. Why then, by what right, authority, or precedent had the executive committee to emasculate and devitalize the report?

A recent order of the Ministry of War assigned the tricycle for use in the German garrisons where the troops are quartered in barracks some distance from headquarters. The postal and telegraph service is also contemplating the introduction of the tricycle for the use of letter-carriers

and telegraph messengers, in which respect Vienna has taken the initiative with excellent results.

The autocratic power assumed by the New York portion of the League's executive committee was never shown to better advantage than when in direct violation of the vote of the board of officers, they decided to suspend the stenographic report of the board meeting; but then Pennsylvania got after them and they had to come to time. It is the same old story of Czar of cycling or rather would be if he could.

Not all of the cycle riding is confined to the gentlemen, as the following table of distances ridden the past year by ladies will show: Marion Arkwright, 2,166 miles; Maggie J. Brierly, 1,500 miles; Elizabeth S. Fludder, 1,434 miles; Edith E. S. Allen, 1,304 miles; Gertrude Mason, 1,300 miles; Marie K. Heinmann, 500 miles; Minnie B. F. Bond, 405 miles; Emily A. Chatterton, 385 miles; Nora Stanford, 150 miles.

The League of American Wheelmen members are everywhere serving the general public as well as themselves, in striving with all their might to improve the condition of the American roads, and keep them from the well-merited reproach of being the worst of those in use by civilized nations.—*Harper's Weekly*. This is how it looks to outsiders, and as it should look to us wheelmen; but, O, my! The League is a monument of grand mistakes.

The well known "Lillibridge Saddle" and the patents under which it is manufactured have recently been purchased by the Gormully & Jeffery Manufacturing Company. The plant has also been purchased by this company as well as the use of the name "Lillibridge" as applied to saddles. The Gormully & Jeffery Manufacturing Company will continue its manufacture at their cycle factories in Chicago and will use it in their high grade machines.

Before we can support Mr. Kirkpatrick for president of the L. A. W., we should like to know something. Was Mr. Kirkpatrick aware of Mr. Aaron's shortage at the February meeting of the board of officers in New York, in 1885, and if so, why did he not answer certain questions relative to cash balances, or was he pledged to secrecy? Again, was he fully aware of all that was going on in the executive committee? We are informed he was not. Is this so?

How it looks to a straightforward and honest business man. The Hon. Charles E. Pratt, at the meeting of the Massachusetts division board of officers, said in reply to the exciting events at the recent board meeting in New York, that he was adverse to extending any financial aid to the League until the executive should show by their acts that they intended to take a straightforward course and tell the members at large all about the recent revelations at the officers' meeting.

The *Bicycling World* sees a thing or two and says: "The stenographic report of the proceedings at the New York meeting does not cast that luster on the administration of the L. A. W. we should like to see. It does not place Mr. Aaron's position in any better or worse light. The slip-shod method of conducting the business of the League, it is shown, did not confine itself to the secretary-editor's office; it spread itself out into the select coterie of the executive committee."

In two successive afternoons at the middle of February, Karl Kron pushed his bicycle straight away for fifty miles, over the ice, snow, mud, and

slush, from West Springfield, Mass., to Meriden, Ct., where a heavy rain forced him to abandon the idea of wheeling another hundred miles to New York. This excursion was designed as a relief for "six weeks' steady indexing, which completed all the 'X. M. M.' indexes but the last,"—as explained in his monthly letter, printed in another column.

The *Bicycling World* propounds the following conundrums: "Wherein is the difference between Mr. Wells's alleged concealment of affairs, and the apparent desire of the executive committee to 'keep dark'?" "Why did the executive committee, in face of special instruction from the board, still hold back facts, until forced to divulge?" "Why not face the music and acknowledge that the effort to make a 'newspaper' out of the *Bulletin*, and at the same time make it remunerative, has proved a dismal failure?"

The *Bicycling World* has this to say of the executive committee: "The members of the committee did not seem very enthusiastic over the prospect at having the stenographic report of the proceedings printed, and we now think that we see the motive in this 'kindly feeling of the executive to shield Mr. Aaron' was leavened by the consciousness that an *exposé* in all its unpleasantness, meant that the grave 'sin of omission' would be laid at its door, and we opine it will find it very difficult to remove the accusation therefrom."

The *Wheel* says politics have ruined the League, and asks the following pertinent questions: "Is the publication of a weekly organ necessary to the success of the League? Should a private club be forced into the publishing business, solely to provide a good berth for an individual? Why cannot the League do some *practical* work for the betterment of roads?" To which we have looked in vain for a reply. Come, Doctor, give us an answer if you can. To which the wise (?) President will probably reply that it is none of our business.

That ardent supporter in the past of the L. A. W., the *Bicycle South*, says: "We have for some time considered the League dues wasted, but refrained from saying anything that might hurt an organization which promised so much in the beginning, in its large field of usefulness. The reluctance to renew is marked in this section, and the question is asked on all sides—why should I—what benefit are they to me, or the cause of cycling? We see but few evidences of what the L. A. W. has done. We admit there is much it could do."

In speaking of the coming League meeting the St. Louis *Spectator* says, "It looks very much from the present aspect of things as if the coming League meet will reveal the peculiar spectacle of a meet being carried through principally by the exertions of a non-League club. With only one League club in the city, and that with a membership of only a dozen or so, with a wet blanket apathy enveloping their relations to the meet, and not a member of the club on the general committee, the outlook is good for the production of just such a phenomenon as I have mentioned."

Harry Etherington, proprietor of *Wheeling*, did not relish the fact of the American Star wheel carrying off the honors at the Stanley Show, and so he passed the hat around and secured \$50 to pay Hurst to give exhibitions on the ordinary. *Wheeling* says: "It occurred—as things will—to our Mr. Harry Etherington last week, that the trick riders Wilson and Alden had secured for the Star Safety the best position and greatest

and cheapest space in the Stanley Show, and that the British wheel was being shelved, whereupon he straightway engaged Hurst to ride an ordinary and show what could be done with it."

At the winter tournament in the club-room of the North Adams (Mass.) Bicycle Club, February 10, the following home-trainer races took place: Five miles between F. H. McKee and John French; McKee won in 9.58 $\frac{1}{2}$. Two-mile challenge race, between Harry O'Mally and Walter Evans; won by the latter, in 4.41. Quarter-mile open race, taken by H. G. Pierce, in 21 $\frac{1}{2}$. Boys' race, taken by Linwood Tower, in 25 $\frac{1}{2}$. In the three-mile handicap, Walter Evans, having one minute and thirty seconds start over Joseph Smith, won in 7.25; Smith's time, 6.03 $\frac{1}{2}$. F. H. McKee took the quarter-mile, without hands, in 23 $\frac{1}{2}$.

Cycling Times says: "There were fewer monstrosities at the Stanley Show of 1887 than at any previous exhibition. Another pleasing feature to practical cyclists, was the almost universal absence of silver and nickel-plate—an advantage appreciated by every hard rider. 'Butterfly bicyclists,' of whom we heard so much a few years ago, seem to have been entirely knocked out of time, and their places taken by sturdy road riders, who care not one solitary jot for glittering wheels or shining backbones. So long as they can ride in comfort they are satisfied, and the consequence is that enameled and 'business-like' machines far outnumber the more gaudy and troublesome plated goods."

How the mighty have fallen! In the renewal season last year, January, February, and March, the increase in League membership was 22 $\frac{1}{2}$ per cent. This year the increase was—well about 32 $\frac{1}{2}$ per cent. the other way, or a difference of 55 per cent. as compared with last year. This loss must prove conclusively to all League members the need of an efficient executive, wise counsel, etc., etc. We are sorry it is thus, but it has proved the *GAZETTE*'s prediction of last May. President Beckwith cannot retire this year with the laurels that he could at that time. The desire to choke off Ducker has had its reward. Surely the Doctor is a sadder if not a wiser man.

The Pope Manufacturing Company have sent out the following circular to the trade: "Gentlemen,—We are advised that the machines known as "American Champion" Bicycles, and the bicycle saddles known as the 'Lillibridge' Saddles, infringe certain letters-patent of ours, and as they are both made and sold without license from us, we have commenced suits against the makers. We beg to notify you that the sale or use of said bicycles or saddles by any other party is also an infringement, and that we shall take such legal proceedings as we may be advised by our counsel to take for the protection of our rights, and the suppression of infringements, wherever such infringements occur."

The secretary-editor writes in the *Bulletin* that "many correspondents are writing us regarding the League uniform. The matter is now in the hands of a committee, and it will receive careful attention. Hasty action would be a mistake. The League has had a sad experience [How is this, President Beckwith, and who made the mistake whereby nearly 4,000 League members have had to pay dearly?—ED.] in the past, and this should teach them to make a careful selection of material for the uniform that is to be. Undoubtedly, many

wheelmen will be put at a disadvantage by the delay, but in this, as in everything else that the officers do, the greatest good of the greatest number must be sought."

The first edition of the tenth annual catalogue of the Pope Manufacturing Company is ready for delivery. It is a convenient pamphlet of fifty pages, containing illustrated descriptions of the machines made by this company for the season of 1887; viz., the Expert, the Light Roadster, the Standard, the Safety, the Semi-Roadster, and the Racing Columbia Bicycles; and the Two-Track, the Ladies' Two-Track, the Tandem, and the Racing Columbia Tricycles; the description of the numerous cycle sundries, altogether requiring the use of forty-eight finely engraved wood cuts. The press work is clear and perfect, and the catalogue is by far the most comprehensive in the cycle line of trade. Catalogue sent free on application.

The evening of February 19 added another set of records to the credit of the American Champion when Ed. N. Bullock, of Omaha, defeated Tom Eck in a hundred-mile race at the Omaha, (Neb.) Exposition building. Eck was ridden off his legs at the 74th mile. The records were smashed from the 65th mile (3h. 52m. 18s.) up and the hundred was made in 5h. 59m. 59s., better than Ives's track record, and some six minutes better than Morgan's record for the distance. Bullock is a new man at the business and greatly astonished his friends by his remarkable increase in speed. The Omaha *Bee* in commenting on the race remarked, "Much of Bullock's marked increase in speed is due to his use of his new Champion, which he used in a race for the first time last night."

The Missouri Bicycle Club has undertaken a large contract, but with the men appointed to carry it out the chances for a favorable result are almost certain. It is proposed to raise \$5,000 for the entertainment of the visitors at the meeting of the League of American Wheelmen in May. The usual hospitalities of the city will be extended, and the beautiful club-house on Cardinal avenue will be used as headquarters. There, on Friday, Saturday, and Sunday, of May 20, 21, and 22, an elegant lunch will be served similar to those at the commandery headquarters during the Triennial Conclave. The programme includes a banquet at the Lindell, a steamboat excursion to Montesano and a banquet, and a ride to Clarksville. Such a club as the Missouri does honor to St. Louis hospitality and enterprise.

The *American Millionaire* pays its respects to Col. Albert A. Pope as follows: "Among the younger millionaires of the modern Athens no one enjoys a more far reaching renown than Col. Albert A. Pope, the honored president of the Pope Manufacturing Company. His career presents a splendid example of energy and pluck, rewarded with an early business success, while through his well directed efforts a new realm of pleasure has been opened to the young men of this country." And it might have added that he was the means of opening up to the world a new means of locomotion, for it was due to the Colonel that Thomas Stevens was enabled to accomplish his wonderful journey around the world. It was Colonel Pope's money and faith in the wheel, coupled with the energy and perseverance of Mr. Thos. Stevens, that the wonderful feat was performed.

That Norwegian lawyer, says an exchange, who has, since his decease, become such a cycling celebrity by leaving all his money for the purchasing of bicycles for school children, has once again been heard of, and we are able below to give an extract from his will, which we learn from an exchange will be disputed by his children. This is the first time we have looked upon a bicycle as useful in the way he mentions, and some of our readers may perhaps find his experience of value. The clause in his last will and testament is as follows: "The bicycle has protected me in my promenades against the excessively troublesome annoyances of people who make a habit of stopping one in the street, in the burning sun or a driving wind, and beginning a conversation. My wheel has not shied a single time like a horse, nor was I ever compelled to entrust in riding my limbs to a drunken driver."

The latest thing in wheels is the swinging bicycle, recently patented by Nathaniel Brown, of Emporia, Kansas. The seat is swung upon a shaft, which serves as an axle for the wheels on back end. The seat is attached to arms connected to centrally slotted straps passing over the axles; the ratchet wheels pass through the slots in the straps, and are engaged by spring bowls secured to the forward upper ends of the arms. There are also lever arms formed with inwardly extending fingers arranged so that when the arms are swung toward each other upon their pivots, the fingers are brought to bear on the friction disk. The wheel is started by pulling the levers downward, which at the same time swings the seat, which pendulum motion propels the bicycle. The wheel can be turned either way by exerting extra force upon the lever next to the wheel desired to go forward. It can be stopped any place, even on a decline, the weight of the seat counteracting the tendency of the machine to run. It can be arranged for one, two or more persons to ride.

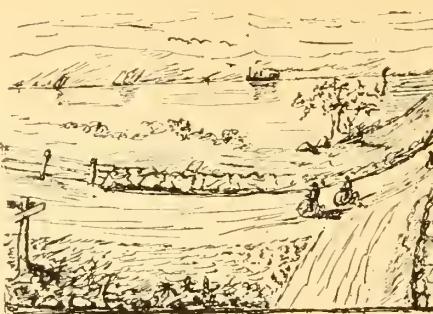
A WARNING TO THE TRADE.—A correspondent writes us as follows: "Kindly allow me through *The Cyclist* to give a note of warning to the English makers. During the time of the forthcoming Exhibition there will many foreign manufacturers and agents visit England, especially from France and Germany. These people will first visit the Stanley Show and then go down to Coventry and other manufacturing centers with the sole object of seeing the process of constructing and putting together their machines, the knowledge they thus acquire being in a very short time used against the English makers who so kindly conducted them over their works."—*Cyclist*. What egotism! Should any of our English cousins visit the works of the Pope Manufacturing Company, or the Ames Works, we will guarantee them more points in cycle building to the square inch, than is possible to find in all England.

OUR RACING INTERESTS.

SOLID TRUTH FROM THE HUB.

Whether the A. C. U. has any life or vim left in its organization or not, remains to be seen. It never had a better chance to perfect itself and introduce a vigorous campaign. The League has shown its inability to do more than obstruct the racing interests of the country, and has adopted a retrogressive policy. All the A. C. U. has to do is not to be either brash or foolish.—*Bicycling World*.

STAMFORD (CT.) NOTES.



PENDING the advent of passable wheeling, which in this region means about the middle of April, for the ordinary, the majority of cyclers can get in their time reading up new catalogues of 1887 machines, and dreaming of the charms of another season's outings.

Not so the Solitary Club, for while others are looking with longing eyes, we are realizing and riding, for we have chosen safety and easy driving in preference to style and appearance, and subordinate occasional display to year 'round use of the wheel, and are not conscious of having lost any dignity—shall not offer a reward for the return of any, at any rate. We have missed but ten week days during the winter to date—Feb. 22d.

If one would ride any cycle with the maximum of comfort as to handles he should try spades. Especially for hill climbing and pulling through mud, their advantage over knobs is immense. You have such a sense of security of grip, and no cramping of the hands. To try them is to keep them on.

Coasting joys we have often enhanced by having a package like a waterproof coat on a carrier, to save the legs from sudden jars on hills that were none too smooth.

We see there is a carrier made with that cushion object in view; but on tours one should have that coat along, and it is a delight in either capacity. That, with rubber leggins and a small sketch-book, is generally the extent of our baggage on a tour. No weighty packages bother us, for we are out for pleasure. We have only yet been on tours that were just long enough to beget a desire for longer ones, and there is a likelihood of a right smart of touring *en cycle* being done this season by yours fraternally, for it is the chief end of cycling.

We anticipate some delightful sketching jaunts with Artist Roorback, of Elizabeth, N. J., the coming summer. He is an enthusiastic cycler, and that Pony Star gets hustled 'round some!

There is a demand for a helmet that will be at once waterproof and light in weight, one not made of starch and paper, that will collapse when worn out in the dew, as those of last season did. The aim of the makers should be to give a man the value of his money, not to see how nearly worthless an article they can produce.

The coming oil-can for cyclists has not arrived, or we have not seen it. "They all leak and render a tool-bag a grievous burden to be borne." Who will come to our rescue?

One of our cyclers has just returned from a visit to Washington, D. C., and while there did some ecstatic cycling, and the fellow is just ruined for wheeling on our poor roads now.

We live in hopes that our street car tracks at least will be paved this season, for it's too bad that only one kind of wheel can be used here from November to May.

Present indications point to a lively cycling season just ahead, and many we know of will have their initial ups and downs when the "laylocks" bloo—there, we promised not to work off that old one!

Bugler I. L. Mead, of a neighboring club, did not take part in that "column-and-a-half sleigh-ride, *on paper*," which his club was said to have enjoyed so much. We read it, and although we did not go, were considerably "taken back" when the quill driver of the load *gave it away*.

"STAMSON."

NEW ORLEANS NOTES.

Our noble body known as the N. O. Bicycle Club has at last settled that long talked about club room affair, by leasing the elegant three story brick building situated at 173 St Joseph street, about two squares from the old club room. It will throw open the doors to the public on the 21st of February, at which time it expects to be able to show as pretty a club room as can be found in this country.

Rumor is afloat that our pioneer rider, A. M. Hill, contemplates a tour in early spring, from New Orleans to Portland, Maine.

Our illustrious young secretary-treasurer of the "Crescent Wheelmen" (R. G. Betts) has been showing in the way-ups of road riding, having covered the distance of over 1,700 miles since June, 1886. Mr. Betts is just eighteen years old and is a most enthusiastic wheelman.

There will be a lantern parade in this city on February 21st, which will be as gorgeous an affair as ever seen in this country; arrangements have been made for his Majesty Rex to view the parade. The route will be over our beautiful asphalt road, which is a distance of about eight miles. We expect to have a number of visiting wheelmen here about that time, and hope that they will not forget to bring their wheels along, as all wheelmen are invited to participate in our grand "Carnival Parade."

It is rumored that the Crescent Wheelmen have concluded to change the club from an exclusive wheelmen's club to an outing club, which I think is just the thing.

The members of the La. Div L. A. W. have become dissatisfied with the benefits derived from the L. A. W., hence more than two-thirds will not renew their membership for 1887.

"NEW ORLEANS."

READING (PA.) NOTES.

It is quite a little while since you have heard from us, but it has not been from our lack of appreciation of the GAZETTE.

In the first place, no riding has been done by any of us, with but one or two exceptions, for some three months or thereabouts; and what shall a wheelman talk about if the wheel itself is put away, wrapped up in cotton batting, awaiting the good roads and pleasant days of spring? For the weather has been, and is, simply and truly abominable, and even as I write we have about ten inches of snow on the ground, with a driving rain pouring down and making the walking most delectable. I should like to kill the ground hog

HOW IS THIS?

For a line of Wheels, gentlemen, we think the following about fills the bill, and our prices, mind you, are reasonable.

THE AMERICAN CHAMPION.

With many improvements, such as a superior crank fastening which dispenses with the use of a hammer, new bearings that are adjustable without loosening a screw even, etc. Price, 48-inch, \$100

THE AMERICAN LIGHT CHAMPION.

A light roadster of highest possible grade, with ball-bearing head and true tangent wheels, embodying many novel and peculiarly useful inventions. Price, 48-inch, \$115

THE AMERICAN CHALLENGE.

Much improved, and fitted with cow-horn bars; as formerly, the best machine on the market for the money. Price, 48-inch, \$70

THE AMERICAN SAFETY.

* Sold last year under our positive guarantee that it was the easiest-running bicycle in the world. Improved wherever possible. Price, 40-inch, \$74

THE AMERICAN LIGHT SAFETY.

After the lines of the regular Safety, but made hollow wherever possible, and will be sold under a guarantee as to its superiority over all other bicycles in ease of running. Price, 40-inch, \$115

THE AMERICAN IDEAL.

As heretofore, the only high-grade and honestly-constructed boy's bicycle in the world. Finished in black, with artistic real gold stripes. Price from \$25 to \$60

THE AMERICAN IDEAL TRICYCLE (Two-Track).

The young ladies' companion to the bicycle of the same name. A really beautiful little three-wheeler, in two sizes, 30-inch and 34-inch. Price \$40 and \$45

THE AMERICAN CHALLENGE TRICYCLE (Two-Track).

A high-grade and honestly-constructed three-wheeler, in two sizes, 42-inch and 44-inch. Price \$80 and \$95

THE AMERICAN IDEAL TANDEM.

A convertible two-track for boys and girls, in two sizes, 30-inch and 34-inch. Price \$60 and \$75

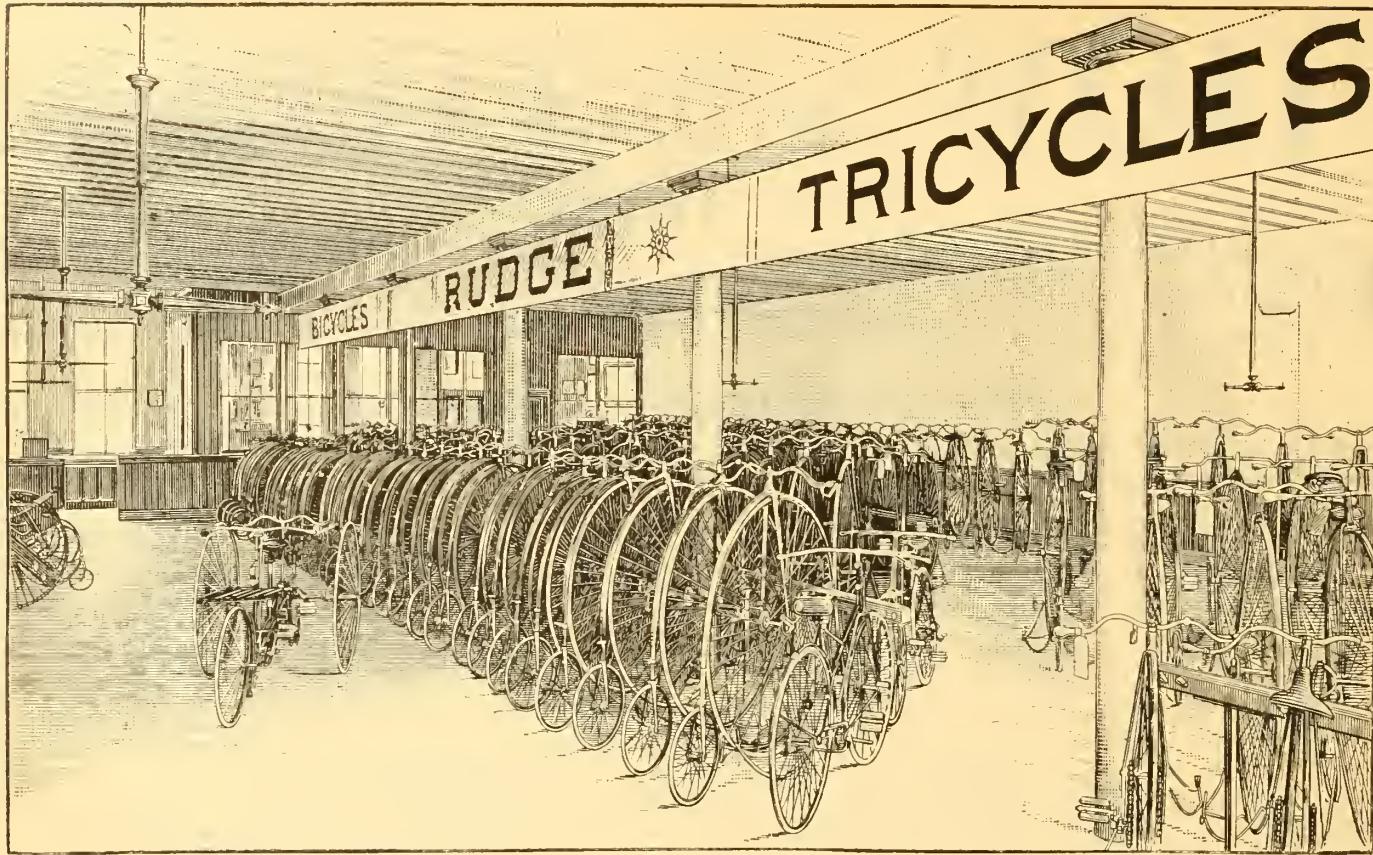
THE AMERICAN CHALLENGE TANDEM.

A convertible two-track for ladies and gentlemen, in two sizes, 42-inch and 46-inch. Price \$120 and \$135

Our 1887 Catalogue, ready early in March, containing a detailed description of the foregoing Cycles, will be mailed on application.

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.



• STODDARD, LOVERING & CO. •

Among the bicycle houses in this country there is probably not one better known than the house of Messrs. STODDARD, LOVERING & Co., 152 Congress street, Boston, Mass. Their first connection with the bicycle business was in 1878, in the importation of various makes of cycles for other firms, but, recognizing the great future of the wheel business for this country, they subsequently secured the sole agency for the United States of Messrs. SINGER & Co., of Coventry, England. Their chief importations for some time were from this firm, and later on they took up the sale of machines made by Messrs. RUDGE & Co.; feeling, however, that they could not serve two makers and give satisfaction to both, they decided to retain the agency of Messrs. RUDGE & Co. and relinquish that of Messrs. SINGER & Co. At that date their warehouse was at 10 Milk street, Boston, which soon became one of the centers of the bicycle industry. As their business increased rapidly they were forced to remove to the more commodious quarters, 152 to 158 Congress street, a glance at which is sufficient to show that they have taken up the bicycle business in earnest, fully believing in the great future of the wheel.

The above sketch gives a good view of their bicycle salesroom, which is one of the three floors occupied by this department. In size it is 80 by 40 feet, and is without doubt the largest bicycle salesroom in the world. This floor contains some three hundred machines, and a customer on entering the room cannot be otherwise than impressed with the stately display of RUDGES in regular order, ready to be shipped at a moment's notice. The first double row contains the 1887 pattern of the RUDGE LIGHT ROADSTERS, complete, with spade handles, long cranks, and full forks; the second is devoted to the RUDGE ROADSTER, with its many improvements for the coming season; while the third is taken up with the RUDGE RACER. At the upper end of the room is arranged a line of shopworn and second-hand bicycles, while on the other side the rows are filled up with the RUDGE SAFETY and BICYCLES. On the left of the picture is shown the sample machines, principally Tricycles or Tandems, and the Tri-cycle standing on the floor is a CRESCENT TANDEM with the double steering, a specialty for 1887.

At the farther end of the salesroom are situated the offices. The general office is used for the executive part of the business, being occupied by the various clerks and stenographers.

At the extreme right hand is the private office for the manager, and a glance at this is well worth a moment's notice. Both offices are tastefully fitted up in hard wood, and on entering the private office the first thing that strikes the eye is a large oil painting of the North German Lloyd steamship *Aller*, in which it was Mr. Corey's pleasure to cross the Atlantic last October. Hanging on the walls are over a dozen pictures of his cycling friends, both in America and England, which are tastefully framed to match the woodwork. A glance around the room of the manager's office shows the taste of the occupant. A tennis racquet hangs beside his desk, and directly back of him is a large picture of a toboggan coast. On the wall in front hangs a picture representing the start for the one-mile amateur championship of the world at Birmingham, England, June 13, 1885, which was won by Sanders Sellers on a 58-inch RUDGE RACER; while directly opposite is a picture of the yacht *Mayflower* in her race with the *Genesta*. Electric bells connect with all parts of the building, and on hooks arranged around the side of the office are hung all the American and foreign bicycle literature of the day, and newspaper men often resort to it seeking for the latest information. On the floor of the office is one of Will Pitman's League rugs, which is a work of art and adds much to its appearance.

In conversation with Mr. Corey upon the different makes of wheels, he remarked that he has often been asked to express his opinion as to other firm's goods, which he invariably declined to do unless other circumstances compelled him to make some necessary statements. As a gentle hint to the person desiring information, he cannot fail to observe, upon leaving the manager's office, a gilt sign which hangs over the door, reading:—

"Let no one speak beyond this threshold hence,
Words uttered here in friendly confidence."

It has been the manager's aim to systematize every detail of this department, believing that when a rider wants a machine he wants it at once, and not three weeks afterwards; consequently the large stock which is carried enables him to fill orders without delay.

It is Mr. Corey's idea to surround himself with practical road riders, and he has able assistants in Mr. H. M. Saben, Lieutenant of the Massachusetts Bicycle Club, and Mr. W.

S. Doane of the Dorchester Club. Both are well-known riders and racing men, and are noted for the keen interest they take in the business.

The next floor of the establishment is of the same size as the salesroom, and is used for storing the cases of the machines as they come from England. The floor above this is used for crating, shipping and repairing, and is under the charge of able assistants who have been connected with RUDGE & Co.'s factory in England.

The specialties which the above firm have to offer for the coming year are the new pattern RUDGE LIGHT ROADSTER, which contains many valuable features; the RUDGE BICYCLETTES, the original Rover type Safety; the RUDGE ROADSTER, a strong, reliable machine at a moderate price; the RUDGE CRESCENT TRICYCLE, which has been having a great run in England for the last year; the well-known and popular HUMBER TANDEM, and a new Tandem called the CRESCENT, suitable for two ladies or a lady and a gentleman.

In consequence of the increasing business, and of the large number of agents scattered over the country, it has been necessary to carry a stock of from 300 to 600 machines on hand at all times, and the firm pride themselves on their prompt delivery.

Besides carrying such a large number of machines in stock, special attention has been paid to sundries, and the merits of Ardill's Liquid Enamel, Townsend's Saddle, Harrington's Cradle-spring, and Lucas's "King of the Road" Lamps, are well known.

In point of manufacture and improvements, it has been the policy of Messrs. STODDARD, LOVERING & Co. to keep fully up with the times, but not to force the demand by the introduction of new inventions which have not been thoroughly tested. They fully believe in having the very latest, but do not consider a change always to be an improvement, and prefer to adhere to what they know is thorough and reliable, rather than to make any alterations which may or may not prove afterwards to be what is desired. The remark has often been made by riders intending to purchase a machine, that they did not see any particular difference in the various makes, but they select a RUDGE "because they knew that there was nothing better, and they felt sure of what they were buying." It is principally on this account that the RUDGE machines have attained their enviable reputation.

He is nothing less than an unmitigated fraud. According to all the traditions we should have been having pleasant weather, and we haven't—not worth a cent. One lovely day, sandwiched in between half-a-dozen of rain or snow, for weeks and weeks gets to be monotonous after a while. Perhaps we shall enjoy our riding all the more when we do get it.

Thanks, "Stamson," for your pat quotations. Don't ring the changes on "Reading" too often, however. You'll find them chill after a while. You had better drop your efforts in the "Owl's" line also. I am confidently advised that a "bull" against it is to be issued by the Executive Board.

In reply to your query in last GAZETTE, the best route between Reading and New York is probably by way of Philadelphia. From the latter place out the noted Lancaster pike to Devon or Paoli, thence via Phoenixville, Trappe, and Pottstown, into Reading. Or by way of Allentown, Bethlehem, Phillipsburg, Bound Brook and Perth Amboy, to Staten Island and New York city; or from Bound Brook through Plainfield, Elizabeth and Orange. Either of the latter routes is fine as far as Easton and Allentown, and through a most picturesque country. From Allentown to Reading (35 miles) the train must be taken, as the country roads are unridable except on very rare occasions. We should be glad to entertain the Solitary Club, and trust that the proposed trip will be carried out. Any communications on the subject addressed to H. Crowther, secretary Ariel Wheel Club, 532 Penn street, Reading, Pa., will meet with a prompt response, and full information as to routes, etc. Let us hear from you, "Stamson."

Your article in February issue on the uniform question was most timely, Mr. Editor, and hit the nail on the head. We want a thoroughly serviceable uniform, and we want it soon. There is no earthly reason why a decision should not be reached at once, and if any responsible firm stands ready to take the contract at \$11 or \$12, as you say, it should be awarded to it at once, provided, of course, the suit is guaranteed. I think you would have the suffrages of the entire League at your back on this point. I move you that your proposal be put in proper shape and brought before the L. A. W. as a body. You have done much for cycling generally, Mr. Ducker, but I doubt if any of your endeavors will prove to be more popular than the one to give us a first-class riding suit at a moderate price, without any middlemen's profits.

Cycling matters here have been quiet since the riding season closed. About the most important move has been the joining of our Reading Board of Trade by the Ariel Wheel Club. The latter organization was only started last fall, but has been on the quiet lookout for rooms ever since. A club-house would be a most desirable thing here, but cycling is still comparatively in its infancy in Reading, and we had neither the numbers nor the financial support necessary to make such a move a success. So, as the Board of Trade have the most eligible house in the city, both as regards location and fitting up, it was decided by the Ariels to join that body, and secure the use of what is the handsomest set of rooms in this section.

In addition to the reading-room, club-room, toilet-rooms, etc., they have a large room on the third floor set apart for their exclusive use, and this they intend fitting up as a gymnasium and lounging room.

Visiting wheelmen are cordially invited to make their headquarters at No. 532 Penn street, when passing through Reading, and everything possible will be done to render their visit a pleasant one. The L. A. W. sign will be found hanging out at the door, and no cycler need await the formality of an introduction.

"CYCLE."

Correspondence.

NEW ZEALAND HOPEFUL.

Editor Wheelmen's Gazette:—

I take the liberty of sending you an extract, cut from the New York *Referee* of Jan. 7, 1887, to show you how we are progressing with cycling here. About eighteen months ago we made a track as near the pattern of the Springfield celebrated track as our funds would admit. It is exactly three laps to the mile, composed of clay and fine grit, and is admitted to be the fastest in New Zealand, although up to the present it has only cost us £100 to make and keep in order. The track is pleasantly situated in a ten acre plot called the Rangiora Recreation Reserve, with a thirty-five yards wide belt of trees all round which have been planted about eighteen years. The land is quite level. The track is a square with the corners cut off to a radius of three chains, the corners being banked up from a foot to eighteen inches on the outside.

If we had not seen a description of your track in the GAZETTE ours would have cost us more to make and not been so fast. We intend to give it a top dressing of clay and fine grit (mixed before putting on) before our next season.

You will see by the extract that one of our members (Barlow) has made some good times for a roadster machine; in all the races except the champion race he rode a 56-inch Rudge, 40 lbs. in weight. Next year we expect to turn out the champion of New Zealand from our club.

THOMAS BOYD,
Captain North Canterbury Bicycle Club.

Among the Clubs.

THE NINTH ANNIVERSARY OF THE BOSTON BICYCLE CLUB.

It was a merry party of bicyclists that met at Parker's hotel, Boston, to celebrate the ninth anniversary of the Boston Bicycle Club. Mr. E. C. Hodges presided and introduced the several speakers, beside acting as toast-master. After supper had been served, Mr. Hodges introduced as the first speaker, Mr. A. Kennedy-Child of the Ripley Road Bicycle Club of London, Eng., who replied to the toast of "Our cycling members" in a neat speech, which he delivered in his usual interesting and entertaining manner. Mr. Child was frequently interrupted by cheers and applause during his speech, in which he referred to the benefits which are derived from cycling. Mr. Child paid a pretty compliment to the Boston Bicycle Club by saying that "as Paris is the Mecca of all Americans, so the Boston Bicycle Club should be the Mecca of all cyclists." In closing, Mr. Child thanked the club members for their kind attention, wished them eternal success, and hoped that he "might often have the pleasure of addressing them."

Mr. Hodges then proposed the toast of "Our literary members." This was replied to by Mr. C. P. Donahoe. The speaker referred in a hu-

morous manner to the trouble which his speech had cost him—many hours' research in the library and infinite trouble in looking up references for the occasion. His speech was received with cheers and applause.

The next toast was "The ladies," which was responded to by Mr. J. S. Dean, who paid a number of compliments to the fair sex.

Mr. George B. Child was the next speaker, and he entertained the club with several interesting stories, after which Mr. Kellogg responded to the toast of "Our military." Mr. J. G. Dalton responded for the "Oldest member of the club," while Mr. Charles Reed responded for "Our artistic members." Songs were sung by several of those present, and it was nearly midnight when the last cyclist left the fascinations of the banquet hall behind.

THE ROCHESTER (N. Y.) BICYCLE CLUB obtained the first privilege by a special act to ride on the sidewalks and it was only by hard work that they prevented its repeal. The new ordinance is as follows:—

No person shall ride or propel any unicycle, bicycle, or tricycle, between the hours of six o'clock in the morning and nine o'clock in the evening upon any of the sidewalks of the following streets of said city, to wit: Main street from the Liberty pole, or corner of Franklin street, to the Erie Canal; State street at any point south of the New York Central and Hudson River railroad elevated tracks crossing said street; Exchange street north of the Erie Canal; St. Paul street from the New York Central and Hudson River Railroad Company elevated tracks crossing said street to Court street, and Mill, Front, and Water streets south of said railroad elevated tracks crossing said streets, or any of them, under a penalty of five dollars for each offense.

THE POUGHKEEPSIE (N. Y.) BICYCLE CLUB, a new club of twenty-five members, now occupies finely furnished rooms corner Main and Garden streets, the most prominent and finely situated site to be obtained. The rooms are fitted with a view to the amusement and social enjoyment of its members, containing all kinds of games, together with very fine Collender billiard and pool tables, making comfortable and attractive quarters to which all wheelmen when visiting our city are welcome.

CLUB ELECTIONS.

AMERICAN CYCLISTS' UNION—President, H. E. Ducker, Springfield, Mass.; vice-president, E. G. Gordon, Lynn, Mass.; secretary, J. S. Dean, Boston, Mass.; treasurer, J. H. Lewis, Newton, Mass.; executive committee, extra members, W. E. Wentworth, Lynn, Mass., and G. H. Burt, Hartford, Ct.

ANN ARBOR (Mich.) BICYCLE CLUB—President, C. W. Wagner; vice-president, Clarence Berry; captain, Geo. Keck; first lieutenant, Geo. Frothingham; bugler, C. B. Davison; secretary, H. A. Kyer; treasurer, H. C. Nickels.

ARIEL WHEEL CLUB (Poughkeepsie, N. Y.)—President, W. C. Sterling; secretary-treasurer, F. J. Schwartz; captain, G. L. Sterling; lieutenant, Fred Atkins; executive committee, W. T. Ward and L. R. Adriance.

BROWN UNIVERSITY BICYCLE CLUB (Providence, R. I.)—President, Field, '87; vice-president, Wooley, '88; secretary, J. P. Williams, '89; treasurer, Mason, '89; captain, Crocker, '87; lieutenant, F. H. Brownell, '88; bugler, C. D. Cook, '88; executive committee, H. Keach, '87, W. W. Brownell, '88, Warren, '89.

CAMBRIDGEPORT (Mass.) BICYCLE CLUB—President, J. S. Sanborn; secretary, W. W. Dunn;

treasurer, W. T. Roop; captain, Dr. S. F. Marshall; first lieutenant, F. E. Carman; second lieutenant, L. W. Briggs.

CLINTON (Mass.) BICYCLE CLUB—President, George B. Jackson; captain, R. O. Burns; first lieutenant, W. H. Jackson; secretary-treasurer, A. C. Runyon; color bearer, F. B. Evans; club committee, S. C. Amsden and S. S. Smith, with the president, vice-president, and captain.

CONOMO BICYCLE CLUB (Manchester-by-the-Sea, Mass.)—President, C. A. Collins; vice-president, A. L. Churchill; secretary and treasurer, G. E. Wilmonton; captain, E. W. Spinney; first-lieutenant, E. L. Rogers; second lieutenant, R. P. Durkee; color bearer, L. O. Lations.

DETROIT (Mich.) BICYCLE CLUB—President, B. J. Holcomb; vice-president, S. W. Williams; secretary-treasurer, P. Jacobsen; captain, A. F. Peck; first lieutenant, A. D. Bowlby; second lieutenant, Geo. Lane; bugler, J. H. Ames; Standard bearer, William Brundish; executive committee, president, secretary, captain, first lieutenant, and private John Harley.

HUDSON (N. Y.) COUNTY WHEELMEN—President, Chas. Lee Meyers; secretary, H. Hartshorne; captain, W. S. Woodward; treasurer, Carman Nichols; first lieutenant, H. Pratt; second lieutenant, M. C. Jenkins; right guide, M. C. Fisher; left guide, George H. Short; color bearer, Frank Eveland; bugler, E. P. Baggot; sergeant, E. P. Jenkins; trustees, C. A. Stenken, S. G. Putnam, E. W. Johnson.

LOWELL (Mass.) BICYCLE CLUB—President, L. F. Sherman; captain, A. D. Prince; first lieutenant, C. E. Curtis; second lieutenant, S. T. Whittier; Buglers, F. A. Baker, H. A. Keep; color bearer, W. E. Hall; treasurer, H. W. Salmon; secretary, L. R. Welch.

MALDEN (Mass.) CLUB—President, George W. Hazard; vice-president, Harry Sherburne; secretary and treasurer, E. E. Foye. Road officers—captain, Edward H. Wiggin; lieutenant, Lawrence G. Shepard.

MASSACHUSETTS BICYCLE CLUB (Boston, Mass.)—President, Charles Richards Dodge; vice-president, A. Douglas Salkeld; secretary, Wm. M. Farrington; treasurer, William H. Minot; librarian, D. W. Colbath; club committee, C. R. Dodge, W. M. Farrington, W. H. Minot, A. D. Peck, Jr., *ex officio*. C. B. Goldthwait, E. R. Benson, F. A. Pratt, A. E. Pattison, F. Lane, H. B. Salkeld; captain, Alonzo D. Peck, Jr.; first lieutenant, James M. Burr; second lieutenant, Walter A. Shockley; tricycle captain, John T. Williams; tricycle lieutenant, Dr. W. D. Ball; buglers, E. R. Benson, F. W. Perry; color bearers, W. H. Minot, C. D. Cobb.

MAVERICK WHEEL CLUB (East Boston, Mass.)—President, W. C. Moore; vice-president, F. C. Coleman; captain, A. J. Rogers; first lieutenant, Wm. Bell; second lieutenant, J. E. Bigelow; secretary, C. E. Little; treasurer, E. H. Kingston; bugler, W. E. Jordon; color bearer, C. E. Little.

MINNEAPOLIS (Minn.) BICYCLE CLUB—President, F. A. Leland; captain, E. A. Savage; secretary and treasurer, Charles Barwick; first lieutenant, E. J. Hale; second lieutenant, J. R. Stockdale.

NEW YORK (N. Y.) BICYCLE CLUB—Captain, Edward J. Shriver; first lieutenant, Harry S. Raven; second lieutenant, Dr. Morris L. King;

secretary, George S. Daniels; treasurer, R. R. Haydock; club committee, Frank W. Kitching, Fred M. Daniels.

POUGHKEEPSIE (N. Y.) BICYCLE CLUB—President, H. W. Bullard; captain, Geo. L. Cluett; treasurer, James Myers; lieutenant, Chas. Hauf; secretary, Fred Bowne; bugler, Chas. Ostrander.

RAMBLER CYCLE CLUB (Baltimore, Md.)—President, H. W. Barrington; vice-president, Wm. H. Miller; secretary, Robert Dryden; treasurer, Dr. Wingo; captain, J. Turner; sub-captain, Mr. Jones; sub-captain, S. R. Boyd, Jr.

RHODE ISLAND WHEELMEN (Providence, R. I.)—President, W. H. Thurber; vice-president, W. W. Whitten; secretary, J. A. Kinghorn; treasurer, H. L. Perkins; captain, O. M. Mitchell; first lieutenant, J. L. Speirs; second lieutenant, W. A. Morgan; executive committee, Dr. E. Y. Bogman, N. H. Gibbs; house committee, A. L. Sweet, W. D. Barton, E. H. Godding.

SALEM (Mass.) BICYCLE CLUB—President, A. G. Webb; vice-president, John J. K. Cooker; secretary, A. N. Hill; treasurer, Lewis F. Allen; captain, D. E. Hunter; first lieutenant, R. H. Robson; second lieutenant, H. A. Whippich; bugler, E. P. Symonds; executive committee, W. H. Hart, J. Flint, and J. G. Waters.

THE NEW SOUTH WHEEL CLUB (Birmingham, Ala.)—President, L. D. Aylett; captain, J. W. Lutz; secretary and treasurer, J. W. Sloss, Jr.

THE UNITED WHEELMEN (Southington and Plantsville, Ct.)—President, L. C. Clark; vice-president, Charles Thompson; secretary-treasurer, F. A. Clark; captain, E. N. Walkley; first lieutenant, Charles Beckley; second lieutenant, A. B. A. Walkley; executive committee, L. C. Clark; Chas. Thompson, F. A. Clark, E. N. Walkley, Chas. Holcomb, A. Bulliss, F. E. Stow.

WATERBURY (Ct.) RAMBLERS—President, Albert Hyatt; secretary-treasurer, Edwin Hart; captain, William Hall; lieutenant, Samuel J. Wells.

WATERVILLE (Maine) WHEELMEN—Captain, D. F. Wing; first lieutenant, F. J. Arnold; second lieutenant, H. K. Pierce; bugler, Prof. S. C. Bailey; secretary and treasurer, W. A. Gilman.

NATTY TRICYCLISTS.—Two very stylish looking Washington young ladies have been making a decided sensation on the avenue by their dexterous riding of the tricycle. Both are remarkably pretty, and wear handsome street costumes. One of them wears a gentleman's high silk hat, the only difference being that it is turned up on one side and has a little black feather in it. Her cloth dress fits her trim figure exquisitely, and she wears long boots like a backwoodsman. The top of the boots hides her pretty ankle, but the convenience obviates many of the objections raised to ladies riding tricycles. Her companion wears a Tam o' Shanter cap, which falls prettily about her head. They each own a single tricycle, and use these in the morning; but in the evening, when the avenue is crowded, they ride a double tricycle, and cause many of the Congressmen's hearts to go pit-a-pat in unison with the girls' daintily booted feet on the pedals.—*Baltimore American*.

The time may come when a man without a bicycle will be looked upon as pitifully as the wretch who shivers in midwinter without an overcoat.—*Cycling Times*.

MY FIRST BICYCLE TOUR.

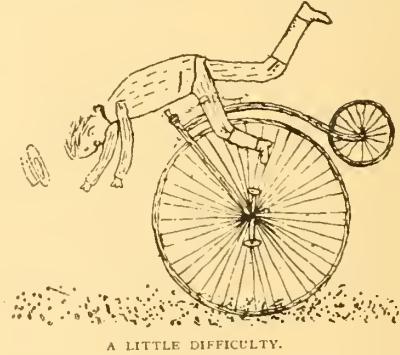
RIDDEN, WRITTEN, AND ILLUSTRATED BY A PURE AMATEUR.

It was in the month of August, 1886. Having mastered the art of staying upon the upmost side of a bicycle saddle, I concluded to try a little touring. Having no one to accompany me, I started off in the morning by myself, quite indifferent as to what route I took, or where I went. At about eight o'clock I bade farewell to New Gloucester, and with light and expectant heart, sped forth to scenes upon which I had never before gazed, and upon roads which I had never before tried.

I notice that authors always allude to cyclers going forth with light and buoyant hearts. Who has ever dared to describe their spirits upon their return? Why should I, when others far more gifted than myself have eluded the point? The pedal is down. The day is gone. Who shall dare to describe his feelings, when the rider himself has so little to say?

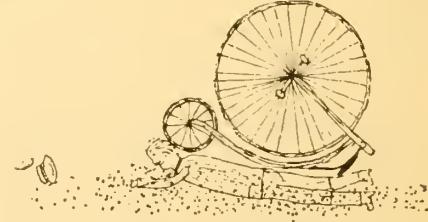
That start, it being my first tour, was an eventful one to me.

No gravel track stretched itself beneath me. It was a rough clay road, enlivened with loose stones spread over its surface. This, however, soon gave way to a smooth, hard road. Over this I pedaled at a rapid rate. There is nothing startling or very attractive in the scenery. The country homes are modest, attractive houses, scattered here and there over broad and fertile acres, and occupied by prosperous and hospitable farmers. Riding on, the road begins to grow sandy.



A LITTLE DIFFICULTY.

Here I have a little difficulty with my fiery, untamed steed; after a short but desperate struggle I compromised matters by taking what is known among wheelmen as the "great North American header."



"THE GREAT NORTH AMERICAN HEADER."

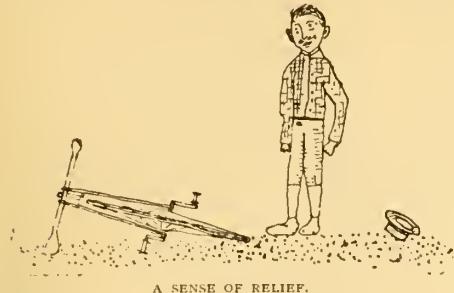
In this header, the wheel not only throws its rider, but also jumps upon him, and dances up and down his spinal column in a manner wonderful to behold.

It was several minutes before I even attempted to brush off the dust of mother earth, which clung so tenderly about me; and to once more enjoy the beauties of nature, and a sense of relief to know that I still lived.

The next five miles I walked and pushed my wheel through from three to five inches of loose

sand. This gives me a taste of what lies ahead, although I was blissfully unconscious of the fact.

A few miles from Auburn, the sandy road gave place to one of hard clay. Again I mounted; swifter and swifter went round the pedals, and I



A SENSE OF RELIEF.

fairly flew into the place. In entering this city, the traveler rides along a smooth, hard roadway, fringed with shady maples, handsome and cleanly houses, and attractive lawns.

After a short rest here, I again mounted, and took the road to Mechanic Falls. In a short time the process of keeping upon the upper side of the saddle became more and more difficult; at last I gave it up and walked.



HOW MUCH FURTHER DOES THIS SAND EXTEND?

A farmer came along and I asked, "How much further does this sand extend?" "Oh, not much further," was the reply. Oh, what a lie that was!

hitched to a pair of cart wheels. The driver sat astride the tongue, reflecting no doubt, upon the uncertainty of human life.

I was about to dismount, when the calm and peaceful scene before me was suddenly transformed into one of intense activity.

It is a very self-evident fact that this particular yoke of steers had never seen a bicycle before. With a snort of terror, and tails erect, those incorrigible steers shot through the roadside fence, like a thunderbolt through a paper hat, strewing



ON THE FLY.

it to the right and left. Clearing the fence, they went into a short growth of birch bushes, as if shot from a cannon's mouth. The ground being somewhat rough, the way those cart wheels bounced around, seemed to convey the impression that each one was trying to see which could jump the highest. In the mean time, the astonished driver performed some of the most wonderful gymnastic feats, that it has ever been my lot to witness.

I didn't stop to see the end of this little farce, because the unlucky driver was considerably larger than I am and didn't think it would be safe to get too near.

Fifteen minutes later I rode into the village of Mechanic Falls, in time for a late dinner. As the shades of evening were drawing near, I mounted for a quiet spin about the streets.



MY PRIDE HAD A FALL.

For the next seven miles I walked, and meditated upon the sublimity of Androscoggin county's sand heaps, interrupted only by the question, "Why don't you ride?" At last I did ride, and over an excellent road.

Riding around a turn in the road at a rapid gait I came suddenly face to face with a yoke of steers,

I got on, but this is not the way I went. My pride had a fall, it was humbled in the dust.

I ran my big wheel over a small yellow dog.

Never did brave knight kneel at the feet of fair lady with quickness that excelled my kneeling before that combination of bicycle and yellow dog.

The next day a ride of two hours brought me home without further adventure.

I carried no cyclometer, but I should judge the distance to be about 35 or 40 miles. This, to many readers of the GAZETTE will be but a short distance, but to me it was quite an undertaking.

H. D. P.

The Trade.

The year 1887 will present many novelties in the cycle world. While it is not our intention to go into a full discussion of the merits of the various machines, we have decided to give our readers a brief description of the various types of wheels with a few illustrations.

Bicycles this year will be made as usual, with two wheels, the wheels varying with the ideas of the maker. The regular or ordinary will have little or

no change. Tangent spokes will rule on some makes, ball-bearing heads will form important features on others; but as a rule, all will consist of one large wheel, followed by a small one, connected by a backbone on which is a saddle for the rider to sit. As usual, the Star will be built on the reverse order of things—in a sort of cart before the horse style, with a somewhat larger steering wheel. Various other styles of the bicycle present themselves, mostly in the form of safeties. The Springfield and King are new and untried, but of great promise. The Kangaroo type of wheels will hold sway for a little while, and their popularity will only be second to others of a more recent make. The Facile

will be as popular as ever, and with its speed gear will be enabled to keep pace with its larger brother of the wheel. The Rover type of bicycle will be the center of attraction the coming season; its main features are both wheels of an equal size, about 40-inch, and geared up to 54. This style of wheel will be all imported this year, with the exception of the Victor Safety, made by the Overman Wheel Co.

Tricycles, as usual, will all be built with three wheels, two large ones and one small one; loop frames are apparently out of date. Two track are growing in favor, especially with the gentle sex, while the Clipper type is without doubt the

coming tricycle, the new Columbia Clipper and Victor being the first wheels made in America upon this plan, and the samples give promise of great things. All other dealers will import one or more of these popular styles of tricycles.

Tandems are of various styles, but those of the convertible form, handle-bar steering are the favorites. All tandems are made to carry two persons, generally a gent and lady, although some styles, the Columbia and Cunard, are built with reference to carrying two ladies. For pure enjoyment on the wheel the tandems are considered to take the lead.



For those who are inclined to be lazy the Coventry chair is provided in which the proprietor can sit at ease while a strong and lusty servant will furnish the necessary motive power. The only exertion required of the proprietor is that which is necessary to smoke, and the better the cigar the less exertion required. For a full and complete description of the various makes of wheels, we advise our readers to write the following parties, who will mail a full and complete illustrated catalogue free:—

BOSTON, MASS.

Pope Manufacturing Co., 79 Franklin street.
Stoddard, Lovering & Co., 152-8 Congress st.
Wm. Read & Sons, 107 Washington street.
Overman Wheel Co., 182-188 Columbus avenue.
Coventry Machinist Co., 239 Columbus avenue.
W. B. Everett & Co., 6 and 8 Berkeley street.
W. W. Stall, 509 Tremont street.
John P. Lovell's Sons, 147 Washington street.
Springfield Bicycle Manufacturing Co., 19 Pearl street.

NEW YORK CITY.

A. G. Spalding & Bros., 241 Broadway.
Pope Manufacturing, 12 Warren street.
King Wheel Co., 51 Barclay street.
W. G. Wilcox, 33 Murray street.

NEW JERSEY—NEWARK.

D. Rogers & Co., 75 Clinton avenue.
Howard P. Smith & Co., Oraton Hall.

SMITHVILLE.

H. B. Smith Machine Co.

ILLINOIS—CHICAGO.

Pope Manufacturing Company, 115 Wabash ave.
A. G. Spalding & Bros., 108 Madison street.
Gormully & Jeffery, 222-4 North Franklin st.

PEORIA.

George W. Rouse & Son, 7 G street.

OHIO—DAYTON.

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MARYLAND—BALTIMORE.

Samuel T. Clark & Co., 2 and 4 Hanover street.

PENNSYLVANIA—PHILADELPHIA.

H. B. Hart, 811 Arch street.
George D. Gideon, 6 South Broad street.

THE CYCLING BOARD OF TRADE.

WHY IT WAS ORGANIZED AND WHAT IT PROPOSES TO ACCOMPLISH.

The older riders of cycles have long ere this noticed a tendency amongst the smaller dealers and manufacturers of wheels to make, what we understand by the term, two prices, and as this idea of conducting business is one that does not commend itself either by its fairness or common honesty (?) to the majority of either riders, handlers, or manufacturers of wheels, the Board of Trade has been inaugurated by the leading manufacturers and the responsible handlers of cycles, with the laudable intent of guarding against the possibility of one agent unduly and unfairly competing against another, or of a manufacturer (whose interests are identical with the rider and agents) who may make an agreement for sale to an agent, selling at less than his published list price (approved by the board) to any one save the agent.

It is obvious to any one who is at all familiar with the ordinary principles of business, that the dealer or manufacturer who makes "two prices," must be perpetrating a fraud upon the purchaser. He must either have falsely represented the goods

to one of his purchasers, or he has taken advantage of the other.

If the manufacturer or dealer publishes a list price, such a list should be (at least for the protection of his agents, who invest capital and carry stock, if not for the actual purchaser of the machine) his unalterable standard. When it is otherwise, and a manufacturer or dealer perpetrates a fraud, by publishing one list which, be it *bona fide* or not, must be accepted by the outside public as a criterion, and makes sales at other prices, he or they create a feeling of distrust; and eventually the hard logic of events, in the shape of rumors of the instability of his or their products (which of necessity must be true if ordinary business principles operate), compel him to acknowledge that his business is, or should be, destroyed.

From the riders' or purchasers' standpoint, a dealer with two prices must ever be avoided. We all wish to purchase as cheaply as others. Our commercial spirit is wounded when we discover that others can, in an ordinary transaction, procure an article at a smaller outlay than ourselves. We are perfectly satisfied if we can purchase quite as low as another, but we want no exceptions.

Surely a manufacturer can see that the offering of his product at a lower price than his list is a direct acknowledgment of the inferiority of his machines, or an evidence that he has not confidence enough in his products to compete with other makers fairly.

What riders want is to know that they are being treated honorably; that what they pay \$125 for cannot be purchased for \$100 by another, that what is true shall be represented to them and common fairness observed.

To compel the "fair and square" treatment of all, to the pious motive which, on general principles, the members of the Board of Trade have organized for, and imperishable will be the obloquy, and eternal the shame of the manufacturer or dealer who, having put his hand to the good work, falls back.

The corporations and firms which have pledged themselves to the principles of the Board of Trade are as follows: Pope Manufacturing Company, Stoddard, Lovering & Co., Overman Wheel Company, W. B. Everett & Co., Read & Sons, Coventry Machinist Company. This list comprises the leading concerns in the business.

A. KENNEDY-CHILD.

BRITISH AND COLONIAL RECORDS.

Under this title, a chapter in Karl Kron's forthcoming book devotes 42 pages of fine type (37,000 words) to personal narratives from more than fifty road-riders and tourists in Europe and Australasia,—most of whom prepared their stories at his special request. The following synopsis of the contents of the chapter will be of interest on its own account, and it furnishes a condensed "object lesson" for the instruction of those ignorant ones who still cherish the delusion that bicycling is a mere transitory "craze," captivating only to children and athletes:—

"Request that English press-men show fair-play towards my foreign contributors, 531. E. Tegetmeier, a London journalist, reports 10,053 miles covered in 1883, and 46,600 miles in 13 years, 531-3. H. R. Reynolds, Jr., an Oxford graduate of 1880 and a lawyer, rides 55,930 miles in 9 years, chiefly as an economical way of getting about, 533. 'Faed,' a wood-engraver, deaf and near-sighted, enjoys a daily open-air spin for 3 years, with only

75 exceptions, and makes a total of 19,388 miles, 534-5. H. R. Goodwin, a Manchester jeweler, takes a 19 days' tour of 2,054 miles, 5357. J. W. M. Brown, a Lincolnshire farmer, rolls up 53,343 miles in a decade, 537-8. H. J. Jones, of the Haverstock Cycling Club, covers 3,600 miles of separate road, in a 3 years' record of 16,016 miles, 538-40. Alfred Hayes, a London leather-dealer, reports 30,000 miles in 9 years, including 15,000 miles on a single 46-inch bicycle and more than 160 successive Sunday rides, 540-1. R. P. Hampton Roberts's 16,060 miles of wheeling in 7 years, tabulated by months and supplemented by other mileage records of the Belsize Bicycle Club, 541-3. Reports from H. T. Wharlow, 23,325 miles in 6½ years; C. W. Brown, 17,043 miles in 4 years; and W. Binns, a Salford draper, 22,147 miles in 6½ years, 543. Monthly table of 12 years' riding, 40,319 miles, by Rev. H. C. Courtney, Vicar of Hatton, 544. Seven years' record, 20,700 miles, by J. S. Whatton, ex-captain Cambridge University Bicycle Club, 544. F. Salsbury's 36 monthly tables of 17,499 miles in 1882-1884, 544-5. 'Average accounts' from F. W. Brock, of Bristol, and G. H. Rushworth, of Bradford, 545. Inexpensive 1,100 miles' tour of 1885 of a Glasgow University graduate, Hugh Callan, who won the *Tit Bits* prize of \$250 in 1886, for best story of cycling experiences, and who intends to print a book about them, 545-6. Diary for a decade, 14,107 miles, of an Irish country gentleman, William Bowles, 546. H. Etherington, projector and proprietor of *Wheeling*, 546-8 (see also 689-90). H. Sturmey, editor of the *Cyclist*, 548-9 (see also 690-2). A. M. Bolton, author of 'Over the Pyrenees,' 549. C. Howard and R. E. Phillips, compilers of route-books, 550. G. L. Bridgman, S. Golder, and G. T. Stevens, 551. Tour in 1883, London to Pesth, of Ivan Zmertych, a young Magyar, 551. Hugo Barthol's circuit of 2,750 miles, June 8 to August 31, 1884, Saxony to Naples and back, 551-2. Road-riding reports from France, Holland, and Hungary, 552-3, 558. Facile-medal riders of 1884, 553. Liverpool long-distance men of 1885, 553. Notable rides in 1885 by C. H. R. Gossett, Mrs. J. H. Allen, and others, 554. London-to-Bath annual winners, 1877 to 1885, 554. Record of tours and races to and from John O'Groats, 1873 to 1886, 554-7. Wonderful cross-country wheeling by G. P. Mills, 556-8. Daniel's long tricycle ride in France, 558. *Australasian Reports*: Day's rides of 100 miles in Victoria, 558-9. Tours of the Melbourne Bicycle Club, 1879 to 1884, 560. Tours by Adelaide and Ballarat club-men, 1884 and 1885, 560-1. W. Hume's circuit of 530 miles in 1883, and straightaway of 583 miles, to Sydney, in 1884, 561. Day's rides of 100 miles to close of 1884, 561-2. Tricycle tours in 1885 by young ladies of Ballarat and Stawell, 562. G. R. Broadbent, a grandfather, wheels 17,600 miles in 3 years, 562. R. O. Bishop's 3 years' record of 13,352 miles in Victoria and Tasmania, 563. Mileage of T. F. Hallam, P. J. Bowen, and other riders of Hobart, 563-4. J. Copland's 1884 tricycle tour of 1,282 miles, Sydney to Melbourne and back, 564-5. Sydney to Melbourne bicycle rides by A. Edwards, G. L. Budds, and J. F. Rugg, 565-6. The longest straightaway trail in Australia, 670 miles, Stawell to Sydney, made in March, 1886, by M. Thornfeldt and C. H. Lyne, 565-6. New Zealand's advantages for cycling, 566-7, 570 (see also 652). J. F. Norris's account of a 242 miles tour in 1882, and of 100-mile riders in 1884, 567. J. Fitton's 700 mile tour at the close of 1883, 567-8.



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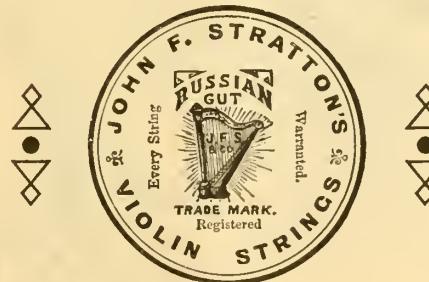
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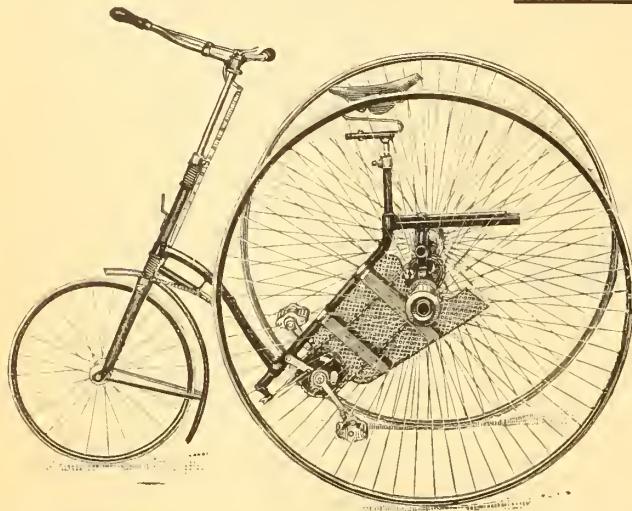
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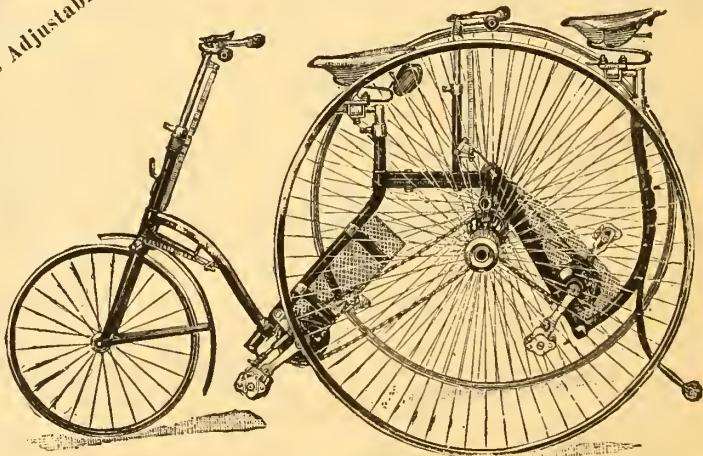
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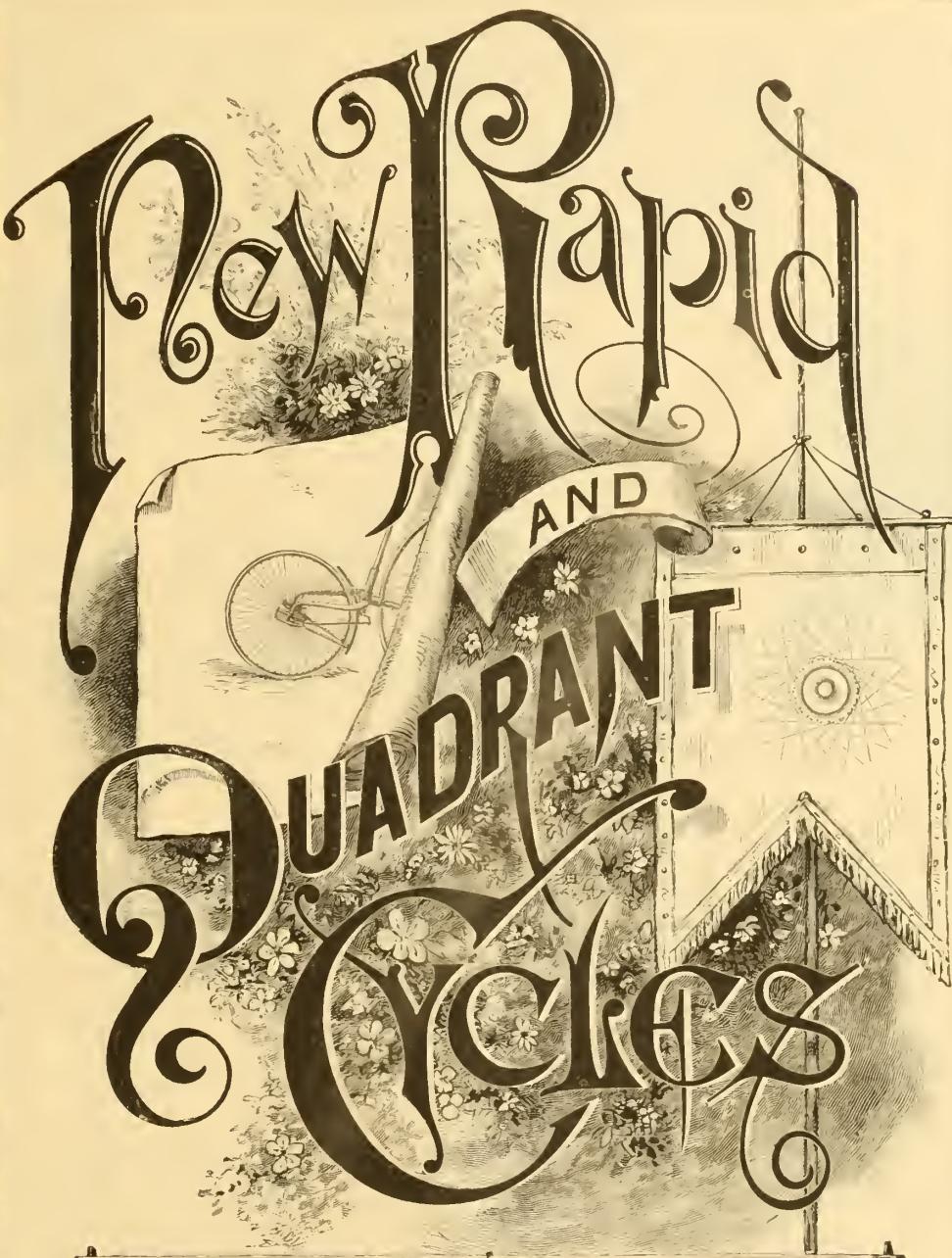
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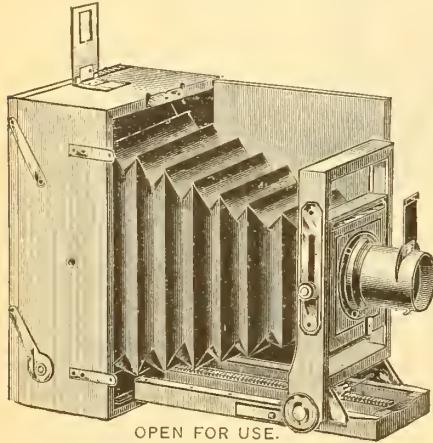
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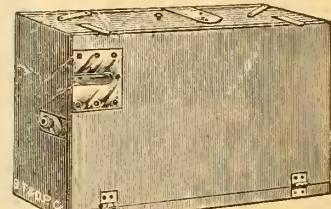
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