

THE SPRINGFIELD WHEELER'S GAZETTE.

A JOURNAL OF CYCLING.

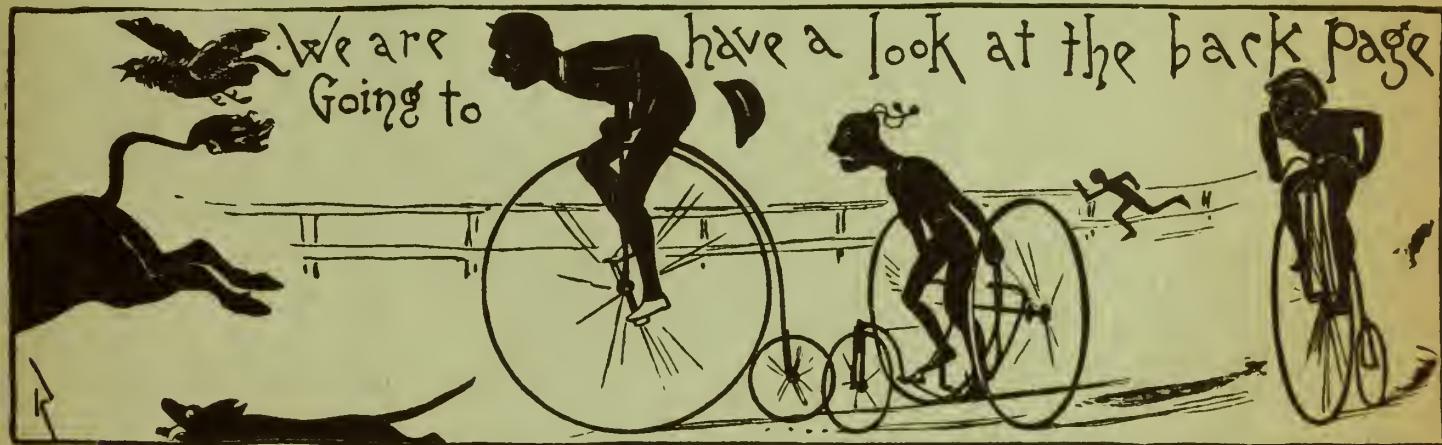
PUBLISHED MONTHLY.

PRESS OF SPRINGFIELD PRINTING COMPANY.

Vol. III.—No. 2.

SPRINGFIELD, MASS., JUNE, 1885.

Price 5 Cents.



WE PUBLISH THIS YEAR

TWO CATALOGUES,

One describing our Bicycles, the other our Tricycles, and both profusely illustrated. Inform us which Catalogue you desire, enclose a two-cent stamp with the information, and we will send you either Catalogue by return mail.



ON THE ROAD.

THE CUNNINGHAM COMPANY,

ESTABLISHED 1877.

Importers and Manufacturers of Bicycles and Tricycles,

INSTITUTE BUILDING, HUNTINGTON AVENUE, BOSTON, MASS.

THE SPRINGFIELD WHEELMER'S GAZETTE.

GENUINE WARWICK HOLLOW RIM! TIED TANGENT SPOKES!
NOTICE THE PROPORTIONS OF THIS WHEEL!



A GOOD AGENT WANTED

IN EVERY TOWN IN THE UNITED STATES FOR THE

ROYAL MAIL!

THE GREAT DEMAND ATTESTS ITS POPULARITY!

A RIGID, SUPERBLY-BUILT LIGHT ROADSTER!

WEIGHT, 36 POUNDS.

We offer it as the **HIGHEST QUALITY WHEEL** brought to the States. Examine one, or send stamp for Circular with many testimonials from leading American wheelmen.

Description of Light Roadster.

Weight, 36 pounds. Seventy-two Tangent Spokes, strongly tied, as well as brazed at intersections by ROYAL MAIL system of tying, giving rigidity and adding great strength to the entire wheel. Genuine Warwick Hollow Rim, 7-8 inch; the edges of this rim overlap and are strongly brazed together, thus giving two thicknesses of metal on the under side of the rim, besides a thick washer through which the spoke passes before receiving the nut, making it impossible to pull out. Andrews Head, with long center. Hollow Forks, very stout, and with round edges. Detachable Cranks. Bow's Aelous Bearings, which are easily adjusted and do not tighten after long runs. New pattern, noiseless, close-fitting, strong Brake. Best moulded non-slipping Rubber Tire, very full. Oval Backbone, much handsomer than round. The New American Adjustable Saddle, and Buffalo Tool Bag. Finely enameled finish, with bright parts nickelated.

PRICE, 50-inch, \$130.00.

FEBRUARY 4, 1885.

Messrs. WILLIAM READ & SONS:

Gentlemen—I cheerfully give my opinion of the ROYAL MAIL, which I rode in all my races last year and won the world's record, 2.39. I think it the finest made, strongest, and stiffest machine I ever rode. I have ridden nearly all makes, but find the ROYAL MAIL the best I ever crossed as yet.

Yours respectfully,

JOHN S. PRINCE,

Champion of America, and 1-mile Champion of the World.



THE BEST MEDIUM-PRICE WHEEL!

THE

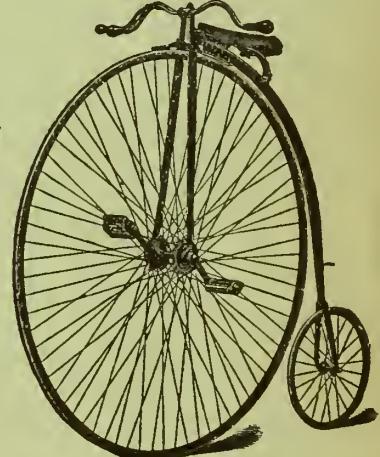
OXFORD!

Price, 50-inch, \$95.00.

JUST OUT!

NOTHING LIKE THIS VALUE FOR THE MONEY YET OFFERED! ALL IMPROVEMENTS!

Send Stamp for Circulars. Agents Wanted.



PERFECT SAFETY BICYCLE

THE KANGAROO!

◁ HEADERS IMPOSSIBLE ▷

A GREAT SUCCESS! DIFFICULT TO KEEP UP WITH ORDERS!

May 9—Three-Mile Race at Alexandra Palace, Engleheart won very easily,—all other riders on ordinary Bicycles; nine starters.

One Mile—2 m. 59 s. Three Miles—9 m. 49 s. Ten Miles—40 m. 30 s. One Hundred Miles—7 h. 11 m. 10 s.

"The sensation of the week has been the victory of the KANGAROO over all the big bicycles."—*The Cyclist*.

WILLIAM READ & SONS, 107 Washington St., BOSTON,

AGENTS FOR

ROYAL MAIL BICYCLE AND TRICYCLE, AND KANGAROO,—THE THREE WINNING CYCLES OF 1884.

A Great Number for Wheelmen!

Outing

For June, published May 15,

Contains three handsomely illustrated papers of direct bicycling interest, a valuable article on "Women as Cyclers," a variety of short and vivacious "Outing Club" papers on various phases of wheel experience, several strong editorial articles in the same direction, and a full monthly record.

The leading paper is by JOSEPH PENNELL, the artist wheelman, and is entitled "With the Veloce Club to Ostia."

The third paper in the remarkable series by THOMAS STEVENS, describing his trans-continental tour, shows increasing elements of interest. The fact that Mr. Stevens has already started from London in pursuance of his journey around the world as the representative of OUTING, makes the record of his adventures thus far of double interest.

JULIAN HAWTHORNE'S powerful novel, "Love — or a Name," and E. C. GARDNER'S "A Modern Tramp," are continued.

There are strong features of attraction for yachtsmen, canoeists, tennis players, whist players, and those engaged in other recreations.

OUTING is for sale by all newsdealers, or may be obtained of the publishers. Price, 25 cents a copy, or \$3 a year.

To secure the beginning of "Across the Continent," and other serials, subscriptions should begin with the April issue.

OUTING for July will be published June 15, and will be a BIG NUMBER.

OUTING and THE WHEELMAN'S GAZETTE to one address, \$3.25.

THE WHEELMAN COMPANY,
175 Tremont Street, - - - BOSTON, MASS.

THIRD ANNUAL
MEET AND RACES
— OF THE —
Canadian Wheelmen's Association
— AT —
WOODSTOCK, ONT.
— ON —
Wednesday, July 1, 1885.

We extend a most cordial invitation to the wheelmen of the United States to be with us, and would call attention to the fact that all wheelmen from the West can on their way to Buffalo stop off at Woodstock for July 1 by coming via the G. W. R. Division of the Grand Trunk Railway from Detroit, and reach Buffalo either at midnight or early in the forenoon of July 2,—while those coming from the East can visit us at the loss of only one day, as Woodstock is barely 80 miles west of Buffalo.

For the especial benefit of racing men of the United States we offer open one-mile, five-mile, and ten-mile events.

The track is one of the best quarter-miles in America.

Entries close June 29 at noon, and must be addressed to D. A. WHITE, WOODSTOCK, ONT., with fee of 50 cents, which is returned to actual starters.

Information and programmes promptly furnished.

HAL B. DONLY, Simcoe, Ont.
Sec. C. W. A.

ALL WHEELMEN

WHO WILL ATTEND THE

LEAGUE MEET

Will make new acquaintances that they will desire to continue, and it would be well for them to have a neat Address Card to present. We publish such a card with the L. A. W. badge finely engraved in one corner and the name, address, etc., in best letter-press work. Sample for stamp.

THOMPSON ENGRAVING CO.

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GEO. R. BIDWELL & CO.
2 and 4 East 60th Street, NEW YORK.
COLUMBIA AND RUDGE
BICYCLES & TRICYCLES!
Repairs a specialty. Send for Installation Plan and Circulars.

THE ONLY SUCCESSFUL
TWO-SPEED OR TWO-POWER GEAR

In the Market, sometimes depreciated by makers who haven't one and those interested for them, but giving full satisfaction to users,

IS THE
COLUMBIA POWER GEAR
SOLD ON OR APPLIED TO THE
COLUMBIA TRICYCLE.

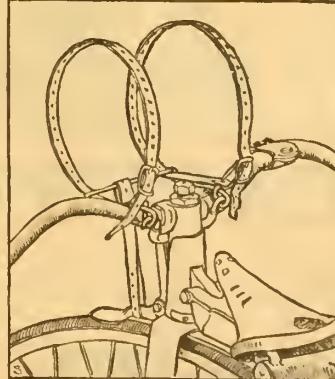
"After riding 2,000 miles, I consider the machine to be practically as good as ever. I consider the Power Gear an indispensable addition; it is of great assistance in pushing through stiff mud or snow, and up grades, or over rough places." — W. H. MILLER, Vice-President L. A. W., President Buckeye Bicycle Club.

SEND 25 CENTS

Quickest and Best Way to Fasten your Tires! Takes but Ten Minutes!

WILHELM & CURTIS,
READING, PA.

Lamson's Luggage Carrier.



The most useful of all attachments for Bicycles. Manufactured and for sale by C. H. LAMSON, PORTLAND, MAINE. For sale by all dealers. Latest Detachable Form, price \$1.00.

TESTIMONIAL.

"I never tire of advising tourists to get your Carrier, as by far the best thing of the sort ever devised." — KARL KRON.

COLUMBIA SWING SPRING

YIELDS BOTH VERTICALLY AND FORE-AND-AFT.

EXAMINE IT! TRY IT!

"A very fine thing" — CHARLES K. ALLEY.

"Positively the best" — T. O. ANGEL, JR.

"A great improvement" — E. L. RUSSELL.

L. A. W. BADGES.

For Gold Badges of the Official Design, send to

C. H. LAMSON,
201 Middle Street, Portland, Maine.
THE SOLE AUTHORIZED MAKER

Send for Circular.

Sat. Sept. 13, 1881.



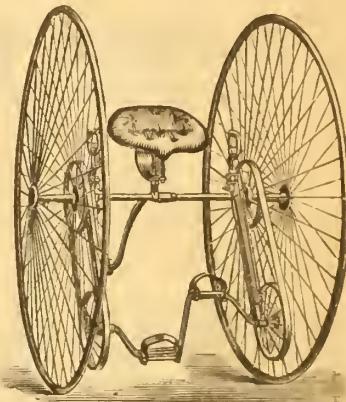
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BICYCLE SUITS

Made from Cassimere, Corduroy, Flannel, and Jersey Cloth. Catalogue and samples free to any address.

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THE OTTO BICYCLE.



This is a cut of the machine which cost \$168, has not been run 75 miles, is in excellent condition, runs very easily, and is now for sale at \$100.

AMERICAN BICYCLE COMPANY, Springfield, Mass.

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YOU CAN BREAK YOUR MACHINES

By any reasonable use, or the wear and tear for which they are designed,

THEY ARE NOT SAFE TO RIDE!

ASK THE REPAIRERS

What makes of Tricycles and Bicycles come to the shops most broken, or in greatest numbers, and which come to repair least in proportion to the number in use.

BICYCLES We sell the Columbia, Victor, Facile, American Challenge, Ideal, Otto, and other well-known makes, ranging in price from \$8 upwards, on the installment plan, making no additional charge excepting interest. Second-hand wheels bought, sold, and exchanged. Freights equalized. Every wheelman should have our large illustrated catalogue of bicycles and sundries, describing many novelties, and be posted concerning our installment plan. Friends may be induced to purchase who would not otherwise. G. W. ROUSE & SON, G Street, Peoria, Ill. EASY PAYMENTS

PERFECT PEDALING

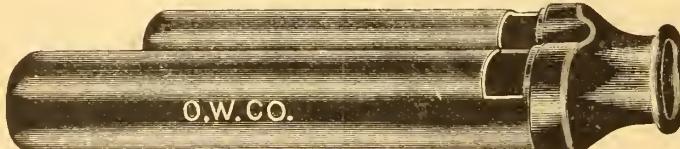
IS OBTAINED BY USING THE IMPROVED

COLUMBIA PEDAL-SLIPPER!

All Elasticity of Rubber Bar Retained! No Slipping of the Foot! No Rolling of the Pedal-Bar! Perfect Balance of Pedal! No Destruction of the Shoe! No Crawl on the Sole!

O. W. CO. DUPLEX, WITH CHAIN.

By Mail, 75 Cents.



DUPLEX WHISTLE, WITH CHAIN.

IT IS THE BEST. SEE IT BEFORE YOU BUY.

OVERMAN WHEEL COMPANY,
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IF YOU WANT TO KNOW

The real effect of a Sling Saddle, sit astride in a rope swing with the seat-board out. Then if you want Comfort, Safety, and an Effective Position, take the Genuine

COLUMBIA L. L. D. SADDLE!

With its Good Shape, Permanent Form, Take-up for Slack, Adjustability, and Allowance for Change of Position.

IT NEVER CHAFES! WORKS NO INJURY! CAUSES NO HEADERS!

THE AMERICAN STAR BICYCLE.

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

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

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

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

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

For further particulars address,

H. B. SMITH MACHINE CO.

Smithville, Burlington Co., N. J.



A 50-INCH EXPERT, * FINISH E *

With Bent Handle-Bars, Adjustable Long-Distance Saddle, and Ball Pedals,

COSTS \$130.00.

FINISH E has the Forks, Felloes, and Perch Enameled, Balance Nickelized. It has more Nickel on it than any other Bicycle of Half Nickel and Enamel Finish, and is a Reduction from Last Year's Price of above Bicycle and Extras of \$15.00.

ZACHARIAS & SMITH,

Newark, N. J.

Bicycles and Tricycles
Of all the leading makes.

We claim to have one of the most complete

REPAIR SHOPS
In the United States.

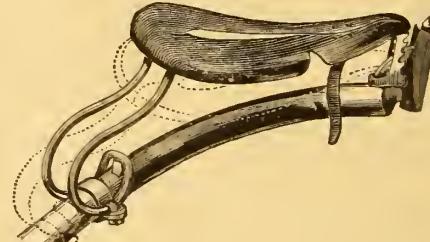
Workmanship warranted to be FIRST-CLASS, and charges MODERATE.

Send Machines either by freight or express.

THE LILLIBRIDGE
BIFURCATED AND UNIVERSALLY ADJUSTABLE

◇ SADDLE ◇

[IMPROVED FOR 1885.]



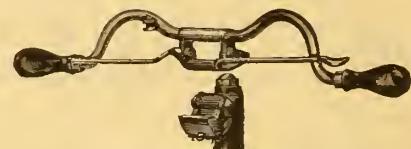
Is adjustable in height, width, and tension. Is bifurcated to remove pressure from the perineum and allow adjustment in width. Positively the easiest and most perfect Saddle ever made. Removes all vibration and jolting.

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

"To try your Saddle is to buy one." "They sell like hot cakes." —NEW HAVEN (CT.) BICYCLE AGENCY, per Tyler.

"I would not take \$50 for mine if I could not get another."
—T. S. RUST, Meriden, Ct.

Price: Nickled, \$5.00; Japanned, \$4.00.



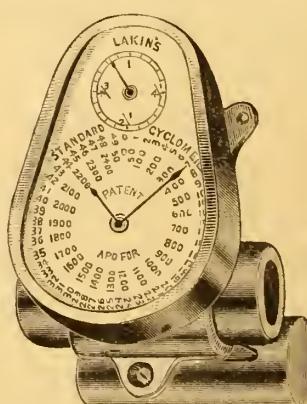
THE NEW SAFETY BAR

Is greatly improved, simplified, and strengthened. The lock cannot be damaged by accident, nor will the bar work off when left out of adjustment.

Price, Nickled, with Brake and Lever, \$10.00.

Ask your dealer or send for circulars.

FREEMAN LILLIBRIDGE, Rockford, Ill.



STANDARD CYCLOMETER.

Simplest and best instrument ever invented! Registers 2500 miles. Can be read from the Saddle. Will not get out of order.

J. A. LAKIN & CO.
SOLE MANUFACTURERS,

Send for Circulars.

WESTFIELD, MASS.

THE SPRINGFIELD WHEELMAN'S GAZETTE.

— CIGARETTE * SMOKERS —

WHO ARE WILLING TO PAY A LITTLE MORE THAN THE PRICE CHARGED FOR THE ORDINARY TRADE CIGARETTE WILL FIND THE

RICHMOND * STRAIGHT * CUT

BRAND FAR SUPERIOR TO ALL OTHERS.

THE WESTERN TOY COMPANY,

A. SCHOENINGER, Pres., CHICAGO.

Eastern Branch, 47 Murray St., New York; R. L. Coleman, Manager.

THE OTTO TRICYCLE.

The cut represents a large Tricycle suitable for ladies and gentlemen. It is one of the strongest machines made, being reliable, safe, and easy running; comparing favorably with the higher-priced machines in the market, especially in the matter of durability, workmanship, and finish.

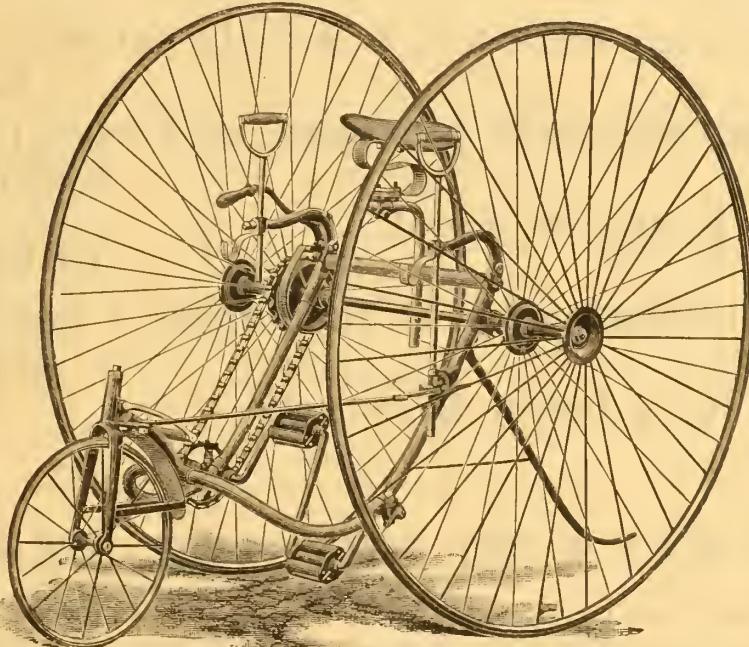
No. 10 has steel wire wheels, with rubber tires, 42-inch hind and 16-inch front.

Price, \$65.00

No. 11 has steel wire wheels, with rubber tires, 48-inch hind and 16-inch front.

Price, \$85.00

BRIEF.—Two 48-inch driving and one 16-inch front steering wheel, $\frac{7}{8} \times \frac{3}{4}$ inch moulded red rubber tire, $4\frac{1}{2} \times 6\frac{1}{2}$ inch driving hubs, cylindrical cone steering head, rack and pinion steering rod, adjustable spade handles, adjustable seat rod, double-cranked pedal shaft, 5½-inch throw, chain driving, balance gear, tubular frame, and safety stays; plain universal bearings to main and pedal shaft, adjustable cones to front wheel, and band brake; S spring, suspension saddle; tool bag, wrench, and oil-can. Total width, 40 inches; weight, 96 pounds; finish, enameled, with nickelized trimmings.



For Sale by all Dealers and Toy Houses.

ILLUSTRATED CATALOGUES FURNISHED ON APPLICATION.

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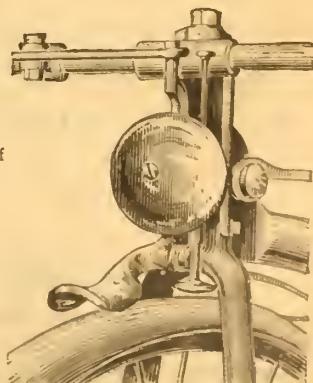
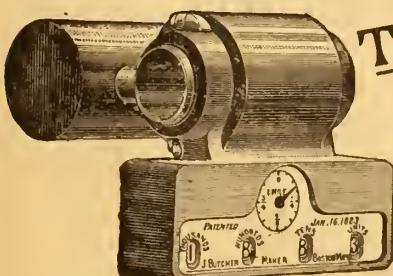
THE BUTCHER CYCLOMETER

IMPROVED FOR 1885.

Can be read from the Saddle and used with a Hub Lamp.

PRICE, \$10.00.

This Cyclometer has been greatly improved since last season by the use of a new style of movement which is much superior to the old, both in pattern and workmanship.



THE BUTCHER AUTOMATIC BICYCLE ALARM

Is the Cheapest and Best Automatic Alarm in the Market.

Price, post-paid, \$2.00.

Send for Circulars.

BUTCHER CYCLOMETER CO.

NO. 388 WASHINGTON STREET,

BOSTON, MASS.

NO STRANGERS.

BICYCLERS, YOU KNOW ALL OF THESE MEN.

THEY SAY OF THE VICTOR BICYCLE:

"It is the best Bicycle I have ever ridden."

GEO. M. HENDEE.

"I never mounted its equal; it is simply perfect."

L. H. JOHNSON.

"The wheel is all that was promised, and even more."

HENRY E. DUCKER.

"For a roadster it has no equal."

FRED RUSS COOK.

"It is the best-finished piece of machinery I ever saw."

GEO. D. GIDEON.

"I have no use for a better Bicycle."

E. C. HODGES.

IT PAYS TO BUY THE BEST!

All Forged Steel! Compressed Tires! Victor Swing Saddle! Square Rubber Pedals! Balls Everywhere! Warwick Hollow Rims! Harrington's Enamel! Tangent Spokes! Send 15 cents for Cabinet Photograph of VICTOR BICYCLE!

WE REFER TO EVERY RIDER OF A VICTOR.

Two-thirds of the TRICYCLES in the United States are VICTORS. They have won three-fourths of the Tricycle Races in the United States.

◀SEND FOR CATALOG.▶

OVERMAN WHEEL COMPANY,

179 Tremont Street, - Boston, Mass.

THE SPRINGFIELD WHEELMEN'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

VOL. III.

SPRINGFIELD, MASS., JUNE, 1885.

NO. 2.

TERMS OF SUBSCRIPTION.

One Year by mail, post-paid,	- - - - -	50 cents.
Six Months " "	- - - - -	25 "
Clubs, entire membership, per year,	- - -	30 cts. each.
Foreign Subscribers,	- - - - -	4 shillings.

HENRY E. DUCKER, - - - - - Editor and Manager.
CHAS. A. FISK, - - - - - Treasurer.

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

Address all Communications to THE SPRINGFIELD WHEELMEN'S GAZETTE. Make Checks and Money Orders payable to CHAS. A. FISK, Treasurer.

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

L. A. W. MEETING.

The annual meeting of the League of American Wheelmen is to be held at Buffalo, N. Y., July 2 and 3, and considerable business will be brought up for consideration, among the most important being the choice of officers for the ensuing year, which will be made by the board or officers at a meeting held prior to the general meeting of the League members. The L. A. W. has a number of excellent wheelmen to choose from, and we hope that the choice may be a wise one. Prominent among those mentioned for the presidency is that live, energetic, and active worker, Burley B. Ayers, of Chicago, of whom only good words can be spoken. Mr. Ayers would bring to the League a wide-wake administration that would place the organization in the front rank. Dr. N. M. Beckwith, who has already served two admirable terms, is mentioned for a third term. T. J. Kirkpatrick, of Springfield, O., would also be an admirable choice. For secretary, E. M. Aaron has proved an efficient officer, and would probably meet with little or no opposition. A better man for treasurer cannot be found than F. P. Kendall, of Worcester; he has had experience as treasurer of the Massachusetts division, and is an enthusiastic lover of the League. For official editor we have Eugene M. Aaron, the present incumbent, and we also offer for the consideration of the League, Mr. Alfred Fly, of Cleveland, O., a gentleman of experience, and every way capable of filling the office to the satisfaction of all.

THE MOOSEHEAD-MT. DESERT TOUR.

Next to the Big Four tour, in the matter of bicycling tours, comes the wheel through Maine from Moosehead to Mt. Desert, under the management of Mr. F. A. Elwell, well known in wheeling circles as a promoter of extended tours. The idea of this trip is somewhat different from the Big Four, in that the distances traveled each day are shorter, and considerable time will be devoted to sight-seeing and recreation. The party will go by rail from Boston to Moosehead Lake direct, and will there remain a day and a half, enjoying the scenery, rowing, fishing, and canoeing, to be found there in great abundance. Then comes the straight-away ride of 130 miles down hill to the sea coast,

broken by a day's stop-over in the beautiful city of Bangor, at which time the Pine Tree Wheel Club of that city will hold a racing tournament in the afternoon, and give a grand ball at Music Hall in the evening. At Bar Harbor, Mt. Desert, the party will put up at the largest hotel in the place, the Grand Central, and here, also, a day and a half will be devoted to sight-seeing.

With the possible exception of the first sixteen miles, the roads are very good indeed, and much fine riding will be enjoyed. Moosehead Lake and Bar Harbor are Maine's two most noted inland and seashore summer resorts, and this opportunity to visit both at small cost—\$35 for round trip, reckoning to and from Boston—should not be neglected by wheelmen who intend to tour this summer but have not yet selected their route of travel. Special cars, reduced rates, entertainments of various kinds along the line of march, are very desirable items, to say nothing of the good company one is sure of finding. The day sail along the coast, from Bar Harbor to Portland, is one of the finest on the Atlantic seaboard, and was greatly enjoyed by the first "Down East" party, two years ago. Among the names sent in thus far will be found those of Sanford Lawton, Secretary of Springfield Bicycle Club, Mr. W. H. McCormack, the well-known fast man of the Citizens Bicycle Club, F. H. Johnson of Brockton, W. C. Marsh of Springfield, C. H. Lamson of Portland, and many members of the Kennebec tour of last summer. A photographer will accompany the party, and a fine collection of views is expected. From Bangor to Bar Harbor it is expected to have a tally-ho coach accompany the party, the outside seats of which will be occupied by friends of the tourists. The party will leave Boston June 17, at 7 P. M., arriving back in that city on morning of the 28th.

It will be a fine trip, and all who intend joining the party should write at once to F. A. Elwell, Box 2,014, Portland, Me., who will send circular descriptive of tour, and give any additional information desired.

BUFFALO.

JULY 2 AND 3—SIXTH ANNUAL MEETING OF THE L. A. W.

The advantages of Buffalo as a place for the annual L. A. W. meet are numerous and easily seen. If you open a map of the United States, place one leg of a pair of compasses on Buffalo, and the other upon Boston, and sweep a circle round to the South and West, the circumference will very nearly pass through Chicago and Indianapolis; and within the area included will be found Worcester, Springfield, New Haven, New York, Philadelphia, Washington, Richmond, and Cincinnati—all the great centers of the cycling interest, and, in short, the homes of at least four-fifths of all the wheelmen in this country.

Again, as it was a proverb in old times that all roads led to Rome, so nowadays we may say that

all (rail) roads lead to Buffalo; for it is the terminus of the following lines: New York Central, West Shore, Erie (with its three branches to Niagara Falls, to Lockport, and the Buffalo and Southwestern), Lehigh Valley, D. L. & W., Buffalo, New York and Philadelphia, Lake Shore, "Nickel Plate," Grand Trunk, Michigan Central, and Rochester and Pittsburgh. If all the branches of these were included, it would make a total of twenty different lines centering in this city. Some of these, as the Michigan Central, and the West Shore, offer reduced rates to wheelmen, and special baggage-car accommodations, while all usually make special rates for Fourth of July meets, of which wheelmen from a distance can take advantage, as the meet occurs on the 2d and 3d. Wheelmen from Boston and the East should take, if possible, the Hoosac Tunnel line, which also offers special inducements. Those from Chicago, and points West should take the Michigan Central, for the same reason.

When the touring wheelman reaches this city he will find ample hotel accommodations and the best of appointments, service, and fare, for our markets are well supplied with the best the country affords in the way of eatables. The leading hotels are the Genesee (L. A. W. headquarters), the Tiff House (within a stone's throw of the first named), and the Mansion house. The latter has the reputation of setting a table unsurpassed even by the very best hotels in New York City.

Buffalo is full of trees and foliage, and is constantly fanned (rather vigorously at times, it must be confessed) by breezes from the lake, so that it is always cool and shady in summer time. It has a beautiful system of drive-ways, and parks, and more miles of asphalt paving than any other city except Washington. The streets up town are lined with handsome residences, and bordered with rows of large trees, making at once pleasing contrasts in architecture, and a grateful shade for the wheelman as he spins over the smooth surface of the roadway. Delaware avenue is the longest of these streets; but some of the side streets, such as North, may fairly vie with it in the beauty of their buildings. Both Delaware and North streets are asphalted, as is also Linwood avenue—a broad and beautiful street one block east of Delaware. By way of North street the wheelman reaches

THE CIRCLE,

a broad, circular plaza, from which wide and handsome streets radiate in all directions. This is the grand rendezvous for Buffalo wheelmen, and almost all the club runs, and tours start from it. Northwestward stretches the broad, smooth macadam surface of Porter avenue, by which is reached

THE FRONT,

a small park with graveled drive-ways and foot-paths, a splendid green lawn, and a terraced green slope dotted with trees and shrubs. Here is obtained the first good view of Lake Erie, its surface

ever dotted with white sails, and its distant horizon streaked with the smoke of arriving or departing steamers. For Buffalo is at the very beginning of that vast internal water-way of commerce, which stretches away to Duluth, in the far Northwest. At the northern end of The Front stands the military post known as

FORT PORTER,

occupied by two companies of the 23d U. S. Infantry. A portion of the old redoubt is still standing, and its top is sixty feet above the lake. From this point a fine view is obtained, looking down Niagara river to Grand Island, across to the Canada shore, and away for thirty miles to the hills of Cattaraugus county in the south and southwest.

From Fort Porter the wheelman takes Front avenue, or Seventh street, for a short distance, and then turns into Vermont street, whose surface of smooth sheet asphalt stretches for nearly a mile to Richmond avenue. Here he may turn to his left, and proceed northward, or, if he prefers smoother riding, he may cross the avenue and take Utica street, also asphalted for half a mile, to Delaware avenue, and, turning to the left, proceed direct to

THE PARK.

This is the favorite resort of cyclers. It is a beautiful expanse of green meadow, forest, and ravine, with broad, smooth, well-kept roadways, and a fine sheet of water, on which plenty of boats are kept. The distance around The Meadow is nearly two miles, and in one or two places the road furnishes an excellent coast for a short distance.

From the southeast corner of the park a good macadam roadway leads to the driving park, and thence to the parade, a smaller expanse of greensward, much frequented by residents on the east side of the city. Altogether the park and its various approaches furnish about twenty miles of excellent road.

The races on the afternoon of July 3 will be held at the driving park, which has been engaged also for the Fourth in case of rain on the third. The track is a clay one, a mile in length, and will be placed in thorough order for the races. Of these the League furnishes two—the one-mile bicycle and one-mile tricycle championships—and the Buffalo Club will arrange the rest of the programme, making it as attractive as possible with their own championships and other events.

Many of the visitors will probably remain in Buffalo over the Fourth, some to join the "Big Four" touring party on the 6th, and others to see them off. These will be entertained by excursions down the river and up the lake, and especially to the Falls. Those who wish to take the latter run on their wheels may cross the river to Fort Erie, and find good roads on the Canada side. Those on this side may also be ridden if preferred.

The order of events at the meet will be about as follows: There will be a reception committee at every depot to meet every train, and members of this committee will be distinguished by badges in the colors of the Buffalo Club—cherry and black. The visitors will be escorted to their hotels, and storage will be provided for wheels in or near these. The

BUSINESS MEETING

will occupy the morning and afternoon of July 2,

and the visitors will be treated to a run about the city if the meeting adjourns before dark. On the morning of the 3d the

GRAND PARADE

will take place, and it is expected that there will be at least 1,500 wheelmen in line. The procession will form on the side streets leading out of Franklin street. Each division as soon as formed will move into Franklin street, and "stand by wheels" for review by the marshal and his staff, who will ride slowly up the line when formed. As soon as the staff reaches the head of the line, the signals "prepare to mount" and "mount" will be sounded, at which the wheelmen will mount, beginning at the head of the column. The route of the parade is as follows: Franklin street to Allen, to Delaware, to Virginia; countermarch on Delaware to the Park, around The Meadow, returning over Delaware to Utica, to Linwood, to North, to The Circle, over Porter avenue to The Front, where the parade will be dismissed, and lunch served. The races will take place in the afternoon, and thus will come to an end the sixth annual meet of the L. A. W., which, it is confidently expected, will be the most interesting, enjoyable, and profitable ever held in its history.

BRITISH CYCLING.

[From our British Correspondent.]

A spell of exceedingly showery weather has been, and still is, making us miserable and muddy, and Thomas Stevens must be entertaining a very unfavorable impression of our climate and roads, his stay in England being at the proverbially showery period extending over the end of April well into May. Stevens called on me on April 27, and took a turn on one of my tricycles; in the afternoon I accompanied him to the Foreign Office to see about his passports; and a few days afterwards he returned to Liverpool, whence he resumed his cycling journey proper on May 2, being accompanied on the road from Liverpool to Warrington by 25 members of the Anfield Bicycle Club. He was in Coventry on the 5th, and at the moment of writing I am intending to go out to meet him on his way from Berkhamsted—his birthplace—to London, whence I shall ride with him to Newhaven, as he has decided to cross from there to Dieppe in preference to the Dover-and-Calais route. Wheelmen here do not seem to "cotton" to Stevens's journey; at any rate, comparatively few of our club men have taken the trouble to find out his movements and escort him through their districts.

Our racing men are now hard at it, every Saturday seeing first-class handicaps in the London district, and the provinces pretty well dividing Saturdays between their various centers. At Leicester on April 18, a race for the ten-mile professional championship was won by R. Howell in the slow time of 33m. 44 $\frac{2}{3}$ s., Wood being second and Lees third. On May 2, a race was held at Wolverhampton for the twenty-mile professional "safety bicycle championship," eight men starting, all on Rudge "safeties." R. Howell was victor, in the capital time of 1h. 3m. 51 $\frac{1}{2}$ s., the last quarter being run in 39 $\frac{1}{2}$ s.

The spring meeting of the Surrey Bicycle Club—always regarded as one of the most important races of the year—was held on April 25, and resulted much more tamely than usual. R. Cripps won the ten miles scratch race for the Surrey Cup; Speechley, the holder, having to stop, owing to a loose pedal.

May 2, a benefit race-meeting was held at Alexandra park, in aid of the fund being raised to present a testimonial to John Keen. A very big "gate" resulted, and some fine sport was witnessed, Furnival and Gatehouse almost running a dead-heat in the bicycle mile handicap. Sidney Lee won the tricycle handicap (which had the largest entry on record) and is to be penalized to the scratch mark in consequence. F. Wood won the professional four-mile bicycle scratch. There was also a race for "safety" bicycles.

The split in the firm of Humber, Marriott & Cooper continues to afford topics for current gossip. Marriott & Cooper advertise as though "Humber & Co." was a "new firm," whilst Humber & Co. retaliate by advertising to warn riders against Marriott & Cooper's goods. Both firms have taken depots on Holborn Viaduct; and it is an open secret that M. & C.'s bicycles and tricycles are being secretly manufactured by Rudge at Coventry, the proprietor of Rudge & Co. also finding the capital. While on this topic I may mention that it is noised abroad that the Coventry Machinists' Company now manufacture M. D. Rucker & Co.'s machines, *sub rosa*.

The crusade which the National Cyclists' Union is instituting with a view to check the practice of riders who are in the employ of cycle makers racing as amateurs, has not had any practical effect up to the present. Strange to say, the two most notorious "maker's amateurs," Cripps and English, have both been announced to have left the service of Humber & Co., just as the rules were being altered so as to professionalize them. Cripps is said to have had a legacy left him, and to be consequently independent. English is reported to have taken charge of his uncle's business. But both continue to train assiduously on Humber's machines, and in racing circles it is whispered that the matter looks very fishy; and suspicions are plentiful as to the legacy and the uncle's business being mere subterfuges to evade the amateur laws, Cripps and English being two of the likeliest aspirants to this year's championship honors.

I notice that roller skating is again all the rage in America. Since eight years ago, this form of pastime has been scarcely existent in England. It held sway for several years, but went out of fashion suddenly, and now I do not know of a single rink in London, although there are, I believe, a few rinks dragging out a weakly existence in some seaside towns. Indoor racing, and displays of trick-riding on bicycles are totally unknown here.

At the annual Sportsman's Exhibition at the Agricultural hall, the gallery was, as usual, devoted to a display of bicycles and tricycles; but very few makers patronized it, the machines being mainly exhibited by agents. The attendance of visitors was meager in the extreme, there being scarcely anything novel. Several "fads" in tricycles were displayed, but compared with the Stanley and Speedwell shows there was literally nothing to speak of. Markham showed a queer notion for imparting safety to an ordinary bicycle with perfectly upright fork; the absence of rake was compensated for by carrying a leaden weight behind the trailing wheel by means of rods attached to the hind fork.

12,456 members of the Cyclists' Touring Club renewed their subscriptions this year, and including candidates elected up to May, the total muster-roll of the club now reaches 16,719. For the

first time in the history of the club, there was no quorum present at the Council meeting in April.

An uncompromising attitude of hostility is being maintained between the National Cyclists Union and the Amateur Athletic Association. The balance of power seems to lean decidedly towards the N. C. U., but during the present deadlock several athletic clubs have been compelled to relinquish their intentions to hold wheel races, and one large bicycle club at least has had to abandon flat-racing, in consequence of the clashing of the two associations' rules.

Two tricyclists who have been much talked about lately are Messrs. A. Nixon and C. H. Larrette. The former is well known by virtue of his several journeys from Land's End to John O'Groats,—from one end of Great Britain to the other,—and although he is an undoubted stayer over such journeys he is generally unpopular in consequence of his habit of bragging about his powers, he being, in point of fact, only a third-rate man for real speed, however good he may be in sticking to a long road journey. Early in the year he challenged all and sundry to a trial of speed on the road, and the challenge was accepted by C. H. Larrette, a veteran cyclist and athlete, over forty years of age, afflicted by a damaged right arm that he can scarcely use, but a fast and plucky rider. The match has created considerable interest, and its outcome has delighted the cycling community here, Larrette succeeding in handsomely beating Nixon over a 23 miles course on the Brighton road.

The definition of an amateur is at length settled, and for some time to come cyclists will endeavor to commit the following somewhat involved definition to memory, this being the exact text as finally passed by the Council of the N. C. U.:

"An amateur is one who has never engaged in, nor assisted in, nor taught any athletic exercise for money, or other remuneration; nor knowingly competed with or against a professional for a prize of any description, or in public (except at a meeting specially sanctioned by the Union).

"To prevent misunderstanding in interpreting the above, the Union draws attention to the following explanation:—

"A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by—

"(a) Engaging in cycling, or any other athletic exercise, or personally teaching, training, or coaching any other person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or for gate money.

"(b) Competing with, or pace-making for, or having the pace made by, a professional or person under sentence of suspension in public, or for a prize.

"(c) Selling, realizing upon, or otherwise turning into cash, any prize won by him.

"(d) Accepting, directly or indirectly, any remuneration from a cycle manufacturer, agent, or other person interested in the trade or sport, for cycle riding.

NOTE.—The Executive has the right to call upon any rider to remove by proof any suspicion of his infringing, or having infringed, the provisions of clause *c*, and the *onus* of disproving the charge brought against him shall in such case rest upon the person suspected; who, until he do clear himself to the satisfaction of the Executive, may be suspended.

"Cycle manufacturers and agents, as such, are not to be considered as professionals, but are cautioned

that to personally teach cycle riding as a means to effect the sale of a machine, will be taken as an infringement of clause *a*."

We are eagerly looking forward to the publication of Karl Kron's book, having heard so much about it that curiosity is thoroughly awakened; and I doubt not that the sales will be considerable when once the volume is on the market, even though advance subscriptions have not been numerously forthcoming from this part of the wheel world.

The Springfield programme has been well couched, and many an eager cyclist is wishing that Tempus did not fugit so fast as to make a trip to your Hampden Park a matter of such great expense. Regret is widespread, in well-informed circles, at the existing state of things whereby British cycling is only represented at Springfield by the makers' amateur element; but we have very few racing cracks sufficiently wealthy to bear the expense of an American trip. If you could only arrange to bring Springfield a few thousand miles nearer to London, our cyclists would enter for your races, and our clubs would attend your meet, with the utmost enthusiasm; but as things go nowadays it is mainly a question of £.s. d.—as we say, or dollars and cents, as you would put it,—and the few genuine amateurs who might be able to just afford the expense of the trip are more likely to consider their money better laid out in a more extended but cheaper tour at home or on the continent. This is really the truth about the matter, and explains why the Britishers who compete at Springfield are such dubious representatives of the race of amateurs. Possibly some of our wealthier riders—middle-aged tricyclists—would visit you if your roads were better suited for touring purposes; but everybody describes America as though it was one vast desert compared to our beautifully roaded country, and therefore our tourists stay at home and only dream of the vast tournaments in the State of Massachusetts.

WAVERLEY.

LONDON, May 6, 1885.

And still we are not happy, for Hampden Park track is sighing for a chance at more records.

R. E. Burnett, of Chelsea, rode Corey Hill on a 48-inch Victor bicycle, Saturday morning, May 16.

Frank P. Edmans, of Troy, N. Y., had his right arm broken by being thrown from a bicycle.

It is refreshing to see a world record on a bicycle of American make. *Merry hold Hingland*, please copy.

Springfield again, and on a rainy day. We make nine new records. Hampden Park track to the front!

The *Canadian Wheelman*, the best of official organs, has been compelled to enlarge to sixteen pages.

The wheelmen who do not attend the L. A. W. meet at Buffalo will miss the event of a cycling life-time.

One hundred and twenty-five men have pledged themselves for the Big Four tour, and the list is complete.

Mr. Overman will sail for England on the "Etruria" July 4, to look into the state of the art of cycle making.

By this time Thomas Stevens must be near Vienna, astonishing the Viennese with his agility on his Expert Columbia.

English went inside of 2m. 44s. for a full mile, in England, May 2, but will have to do better at Springfield, next September.

What did we tell you in the May GAZETTE? And when the time is ripe, Hendee will show the world a low figure for one mile.

A recently-patented hollow cycle wheel felloe is fitted with deep impressions on the sides, so that the tire is held without cement.

Koch Brothers have opened their new and magnificent store at Peoria, Ill., and now bicycling will boom in that staid Western town.

One of the best of cartoons ever sent out by the sporting press, was the one of April 16, as a supplement to *Sport*, published at Dublin, Ireland.

Corey, with his accustomed old-time generosity, offered Parsons a Rudge racer after the disabling of the Victor by Parsons, and is deserving of due credit.

It was a sight worth seeing, and brought tears to one's eyes to see Hendee go the half-mile on May 30—even the heavens shed tears on this occasion.

The words, "an enemy hath done this," aptly apply to the rumors that the Pope Manufacturing Company have called in their Columbia Light Roadsters.

Howell's victory in the ten-mile professional championship of England gives him the medal, it having been won three times. Howell's time was 33m. 44 $\frac{2}{3}$ s.

Mr. C. R. Dodge, of the Capital Club, the poet and author, is sojourning on the south shore of Massachusetts Bay, and tearing up the sand in that region.

The style for attaching the front wheel of a two track tricycle used on the Columbia Two Track, is used on the Quadrant Two Track in England very successfully.

The fund now being raised in England for the benefit of the veteran racer and champion, Jack

News Notes.

The Victor seems to get there.

Hendee and his 54-inch Victor did the business. Charles Frazier has joined the professional ranks.

All roads lead to Buffalo, and a number of the railroads ditto.

Butcher's Petite Cyclometer is taking among the Boston riders.

Hendee's half-mile on a Victor beats the world. We knew he could do it.

The English one-mile professional championship was won by Howell in 3:05 $\frac{1}{2}$.

William Shakespeare is the president of the Waltham, Mass., Bicycle Club.

Batchelder's Cyclist's Record Book is a valuable addition to a wheelman's outfit.

Both Cambridge races—50-mile road—for bicycle and tricycle were won on Victors.

Good treatment is assured all wheelmen visiting Buffalo during the L. A. W. meet.

La Revue Vélocipédique, of April 30, contains an excellent cartoon of *Le Pére amoniste*.

One hundred and twenty-one prizes were won on Rudge machines in Scotland during 1884.

Keen, has reached \$1,000. We wish it was double that amount.

The officers elected at the recent L. A. W. election must have realized the importance of the trust upon receiving the very dignified (?) notice of their election.

Wheeling is astonished to hear that 1,500 people attended the annual ball of the Springfield Bicycle Club, and says that 300 represents a sizable crowd in England.

What we should like to see. The paper that has not got the lead.—*Wheel*. We are rather surprised that the editor of the *Wheel* does not read his own paper.

John S. Prince is in fine trim; his recent trip down South having improved his form. John is just aching for a fine track, when he will knock all of the glory out of 2.39.

The *Cyclist* again beats the record for cycling publications, in the issue of May 13, by giving its readers sixty-eight pages, which, for a weekly publication, cannot be excelled.

Mr. R. P. Ahl, the old racing man, tore a Columbia Light Roadster over the Salem road in the Cambridge road race at a pace that made the slower-going riders green with envy.

Riders who have been troubled with fitting of dust shields to the heads of bicycles will be pleased when they examine the neat spring arrangement on the Expert dust shield.

Le Sport Velocipideque, published at Paris, has a column headed, "Echoes de Springfield," in which all enterprising wheelmen of France are kept posted upon the doings of Springfield.

At last we have a L. A. W. card for wheelmen, which is a work of art. It is issued by the Thompson Engraving Co., of Camden, N. J. Send for a sample and you will use no other.

Dan Canary says he will accept all challenges for the championship in fancy bicycle riding; but claims to be the champion, having won that title, and hence insists on naming the stakes himself.

Three prizes will be given in the League championships at Buffalo, if there are five starters; if but three starters there will be but two prizes, and if there be but two starters, only one prize will be given.

Tricycles are now becoming more general in New Zealand, not only for private use, but also for parcels delivery, lamp lighting, etc. The most popular tricycles there at present are those of the two track pattern.

A full supply of that excellent Road-book of Pennsylvania and New Jersey has been received, and will be forwarded upon receipt of the price, \$1. No wheelman can afford to be without this, the *par excellence* of wheel guide-books.

Cycling, Cleveland's new paper, comes to hand as bright and clean as a new dollar. The paper is greatly improved over last year, and is the official organ of the Ohio division L. A. W. Alfred Ely is editor, which assures the paper's success.

"All roads lead to Rome," and all records will be lowered at Springfield, September 8, 9, and 10. The leading racing men will be there, the dark horses will be shown up, the sun will shine in all its glory, and where, O where will be 2.39?

The Pope Manufacturing Company have a tenth machine now in the shape of a direct spoke light roadster with hollow felloes, weighing 39 pounds

to a 54-inch. One of them was tested very severely by a pace maker in the Cambridge road race, May 30.

The Windsor Bicycle Club of Belfast, Ire., erected a triumphal arch on April 23, in honor of the visiting Prince and Princess of Wales. The arch was decorated with flags, shields, and banners, and three bicycles on either side, and a tricycle surmounting the whole.

The Rudge still holds the lead in England. So far this year it has carried all before it, winning the one, five, ten, twenty, and fifty mile championships, besides the forty-eight hours "Safety" championship (630½ miles), and the "twenty miles" Safety championship.

The Inter-state Bicycle Association, composed of the Youngstown (O.), Warren (O.), Sharon (Pa.), Greenville (Pa.), and New Castle (Pa.) Bicycle Clubs, was organized with the intention of giving one or more race meetings each year. This year they give about \$500 in prizes.

"Violet Lorne" acknowledges the reception of a Springfield *carte-de-danse* and souvenir, and is a little puzzled to know what kind of a dance a "Portland Fancy" is. We should be pleased to have the honor to show the young lady.—*Bicycling World*. Indeed! Ahem! O, you old rascal!

The mile match between Howell and James is unfortunately off, in consequence of the illness of James; the latter therefore has the unpleasantness to forfeit £15 to Howell. James intends coming to Springfield, and is willing to wager £25 that he beats Howell in the one-mile championship held here.

In the 2-mile bicycle race at the Keystone Athletic Club meeting at Pittsburgh on Saturday, April 25, J. W. Pears won the first prize, a gold medal, and E. C. Stiefel the second, a silver medal. Time, 12.25. The bad time was caused by the track being very heavy. Both winners are members of the Keystone Bicycle Club.

A neat little book has been issued by the Rev. Sylvanus Stall, of Lancaster, Pa., containing the programme and route of the clerical wheelmen's Canadian tour, which starts from Niagara August 5, and finishes on the 26th at the starting point, after having made a trip of 621 miles. About fifty clergymen are already booked for the tour.

The *Wheel* says "that the wheel world has learned anything valuable from him (Mr. Ducker), cannot be so easily proven." How about that election in Massachusetts? The running of race meetings? And we have a strong idea that the whole wheel press has improved since the introduction of THE SPRINGFIELD WHEELMEN'S GAZETTE.

In speaking of the velocipede mania in 1868, the Rev. Mr. Spurgeon said that "those new inventions which the lads are riding down our streets would not keep up unless they were kept going, the moment they stopped they fell down. And in this they are exceedingly like the Christian church, which would fall unless it was kept constantly moving on."

We read that 40,000 people witnessed John Keen's finish with a horse in a ten-mile race at the Crystal Palace track. Forty thousand! Where's Springfield?—*Wheel*. We recollect reading in a leading wheel paper an item that Springfield had 80,000 people to witness the last meeting in one day. Otherwise Springfield will be found in its

old accustomed place,—midway between Boston and New York.

The programme of the Citizens Bicycle Club, issued on the occasion of their recent meeting, was by far the best programme ever issued at a bicycle meeting, containing, as it does, a history of the L. A. W., some choice selections, comparative cycling records, tips on training, etc., and would, we think, sell well if offered, as it is certainly worthy of a place in every wheelman's library.

Attention, country ministers of the gospel, to the following: "Ripley is the grand rendezvous of the London cyclists, upward of 300 riding there every Sunday. The clergyman of one of the local churches, discovering here a promising field for Christian work, has notified the wheelmen that hereafter he will preach a special sermon for their benefit every Sunday, and cordially invited them to attend."

Stoddard, Lovering & Co. have recently shipped Rudge Racers as follows: A 56 for F. L. Dean, at Harvard College; a 58 for C. E. Stone, St. Louis; a 57 for C. H. Potter, Cleveland; a 58 for B. W. Hanna, Washington; a 56 for Percy Stone, St. Louis; and a 56 for A. L. Jenne, Rye, N. H. This machine has a reputation second to none, and when racing men want a fast wheel they want the very fastest that is made.

One of the important features of Karl Kron's forthcoming road-book (though slight mention thereof is made in his circulars) will be its incidental lists of maps, giving size, scale, date, price, and publisher's address of all charts known to him as being useful to bicyclers in the regions described. Map publishers are, therefore, requested to send him written descriptions or printed price-lists embracing the above details. Address: University Building, Washington Square, New York.

Another prominent wheelman has entered the ranks of Hymen; this time the popular and much-esteemed City Consul C. T. C., of Nashua, N. H., Mr. L. P. Thurber, Treasurer of the White Mountain Freezer Co., and the lady who will hereafter grace his beautiful home at 15 Park street, was Miss Lizzie E. Little, of Pembroke, N. H. The wedding was of a private nature, confined to the immediate relatives of the contracting parties, and was observed at the home of the bride's parents. We wish them every happiness.

The following advertisement, taken from an English paper, shows the popularity of Springfield abroad, and wheelmen wishing for the Springfield Tandem, which, of course, must be the best, will watch the advent of this new wheel with interest: "SPRINGFIELD TANDEM—Patented, and trademark registered in England and United States, Singer & Co., largest makers in the world, Coventry." Thus a golden opportunity was lost to some enterprising American manufacturer to give a popular name to a new and worthy wheel.

The annual meet of the Indiana division L. A. W. will be held at Indianapolis, Ind., June 8 and 9, under the auspices of the Indianapolis Bicycle Club, who will make strong endeavors to have everything pleasantly arranged for visiting wheelmen, and make the meet a grand success. Monday, June 8: Three mile, scratch; one-half mile, boys under 15; one-half mile, heats, best two in three; one-half mile tricycle, handicap; two mile, dash; one mile, Indianapolis Bicycle Club race; one-half mile, hands off; one mile, 3.30

Four Months of Use, and Not One Buckled Wheel
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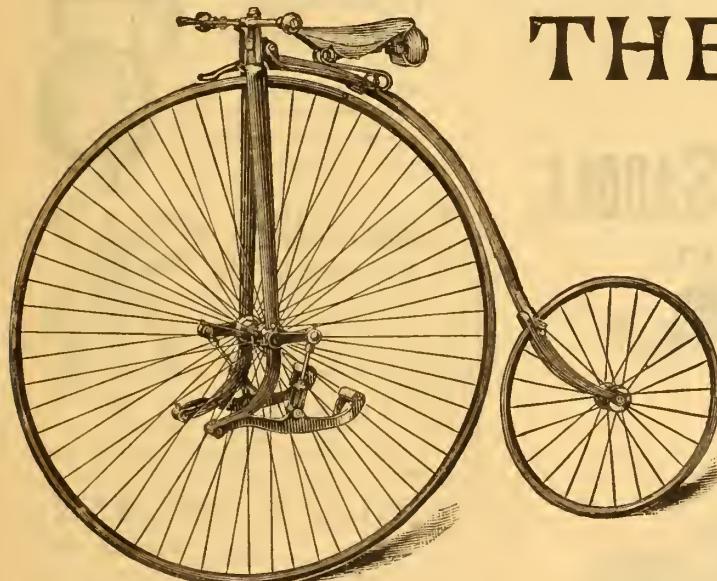
❖ SPECIAL * NOTICE ! ❖

WANTED, at once, Responsible Firms to take up SOLE AGENCY for AMERICA for the "ROVER SAFETY" Bicycle, the "METEOR," "ROVER DESPATCH," SOCIABLE and TANDEM Tricycles, the "COVENTRY CHAIR," etc., etc.

Illustrated Price - Lists, with Testimonials, Free on Application.

STARLEY & SUTTON,

"METEOR" WORKS, WEST ORCHARD, COVENTRY, ENGLAND.



SAFE! SWIFT! EASY!
Can be Learned in an Hour.
Proved by Six Years' Increasing Use.

THE FACILE
HOLDS THE FOLLOWING
ROAD RECORDS OF THE WORLD!

Ten Miles, in 33½ minutes.

Twenty Miles (actually Twenty-one Miles), in 1 hour 15 minutes.

Fifty Miles (actually Fifty-one Miles), in 3 hours 15 minutes.

Twenty-four Hours, covering 266½ miles.

Seven Days, covering 924 miles.

The Longest Continuous Ride, covering 1,332 miles in 12 days and 20 hours.

The above is the THIRD TIME it has broken the 24-hours record. It has done 100 miles in 7½ hours, and holds every road record but one. It has made more records of 200 miles and over in one day than any other machine whatever, and for universal availability for all roads, weather, and purposes, and ALL-THE-YEAR-ROUND, is simply unapproachable. Get 1885 Price-List and read about it.

Thoroughly efficient Local Agents wanted in all places where not now represented. Mention this paper.

W. G. WILCOX,

15 PARK PLACE, - NEW YORK.

FACILE
❖ LUBRICATING * OIL ❖

Will never gum, thicken, dry up, clog, or change, in or out of use. The cleanest, clearest, finest, and most perfect lubricator for wheels. Ball bearings oiled only with it will never get sticky. Use it, if you want to beat records, or to save trouble, or to have the best. Is not sperm, and is sold at about the price of the poorest stuff in market. Absolutely warranted. Price, 25 cents a bottle. Cannot be mailed. Ask your dealer for it, and if he does not keep it I will send six or more bottles, expressage paid, to any point east of the Rockies, on receipt of price.

W. G. WILCOX, 15 Park Place, New York.

FACILE
❖ LIQUID * ENAMEL ❖

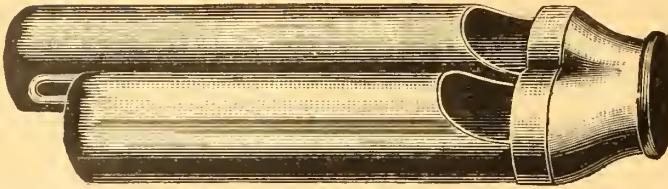
For general use on bicycles, tricycles, and other articles. Smooth, jet black, fine, very lustrous; dries very quickly; wears well; one coat suffices; anybody can apply it. The best substitute in the market for baked enamel, and much the cheapest. Price, 50 cents a bottle, with camel-hair brush. Cannot be mailed. Warranted as represented. Ask your dealer for it, and insist on having it. If he does not keep it and will not get it, I will send four or more bottles, expressage paid, to any point east of the Rockies, on receipt of price.

W. G. WILCOX, 15 Park Place, New York.

THE SPRINGFIELD WHEELMEN'S GAZETTE.

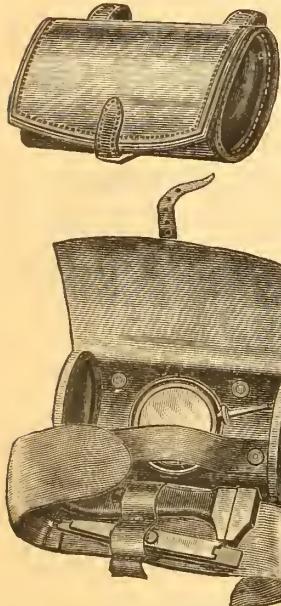
THE BUFFALO DUPLEX WHISTLE.

With Bar
and
Chain.
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Sent post-paid to any address on receipt of 75 cents.

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SMALLEST, NEATEST, HANDIEST.

Hand-Made. Best Material. New Design. Multum in Parvo. Tools Cannot Rattle.

Price, post-paid, \$2.00.

"THE PROOF OF THE PUDDING IS IN THE EATING."

"The most complete and shapely."—N. MALON BECKWITH, President of the L. A. W.

"It has the merits of neatness and capacity."—WILL. R. PITMAN, Captain Ixion Bicycle Club, New York.

"It is a little beauty, and the best work I have ever seen."—C. H. POTTER, R. C. C. T. C., Cleveland, Ohio.

"The neatest and most convenient Bag ever made."—J. W. VIVIAN, Captain Charlestown (Mass.) Bicycle Club.

"I consider it quite an improvement on the Handy Tool Bag."—W. H. MILLER, President Buckeye Club, Columbus, Ohio.

"I had discarded Tool Bags on account of the inconvenience and bother. I shall use your Bag, as it is so easy of access and neat in appearance."—W. G. E. PIERCE, Captain Chicago Bicycle Club.

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REPAIRING A SPECIALTY.

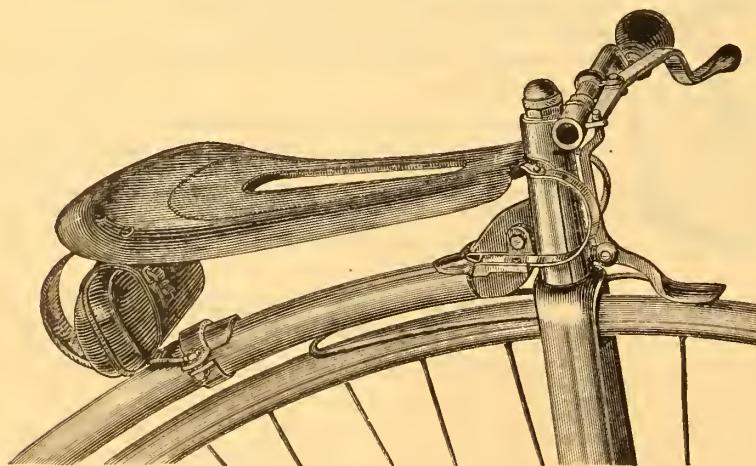
Western New York Agency for THE RUDGE.

DEALERS IN BICYCLES AND TRICYCLES,

BUFFALO, N. Y.

PERFECT HYGIENIC BICYCLE SADDLE.

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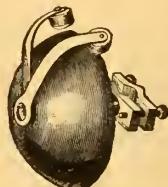
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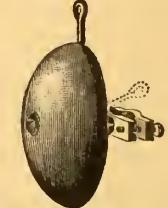
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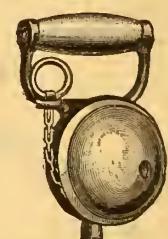
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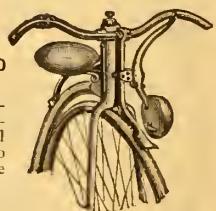


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class; amateur fancy and trick riding; best club drill; professional fancy and trick riding. Tuesday, June 9—9 A. M., business meeting at Meridian rink; five mile, scratch; one mile, heats, best two in three; one mile, State championship; three mile, scratch; one-quarter mile, heats, best two in three; one mile, 3.15 class; one mile, professional; one-half mile, boys under 16; one mile, consolation.

The *Wheel Life* says: "We have never been a pronounced advocate, either for or against the doings of the Salvation Army, but when a number of the screaming humbugs alluded to having, by dint of collecting a rabble from the idle and unwashed of the district, and, marching on the wrong side of the road, succeeded in causing a quietly-passing bicyclist a painful and dangerous fall, by which he was so shaken and stunned as to be subsequently, after attention, unable to ride home, and scarcely to walk even with assistance, took no notice whatever of the victim of their carelessness, but proceeded to improve the occasion on stopping a few yards off to harangue the mob, by citing the rider's misfortune as an instance of the immediate effect of Heaven's wrath upon the Sabbath-breaker. 'The Lord upset 'im, an' he fell on 'is 'ed!' was their phrase, which may be, in Salvation Army language, fervent piety—we speak English, and call it blasphemy."

The enterprising firm of Bull & Bowen is located a short distance from the L. A. W. headquarters in Buffalo. They are making an excellent reputation far and wide for the quality of their repair work, some of which comes to them from points as far away as Emporia, Kansas. They also carry a large stock of sundries and accessories, and all wheelmen in need of either repairs or sundries will do well to call on them. They are about to publish a road book of Western New York. It is already in press, and gives full descriptions of over 1,200 miles of roads without repetitions. It will be combined with their catalogue of cycling accessories, and sent free to any wheelman in the United States on receipt of a two-cent stamp. Wheelmen who intend to come to Buffalo over the road will find this book extremely useful. One of its most important routes has been pronounced exactly correct in every particular, and the directions so clear that the road cannot be mistaken by a wheelman who has traveled over the road many times.

Wheelmen who are in training at the track in the amphitheater of the fair grounds, St. Louis, have certain difficulties to contend with in the arrangements of Buffalo Bill's "Wild West." The cowboys are diligent in their rifle practice, and as they persist in the belief that they are still as free as they were on the reckless frontier, bullets often whizz uncomfortably near the bicyclists, or sing about their ears as they wheel about in their endeavor to beat the record. Then the Westerners allow their fences to remain across the track, so that before beginning work, the wheelmen are obliged to throw them over into the amphitheater. They have interested spectators, however, in the Indians, who deeply contemplate the strange machines, and give vent to approving grunts. Cola Stone caused great excitement among a group collected about the camp-fire, by riding by on one wheel. The Indians sprang to their feet in astonishment, and followed his progress with loud encouragement. He tried to induce one of them to mount, but he said that a pony was good enough for him.—*Spectator.*

OHIO NEWS.

Every
Wheelman in
The State should attend
The Ohio division meet at
Springfield, O., July 21 and 22.
The Cincinnati Club "smoked" last month.
Mr. J. Landy, of the C. B. C., has extended his usefulness by becoming interested in a skating rink at Walnut Hills.

Mr. A. Bennett, Cincinnati agent for the Pope Manufacturing Company, has leased Power hall, and converted it into a riding school, with a competent instructor in charge. All wheelmen will appreciate this, especially when winter comes.

At the annual election of officers of the Akron Bicycle Club, the following were chosen: President, Charles E. Caskey; secretary and bugler, Charles E. Howland; captain, A. M. Farrah; lieutenant, A. Sumner; treasurer, H. M. Hollinger. Present membership twenty-five.

A committee meeting, composed of representatives of the various clubs around Cincinnati, was recently held for the purpose of estimating the number of riders who propose attending the State meet. Some sixty-five wheelmen are expected to make the tour, which will be about eighty-three miles each way from Cincinnati.

The committees having in charge the first meeting of the Inter-state Bicycle Association, to be held at Youngstown, O., June 24, decided to give the following races: Half-mile, one-mile, two-mile, for the championship of the five clubs in the Inter-state Association. First prize, gold medal; second prize, silver medal; five-mile professional race, purse, \$75, \$70 to first, \$5 to second; half-mile, two-mile and five-mile races, open to all. Among the other attractions will be a one-hundred-yard foot race. The Youngstown Club proposes to leave nothing undone that will contribute to the success of the meeting.

The Spring races of the Cleveland Bicycle Club took place May 19 at Athletic Park, before a large and fine assemblage. The track was in excellent condition, and the time made for amateurs excellent. The first was a quarter-mile race, and was won by W. H. Wetmore in 43 $\frac{1}{2}$ seconds; J. D. Pugh, Jr., second, and George S. Snyder, third. The second race, one-mile handicap, was won by G. W. Ford in 3.26; George Collister, second, and W. F. Knapp, third. The third race, a five-mile go, was won by George S. Snyder in 19.26 $\frac{1}{2}$; F. H. Palmer, second. The fourth race, tricycle, one mile, was won by C. H. Potter in 3.39 $\frac{1}{2}$; Clarence Howard, of Akron, second, and J. H. Collister, third. The fifth race, half-mile, was won by W. F. Knapp in 1.30; W. H. Wetmore, second, and K. A. Pardee, of Akron, third. The two-mile race was won by George Collister in 7.13; J. D. Pugh second, and J. H. Collister, third. The last race, a mile dash, was won by F. H. Palmer in 3.31. An elegant reception and dance was tendered the members of the Cyclists Club and others, in the evening, at the new club-house on Euclid avenue.

On Wednesday evening, April 29, the Buckeye Bicycle Club gave its first club run. Some eleven members responded, and a delightful moonlight run to Central College, some twelve miles, was indulged in. The enjoyment of the return trip was somewhat marred by a rather disagreeable accident, whereby several wheels sustained injuries in the shape of bent cranks and handle-bars,

which was occasioned by running afoul of a number of rails placed maliciously across the road. Two wretched-looking tramps, passed by on the outward run, were suspected of being the miscreants, but they being an unknown and not-to-be-found quantity just then, vengeance was exhausted on the club martyr, who bore it with his usual meekness and docility. The "Home, Sweet Home" from our melodious bugle harmonized grandly with the chiming church bells that announced the hour of ten, as we dismounted at the club restaurant, where a few more hours were beguiled in discussing and destroying the embellishments of an elegantly spread table.

WILLHELM.

STAMFORD (CONN.) NOTES.

Now the bugler of the Stamford Wheel Club engineers a bicycle livery (shall we say?) stable.

In retaliation for not being invited to join in a late run with the above club, the president of the Solitary Club intimates that "the early spring-header committee and the touring board of the S. W. C. broke all previous records in their respective departments." Later.—The chasm has been bridged!

The popular railroad ticket-agent at Sound Beach has mastered a Columbia.

Our oldest riders are adopting cradle springs as the most comfortable* on our roads, and we entirely agree with "Hermes," in the last GAZETTE, regarding smaller wheels for solid comfort.

We don't believe in too much of the "ad" business; but feel impelled to say, after a month's trial, that we have a machine that "almost overcomes the attraction of gravitation"!!—and easily kept up with Beal Hendrie's fast pacer in a late home run. We registered a decided "Victor"—y.

One thing we are looking for is Mr. Elwell's, or somebody's, account of that Bermuda tour, last winter. Another is Kron's book, and we are glad to see him progressing on the last lap!

"Stamford W. C.," in gold letters, is on each side of S. W. C.'s new silk banner. They have new members, caps, and wheels.

"How crooked your roads are!" said a lover of straight, hard lines in landscape, the other day, as he enjoyed, in spite of his right-angled notions, the pretty outlook from the Solitary club-house windows. "My dear sir," said we, "the most telling charm and attraction to these winding highways and these sinuous and musical brooks is their very crookedness, which, in the eyes of lovers of the picturesque, is of the greatest value." How delightfully the old-walled road on the right of the view loses itself around the foot of the rocky, tree-clad hill above it, and what surprises are in store for each saunterer a-wheel, as he winds in and out of the shadows along our pleasant drives. While we welcome modern improvements in architecture and home-making, we confess to a fellow-feeling with some of the early settlers here in regard to keeping away innovations that will despoil our road and water ways of their—to us—peculiar delights.

Several of the "hardiest pedalists" of the S. W. C. took a delightful run to the regions of Steep Hollow and Sound Beach, on Wednesday, the 20th, and, save the mark, saw snakes! Ask the bugler.

We acknowledge the courtesy of the above

club's invitation to their "smoker," on the evening of the 22d.

"Fifty" rubs the writer pretty hard, when, in telling of the ending of a road race, he says: "Last, with chagrin, and much sand on his chin, came

"STAMSON."

Correspondence.

HARTFORD LETTER.

CONTAINING FACTS CONCERNING THE L. A. W. DONKEY AND OTHER MATTERS OF INTEREST.

HARTFORD, CT., May 18, 1885.

Editor Springfield Wheelmen's Gazette:

Such members of the League of American Wheelmen as have not fallen into the lame and impotent habit of consigning their *official gazettes* to the w. p. b. unread, may remember that in the issue of that journal dated April 30, "Hermes," of New Haven, in an article entitled "The L. A. W. Donkey in Danger," fired some remarkably hot shot, with very telling effect, into the camp of those who are pushing, pulling, and twisting the aforesaid donkey in every conceivable direction in the humane effort to keep him from being swallowed up physically, mentally, and everyotherly in the raging surges of the at present very stormy waters of L. A. W. contention.

Somehow that expression, "L. A. W. Donkey," amused the writer of this letter immensely, not only by its clever adaptation to *Aesop's fable*, but in an entirely different sense also. Thanking "Hermes" for inventing the term "L. A. W. Donkey," and without further reference to his excellent article, I shall endeavor to show that this beast may be found enveloped in a real as well as in a fabulous environment. The result of my slight experience and observation of the League's affairs has led me to believe that something does verily exist within our organization which may as well be called a donkey as anything else. But before proceeding to say more of him, like "Hermes" I beg to state that I would not compare the L. A. W. to a donkey; and, lest what follows might be construed into a wholesale condemnation of the League's laws and methods, I will also say that with a few decided exceptions, I consider its laws and methods admirable; indeed, there seems little danger of our organization decaying, crumbling, and disappearing, were we to continue our present laws indefinitely; but nevertheless there appears room for improvement, and for the present existing defects it would appear that our donkey is largely responsible.

I recently read an article in a cycling paper, which was brimming with enthusiasm over the announcement that our membership had at last reached 5,000. We are not crumbling, but growing. Let us rejoice and be glad. By all means let us jubilate, but when we come to compare 5,000 with the probable total number of wheelmen in America, nearly all of whom must be cognizant of the League's existence and work, and all of whom share to a greater or less extent in the benefits resulting from its work, if we are at all ambitious for the extension of our numbers to anything bearing a reasonable ratio to the great army of cyclists in this country, we perhaps should not rejoice with comparative indifference to the fact that 5,000 falls very far short of being reasonable.

Without doubt the little State of Connecticut contains more than 2,000 wheelmen. Of these at the time of this writing only 306, say 15 per cent.,

are enrolled as League members, and probably the percentage of membership throughout the country is even less than this. We grow, but we don't grow half fast enough. Why? Of late I have, as an experiment, invited many of the unattached hereabouts to join the League, and have carefully noted the reasons which have been given for declining the invitation. Now you may take my word for it, and depend upon it, that the sole operative agency which accounts for the absence of that kinship and sympathy which should mark the relations between the League and the great unattached, is nothing more or less than the

L. A. W. DONKEY.

This donkey is not a person. He is entirely impersonal. Not for the world would I, in these columns, seek to convey the impression that any member of the L. A. W. should be likened unto an animal of the *genus asinus*. But nevertheless our donkey is a grave reality. He is in every way a stupid, obstinate and entirely wrong-headed fellow, and he has been thoroughly anointed with the oil of asinine proclivity and purpose. In no conceivable way is this beast either satisfactory or helpful, and he is a very mountain of encumbrance. His efforts are always revolutionary, never reformatory. He is an impractical theorist, a most pronounced dogmatist, always insisting that all comprehensions must be adjusted to his particular formulas. His obstinacy is viciously donkey like, and neither sulphur nor supplication has any visible effect upon his stubbornness. Among his many queer attributes, his fondness for the conservative is sufficient to deserve mention. He is so shy of all innovation that not until the leopard shall lie down with the kid may we expect our long-eared burden to incline himself to such modern discoveries as may be directly beneficial to the spirit of progress and reform. Our donkey's fondness for the achievements of ages past is such as to cause him to be rather submissive towards the N. A. A. A. A., the N. C. U., the C. T. C., etc., etc., but the idea of independent action in the L. A. W., his own organization, causes his obstinacy to assume proportions truly colossal.

Something of an Anglomaniac, too, is our donkey. It is obvious to him that all that is essential to L. A. W. welfare must first be analogous to something or other in the land of "meet worries" and croppers; otherwise it would be dangerous or inefficient. Just let Treasurer Terry say something about "American conditions," or Brother Ducker refer to "The Father of his Country," and as well may you try to draw out Leviathan with a hook as to try to prevent this donkey from kicking.

The L. A. W. Donkey is exclusive. Read to him that wonderful section of our membership rules which declares in effect that no professional, be he never so honest and respectable, may come in and be one with us, and you may detect on his melancholy countenance a very visible wrinkle of a grin. This undemocratic animal also rejoices in whatever tends to distinctly separate the poor man from the rich man, and he would inform the poor man of his proper position and keep him there. Donkey's idea on this point perhaps coincides rather closely with Section II of our new racing rules. Our donkey would like to amend, though, by substituting a clause to the effect that no person shall be allowed to compete in L. A. W. races unless his sworn outside income is a thousand a year, or more. This would possibly be ad-

vantageous to clubs, however, as it would do away with any danger of their falling into the temptation of breaking our present rule, by assisting an impudent racing member to transport himself and wheel to and from a distant tournament.

Read this donkey our entire definition of an amateur. His bray becomes a perfect roar of a cacklinnition. Here he finds inspiration and encouragement to support him through the microscopic portion of the labor of the day which he consents to bear. Here the herbage is precisely to his cropping, and the entire region round about is so obliterated by his hoof-prints that few traces of anything bearing a resemblance to common-sense or reason can be found.

Ask this donkey about Chief Consul-elect Hill's excellent suggestion about an interesting weekly "o. g."; Donkey says no. In fact, Donkey says no to about everything sensible. Donkey's negation is monumental.

Now we should be rid of this beast. To the mandates of this donkey we should no longer submit as mere machinery, with our credulity so stultified as to cause us to believe that his rulings are essential to our well-being. Let us hear to him no longer. His tale is

"Delusive, vain, and hollow."

At the forthcoming annual meeting he should be led forth and slain.

And let him be buried with the burial of an ass.

Hartford interest in cycling is just now at greater heat than ever before. Never before have so many new riders appeared in a single season. "The trade" is booming in this vicinity. New Columbias, Rudes, Mails, Victors, and Stars are daily seen upon Hartford streets, all but the "Safety"; and, by the way, it is a little singular that the only rider of a Safety hereabouts was, a few days since, severely hurt by falling with his undersized imitation of a bicycle. The Star particularly is acquiring many "advocates" in Hartford, far more than in New Haven, judging from the report of your correspondent in that city. The little-wheel-in-fronts may be counted here by the dozens. The writer of this article has learned to ride one, and his feelings, after long use of the crank, were very similar to such as would probably be experienced by a man being ridden upon a rail. The absence of solid footing gives one a sort of towel-hung-on-a-clothes-line sensation. There are many reasons for believing that the Star is "the best in the world," but the crank is pretty good, in fact plenty good enough for your correspondent. But I wish to say nothing prejudicial to what is without doubt a thoroughly sensible, practical, and safe bicycle, and I doubt not but that experienced Star riders ride as easily, and with as little discomfort, as old crank riders.

Seen the new Columbia light roadster? It is without doubt the handsomest bicycle ever put together, and judging from the reports of what little work has been done with it at this early period of its existence, it is as good as it looks. Evidently American manufacturers now intend to keep up with the times. It seems rather mysterious to me why an able wheelman should take upon himself the exertion of propelling a fifty pound machine when it is certain that a thirty-five pound machine, with its modern devices for combining lightness and strength, is amply strong enough to carry him safely. I believe that I have once before expressed myself in terms similar to the above in these columns, but as it concerns a matter to

which I think bicyclists give too little attention, I venture upon repetition. From experience I am prepared to affirm that a well-made light roadster with hollow rims and handle-bars will not break down, or call for a greater outlay for repairs, than will a heavy weight unequipped with these improvements. During the past year I have banged around, up-hill and down, over all sorts and conditions of "American roads" with a thirty-six pound Rudge, and beyond the rare snapping of a spoke, nothing has broken or bent. Once a prominent Springfield cyclist informed me that it would prove more tiresome to ride all day on a light wheel than it would to perform the same amount of work with a heavy weight, mentioning scientific reasons concerning vibration, etc., in support of his theory. Theories are good, but practical experience is better; and having made several experimental trips with a view to determining the correctness of his view, I have found that even a Springfield man can be mistaken sometimes.

Speaking of spokes, why do the Rudge, Mail, and Victor men consider it necessary to screw their spokes up to such high tension, and does not this account largely for their occasionally snapping? The tension of the new Columbia light machine's spokes is very light, and I venture to predict that in the matter of spokes it will prove superior to the machines just mentioned. I lately inspected an English machine, built to private order, with very light spokes nutted at the rim and with the tension so light that at first thought it would seem unsafe to ride, but this machine had seen long and hard use; the large wheel had never gotten out of true, and never had a spoke broken. A wheel constructed upon this wise must be somewhat elastic, and admit of considerable momentary deflection at the rim, in case of meeting those detestable little obstructions which cause one's machine to jump sidewise, and, as the spokes are not already strained to their utmost tension, they bear the extra strain without snapping at the hub. Another point seemingly in favor of the new Columbia spokes is that they are not suddenly bent at right angles at the hub flange, but pass over a round corner, which cannot but render them less liable to break at this point.

The present season in Hartford is noteworthy not only for the great interest manifested in the cycle, but likewise for an epidemic of broken arms, swollen noses, loosened teeth and other personal disfigurements resulting from bad falls. In every case of accident which has come to my notice the unfortunate was riding a machine entirely too large for him. These accidents are valuable not only to surgeons, but to bicyclists also on account of the lessons they teach. When the bicyclist gets it thoroughly impressed upon his mind that a bicycle so large that he can only touch the pedal when it is down with the tip of his shoe, is a dangerous piece of mechanism for him to play with (he cannot possibly work with it), while a smaller size upon which he can firmly hold the pedal all the way round is practically safe, it will be a grand thing for the bicyclist in general, and the Hartford bicyclist in particular.

The Connecticut Club has already outgrown its quarters on Central Row, occupied since last December, and will remove June 1st to a still more commodious habitation in the Opera house block on Main street. The new quarters will consist of a large front parlor nearly equaling in size the entire space now occupied, with billiard, lunch, and toilet rooms adjoining. If this organization con-

tinues long to expand at the present rate, it will surely have to build at its fourth removal, the approaching change of location being its third.

The club members are already working vigorously at the fall tournament business. The tournament committee this year consists of Messrs. Way (chairman), Belden, Rogers, Chase, Quiggle, and Huntington (secretary). A strong inducement for L. A. W. men to come to Hartford will be the five-mile national championship, recently located with the Connecticut Club. A large number of racing men, professional and amateur, from both sides of the Atlantic ocean have already expressed their intention of entering the Hartford lists, and great sport is looked for. Great entries, great crowds, great enthusiasm, fairly great profits, —these things are forecasted in the vision which the Connecticut Club man now has of his '85 race-meeting.

II.

IN FAVOR OF—?

BUFFALO, May 18.

Editor Springfield Wheelmen's Gazette:—

I take the liberty to pen you a few "pointers" in regard to the Buffalo Bicycle Club. Of course all are looking forward to the dates of July "2 and 3," and wondering what success will attend the "League meet" here at that time. Our committee are thoroughly organized to make all provisions that will be required at that time, and we are confident of their ability to handle the affair. The chief work done up to this time has been in relation to the material to be contained in the "official programme" book. This, firstly, will, we think, be the most unique volume in appearance of any ever issued, and will, in contents, be completeness itself. A rare opportunity is offered here to advertisers. We will hold a race meet in conjunction with the League events on the afternoon of the 3d at our driving park, on a mile track, which we hope to get in good order. Several avenues are being asphalted, which will add greatly to our already extensive facilities for cycling. The recently enacted law making Niagara Falls State property will be of great assistance to wheelmen visiting there. A recent development which to our club is most welcome is the leasing of a residence for club headquarters, located within two squares of our chief resident avenue, which is asphalted, leading directly to our park and all the desirable wheeling localities. We shall endeavor to furnish these quarters in an attractive way, and think they will attract a most desirable addition to our club. It is the intention to arrange for the season a schedule of dates, which times will be devoted to tours, road races, and field sports for both all day and early evenings. Many minor affairs of local interest are being developed.

"REX."

SAN FRANCISCO, April 25, 1885.

Editor Springfield Wheelmen's Gazette:—

In your April issue of THE SPRINGFIELD WHEELMEN'S GAZETTE, I notice under the head of News Notes the following item:—

"A correspondent, writing us from San Francisco, says of the (1) new Golden Gate Bicycle Club (professional), that Messrs. Biederman and Luckhardt are about the only ones who are members of it. (2) Prince, Howell, and Woodside were elected honorary members without their consent at all. (3) The other members of the club live about 200 miles apart, and I doubt if they are members. (4) Messrs. Biederman and Luckhardt

are both very loud in their dress. (5) They used to go out to the park with flaming red socks and racing tights on, (6) and create a general sensation among the fairer sex at the park. (7) This they kept up until one day a bull was attracted by the red, and gave chase, and so scared them that they thought they had better adopt a different color. (8) As none of the riders have anything to do with them, they thought they had best get up a club of their own."

Permit me to have a voice in this matter and answer (as I have numbered) each charge or assertion.

1. Messrs. Biederman and Luckhardt are not and never have been members of the new Golden Gate Bicycle Club, but were captain and bugler, respectively, of the famous *Golden City Bicycle Club*.

2. Prince, Howell, and Woodside were elected honorary members of the club without their consent, and is it any of the gentleman's business?

3. The other members of the club do not live 200 miles apart and the gentleman knows it.

4. I would like to know if there is anything loud in a suit entirely of seal brown?

5. Messrs. Biederman and Luckhardt never went to the Golden Gate Park with flaming red socks and racing tights.

6. I admit that they may have created a general sensation among the fairer sex, and I am led to believe that that is the cause of your correspondent's card.

7. The writer then says, "until one day a bull was attracted to the red and gave chase, etc." Right here let me say, the writer has drawn largely upon his fertile imagination, for such a thing as a bull is not seen without the odoriferous purlius of our well known Butchertown.

8. To the last charge I would say, that Mr. C. A. Biederman has resigned as captain and member of the Golden City Bicycle Club, and I may mention while I write that 'Frisco's riders think a great deal of him and do not slight him, as is inferred. After resigning, a petition was addressed by Mr. B. to the Pacific Coast Amateur Athletic Association of America, asking for reinstatement into the amateur ranks, and as a proof of the "riders not having anything to do with him," I am proud to say that at least fifty of the most prominent cyclers (among them the Bay City Wheelmen, San Francisco Bicycle Club, Olympic Athletic Club, etc., etc.) were appended.

Hoping, my most esteemed sir, that this will find place in your next issue, permit me to sign myself

"SPOKES."

BATTLE CREEK, MICH., May 19, 1885.

Editor Springfield Wheelmen's Gazette:—

Will you please answer in your next issue why the Springfield Bicycle Club does not include fancy and trick riding, either amateur or professional, in its next grand meeting, September 8, 9, and 10?

In such a city as Springfield it would bring together many fancy riders as contestants, and also have a tendency to make the meeting more interesting to spectators.

"ONE WHEEL."

[The Springfield Club has on three occasions given prizes for a fancy riding contest, and they have all been failures more or less. It is impossible to get fancy riders to agree upon a scale of merit, and they generally have been very tame and uninteresting to outsiders, while to wheelmen they have been all that could be desired.—ED.]

TROY, N. Y., May 14, 1885.

Editor Springfield Wheelmen's Gazette:—

The season has fairly opened with us. Ice and snow have at last disappeared, the leaves are bursting forth on the trees and again the wheelman comes from his winter's seclusion and makes the road merry.

We are having quite a boom this spring, having run our membership up to seventy, and will have many additions to our riding contingent.

Our roads are only fair but we make the most of what we have.

Our second annual race meet will be held on June 18, on the Rensselaer Park half-mile track, and will consist of four club and four open events, with gold and silver medals for each. Our last year's meet was very successful and we expect to do better this time. We shall be very glad to see any and all visiting wheelmen who will take the trouble to come to modern Ilium.

FRANK E. WHYER,

Secretary Trojan Wheelmen.

Editor Springfield Wheelmen's Gazette:—

A stranger reading the article signed "Willhelm," from Cincinnati, in your March number, would readily conclude that Cincinnati was woefully backward in cycling pursuits, and that wheelmen in Cincinnati were about as scarce as "hens' teeth." Please allow us to correct such an erroneous belief. Cincinnati rejoices in six substantial clubs, the Cincinnatis, Wanderers, College Hill, Avondale, Brighton, and Kentons (in Covington), in all embracing about 100 active men. It is true, as your correspondent writes, that there is a great lack of unity and co-working among the clubs, yet we hope to see this remedied at no far distant day. The general feeling now is, to form some sort of a union among our clubs and build a race track and hold a fall race meeting. How well this plan would succeed remains to be seen. Arrangements are now being made by delegates of our different clubs for touring to Springfield, Ohio, and attending the annual meet of the Ohio division L. A. W. in a body.

"REX."

CLERICAL WHEELMEN'S CANADIAN TOUR.

About forty ministers are to unite in August in a tour of three weeks in Canada. The tour has been projected and arranged for by Rev. Sylvanus Stall, of Lancaster, Pa., and all the clerical wheelmen in the United States and Canada, of whom there are about three hundred, are invited to join. The route in daily stages is from Niagara Falls to Hamilton (50 m.), Galt (25), Woodstock (36), London (31), Goderich (66), Stratford (44), Guelph (42), Toronto (60), Newcastle (47), Brighton (48), Napance (47), Kingston (22). Returning, from Kingston to Belleville (47), Cobourg (46), and from Cobourg to Niagara by boat. Total riding distance, 621 miles.

Mr. Stall has prepared a neat little pamphlet of twenty pages, giving all the details of baggage, costume, signals, etc., from which we give a sketch of the tour.

THE TOUR.

Wednesday, August 5.—At 7.30 A. M. the start will be made from the International hotel, at Niagara Falls, American side, crossing the new Suspension Bridge, and wheeling one mile to the International hotel, at Drummondville, where the party will be largely increased by the addition of those who have made this their headquarters during a brief stay at the Falls.

The route now stretches away over superb gravel roads, past Brock's Monument, through a country rich in historic recollections, with lake and landscape spread out in natural beauty, rendering the ride, from the Falls to Hamilton, a picture of beauty and a joy forever. Four miles from Beamsville, the famous camp-grounds and summer hotel, and at Jordan, a grand view from an overlooking eminence. Thence, on to Hamilton, with its 35,000 inhabitants, situated on Burlington Bay, affording a fine prospect in every direction, with good roads, broad streets, and excellent hotels.

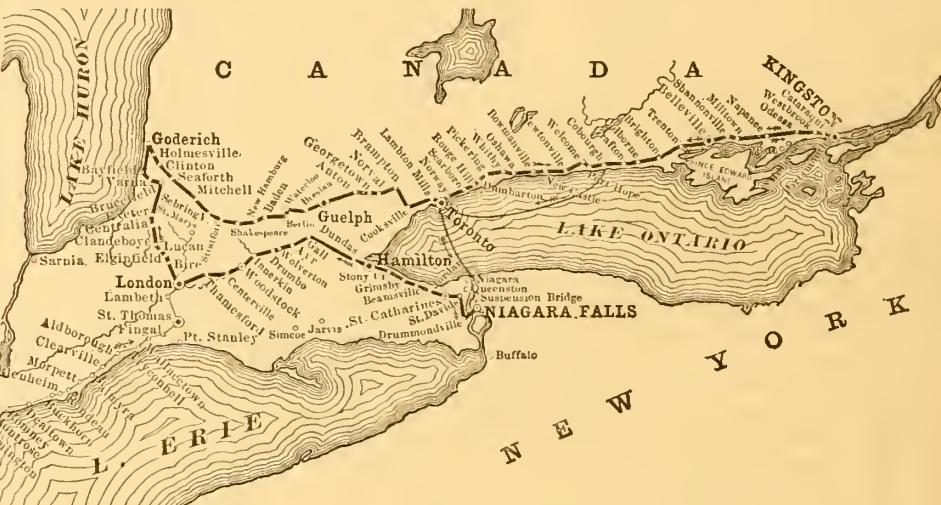
Thursday, August 6.—The distance from Hamilton to Galt, being but twenty-five miles, the start may be delayed until after dinner, and thus afford time for viewing the suburbs, looking into the public buildings, or sailing upon the lake. The run to Galt is a little hilly, but with good roads the short distance will call for no large expenditure of pedal power.

Friday, August 7.—The route from Galt will lead through the beautiful villages of Ayr, Wolverton, Drumbo, and Innerkip to Woodstock, a town with a population of 6,500, with a large and active bicycle club, fine streets, and pleasant suburbs.

Saturday, August 8.—Taking an early start, the

entire distance—in short, it is not unlike a continuous park with roads of asphalt; the first forty-three miles lie mostly along the line of the Grand Trunk Railway, diverging to the left at Brucefield, thence by the shores of Lake Huron to Goderich, called the "Wheelman's Paradise." This day's run is over the favorite touring ground of the Canadian wheelmen, and is reported to be one of the finest and easiest journeys to be found in Ontario—roads of uninterrupted perfection, with no hills worth mentioning.

Tuesday, August 11.—The day will be spent at Goderich, which is one of the most attractive summer resorts to be found in Canada. Many elegant short runs will demand the entire day. Notable among these is the one to the Lighthouse, elevated one hundred and forty feet above the lake, affording a far and fine prospect over the blue waters of Lake Huron, the harbor with its shipping-crafts and pleasure-yachts, and the waters of the Maitland river, which here flow into the lake. Then, mounting the wheel, we speed along the banks of the Maitland and enjoy a fine prospect of its valley. Another run is to Point Farm, a summer resort, six miles distant to the north. Here, on an elevation two hundred and fifty feet



ROUTE OF CLERICAL WHEELMEN'S CANADIAN TOUR, AUG. 5 TO 26, 1885.

route will bring the tourist over a road running parallel with the railroad, with the beautiful river Thames on the right and the far-famed Highlands of Oxford on the left, with beautiful country and picturesque scenery, until the journey of thirty-one miles terminates at London, a city of 20,000 inhabitants.

Here the western division will meet the eastern division, at the City hotel, where the party will be quartered for its first Sabbath. Saturday afternoon will be spent in viewing the city, taking in the new and pleasing scenes, riding about the attractive suburbs, and forming acquaintances with our clerical wheelmen from the west. London has a large number of enthusiastic wheelmen, of whom a very goodly number are elderly gentlemen.

Sunday, August 9.—The day will be spent as is suggested in the Decalogue, and the party will attend church, morning and evening, in a body, wearing full bicycle-touring costume.

Mondy, August 10.—An early start will be taken for the longest day's ride of the tour. Sixty-six miles of the most perfect road in America, with easy grades, fine prospects, and beautiful towns

above the lake, is to be had a view of rare beauty, with lake and landscape stretching away as far as the eye can reach.

As might be expected, Goderich has many wheelmen, who, in 1883, vied with the other clubs of Canadian wheelmen in giving a royal reception to the Chicago Club and its accompanying guests. Numerous letters have already been received, and the tourists may expect a kind and cordial reception all along the line.

Wednesday, August 12.—With an early start from the British Exchange hotel, the tourists will speed away to the southeast, over a good road, through one of the richest agricultural sections of Canada. At Seaforth a visit will be made to Stapleton's Salt Works, and after dinner the journey will lead to Stratford, a railroad and commercial center.

Thursday, August 13.—From Stratford the course will lead to the northeast, through a succession of beautiful towns, terminating in the afternoon on the banks of the river Speed, in the city of Guelph. The city has 10,000 inhabitants, well located in a fine farming district, with good gravel roads, and pleasant runs for wheelmen.

Practical Words from Practical Wheelmen.

ALONZO WILLIAMS,

Professor of Mathematics,

Brown University,

PROVIDENCE, R. I.

F. J. DRAKE,

Lieutenant and United States

Inspector of Material,

BOSTON, MASS.

THOMAS STEVENS,

The Transcontinental Cyclist, and

now on his way around the world on
an Expert,

NEW YORK, N. Y.

HENRY W. WILLIAMS, Esq.

President Massachusetts Bicycle Club,

BOSTON, MASS.

T. J. RICHARDSON,

Superintendent of Drawing in the

Minneapolis Public Schools, (Chief

Consul L.A.W.) MINNEAPOLIS, MINN.

Mr. K. ELLIOTT,

WEST HARTLEPOOL, ENGLAND.

Mr. FREDERICK McOWEN,

President Philadelphia Bicycle Club,

PHILADELPHIA, PA.

Mr. C. K. ALLEY,

Corresponding Secretary L.A.W.

BUFFALO, N. Y.

CHARLES WRIGHT,

Superintendent of Repairs

for H. B. HART,

PHILADELPHIA, PA.

"Having examined somewhat carefully the wheels of England and France, I do not believe that a better roadster is made in the world than your EXPERT COLUMBIA."

"From the practical results, which I determined by subjecting the different qualities of steel from which it is constructed to the recognized standard of Government tests, I am free to assert that the COLUMBIA *has not its equal in quality of material and finish.*"

"A 50-inch COLUMBIA bicycle carried me the whole length of my well-known ride from San Francisco to Boston, at a cost of 25 cents for trifling repairs."

"I have ridden . . . over 9,000 miles on the EXPERT."
"By far the most satisfactory wheel made."

"For two years I have ridden my rounds, as a professional man, on a full-nickled EXPERT, averaging ten miles a day. Summer and winter it has taken the place of a horse. During a western tour, last summer, I rode with an escort of Helena boys among the Rocky Mountains. Every wheel was a COLUMBIA."

"I am entering upon my tenth year of bicycle riding, and have ridden my EXPERT about 1,000 miles last season. Compared with most English-made machines, it is far in advance of them."

"After riding on the EXPERT a total of 3,343 miles, I recommend my friends, when they want a good roadster, to buy an EXPERT."

"I have used mine for three years." "The best-made machine on the market, and will stand hard usage better than any other."

"During the months of April, May, and June, 1884, the cost of repairing 99 COLUMBIA machines was less than one-half the cost of repairs on 80 of English make. When we consider that the COLUMBIA machines in use are four times as many as those of English make, and but few more are brought in for repairs, the record is certainly held by the COLUMBIA, with a long lead, which will be difficult to overcome."

Illustrated Catalogue and Book of Testimonials sent free.

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THE SPRINGFIELD WHEELMAN'S GAZETTE.

THE

RUDGE

AT

SPRINGFIELD, MASS., MAY 30, 1885.

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ONE MILE
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3.06 $\frac{2}{5}$!

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3.06 $\frac{2}{5}$!



THE RUDGE SAFETY.
Stoddard, Lovering & Co.
Boston, Mass.

PRICE (ALL SIZES), \$140.00.

REMEMBER that, although the price of the RUDGE SAFETY is a trifle higher than some other Safety Machines, it has the decided advantage of being TEN POUNDS LIGHTER, with no loss of safety, and having HOLLOW RIMS and BALL PEDALS, together with MUD GUARD, CRADLE SPRING, and FOOT RESTS. It is not only immensely strong and remarkably easy-running, but has unquestionably the most graceful appearance of any Machine of its kind; and if the riders will compare the price of this Machine WITH ALL THE ABOVE IMPROVEMENTS with the price of other similar Machines, they will see that the RUDGE SAFETY is considerably CHEAPER in the end.

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AMERICAN RUDGE !

MANUFACTURED BY

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The Only First Quality Bicycle Listed at a Low Price !

The great popularity attained by this machine during the last two years, together with the large number we have sold, convinces us that the AMERICAN RUDGE has filled a want long felt by a large class of American riders; namely, a first-class, thoroughly reliable, easy running, and carefully built all-round roadster at a low price, and we can unhesitatingly say that there is no other low-priced Machine on either the English or American market that will compare with it in either quality, workmanship, or finish. Purchasers will please bear in mind that this wheel is built from the very best stock to be obtained, and that it is not a second-grade machine in any sense of the word.

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PRICE : 50-INCH, ENAMELED AND NICKELED, \$107.50; NICKELED EXCEPT WHEELS, \$120.00.

BEARINGS.—Rudge Unequaled Ball to BOTH wheels, exactly like the Rudge Light Roadster.

FORKS.—Elliptical; hollow to front wheel; solid to back; very rigid.

HANDLE - BAR.—Curved, solid; same shape as fitted to Rudge Light Roadster.

HEAD.—Long-center Humber; similar to the Andrews patent.

HUBS.—Gun-metal, nickeled; well recessed to admit narrow tread.

TIRES.—Seven-eighths inch full to front wheel, three-fourths inch to back, of first quality rubber.

SADDLE.—Lamplugh & Brown's, or Brooks's, long-distance tension.

PEDALS.—Heavily nickeled parallel, fitted with extra strong pins.

SPOKES.—Direct; 80 to front wheel, 20 to rear, giving the wheels immense strength.

CRANKS.—Detachable.

A few Shop-worn and Second-hand Machines in stock at low prices. Send for List.

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RELIABLE AGENTS WANTED.

"I ride the VICTOR because I think it is the fastest Bicycle made."

GEORGE M. HENDEE.

"IF I

Could not get another, I would not take \$5 for the Cyclist's Record Book you sent me last week. I can keep an accurate and complete record of my riding without trouble." So says the secretary of a prominent club. Every wheelman should get a Record Book. They are a necessity to those who value a record of their season's mileage and the particulars of each trip. If you contemplate but a single journey a-wheel, it will pay you to get one of the books. 50 cents.

C. D. BATCHELDER, LANCASTER, N. H.

THERE IS ONE

Racing man in every one hundred wheelmen, and he wants to know what records have been won on a maker's machines;

BUT THE

90 * AND * 9

Who go not on the path, but who

RIDE ON THE ROADS,

Discriminate between machines, taking those with the best reputation for all-around use; that come seldom to repair; that are reliable for venturing a long way with.

Who Ride COLUMBIAS?

Those who hold the Twenty-Four Hour Records!

Those who travel across the Continent!

Those who ride for business convenience!

Those who use Trick Machines!

Those who ride hills!

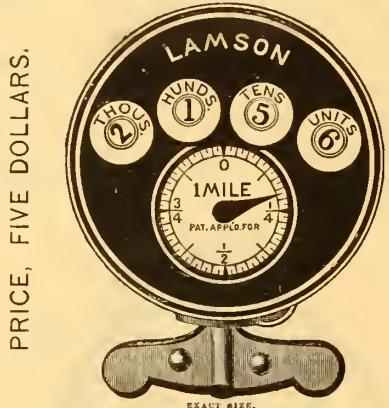
Those who have ridden longest and still ride most!

And they want to know who makes the best roadsters, and find that the concern which has attended most to road machines has attained the highest excellence.

WHY?

Apply to THE POPE MFG. CO., Boston, Hartford, New York, or Chicago, and they will send you the reasons, with proofs of what they say.

LAMSON'S PRACTICAL CYCLOMETER! (PATENT ALLOWED)



PRICE, FIVE DOLLARS.

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This is the latest, most "Facile," and most perfect apparatus for producing fac-simile copies, in black or any color, of any writing, drawing, or other thing that can be done with a pen. It is simplicity itself; is easy, rapid, and inexpensive. Bicycle and other clubs and societies, clergymen and other professional men, merchants, and everybody who requires reproductions of drawn or written matter, will find this apparatus the most perfect conceivable. The beauty of its work and the ease and convenience of operating it cannot be appreciated until it is seen and used.

Price of Outfit, complete, \$12.00; note size, \$10.50; special, extra size, \$18.00. Send for descriptive circular and specimens of work.

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JERSEYS, * FULL * TIGHTS,
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For Large Illustrated Price List of New and Second-Hand Machines.
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Comfortable, strong, neat, durable. Try a pair and you cannot use any other. Only \$4.00. Send regular measures.

R. A. PUNNETT,
98 West Avenue, ROCHESTER, N.Y.



Friday, August 14.—From Guelph to Toronto, a distance of sixty miles, the earlier stages are over excellent gravel, ending in nineteen miles of clay road, which is in best condition in dry weather. From Cooksville to Toronto, a distance of sixteen miles, the roads change to good gravel. Should this day's ride prove too long, it may conveniently terminate at Cooksville.

Saturday, August 15.—The day will be spent at Toronto, the capital of the province of Ontario, making our headquarters at the Walker House. The tourists will visit the parks, attractive suburbs, public buildings, and possibly take a sail on the lake. The city has a population of 90,000, and two flourishing cycle clubs.

Sunday, August 16.—The party will attend church, morning and evening, in a body, wearing the tourist garb.

Monday, August 17.—An early start, with view of lake and land, and fair road, leaving attractive villages to fall behind the little wheel, the pedal will be pushed twenty-nine miles to Whitby for dinner. The afternoon run of eighteen miles will leave time for a visit to the famous Canadian fisheries near Newcastle.

Tuesday, August 18.—From Newcastle twenty-four miles bring us to Cobourg for dinner, where begins a stretch of 100 miles of the finest continuous riding to be found in America. The day's ride ends at Brighton.

Wednesday, August 19.—The forenoon ride to Belleville is reported as excellent. After dinner, with good gravel roads and fine scenery, the journey leads eastward to Napanee, where the tourists will rest for the night at the Huffman House.

Thursday, August 20.—From Napanee to Kingston the road is superb, grades easy, surroundings delightful, and the entire distance of 22 miles is frequently made without a dismount. This road is unparalleled in every desirable quality, and its repetition can but prove enjoyable on the return trip. Kingston will be reached at noon and quarters taken for a day and a half at the British American hotel. The city has a population of 16,000, good rideable streets, with pleasant suburban runs for the afternoon and evening.

Friday, August 21.—The first interruption in the wheeling character of the tour will here be indulged in. The wheels will be stacked, and all who desire may join in a sail by steamer, leaving Kingston at 5 o'clock A. M., going forty-seven miles down the St. Lawrence to Brockville, and returning, reach Kingston twelve hours later. The fare for the trip, including meals, will be \$3. Of the beauties of this sail among the Thousand Islands, who can speak! Where else can islands so numerous, so green, so picturesque, be found? The river with its clear flood hurries swiftly in its vacillating circuit, as bewildered among the enticing attractions which tempt it from its placid rest in the lake to its final plunge into the sea.

Saturday, August 22.—Leaving Kingston with an early mount, dinner will be taken at Napanee, and the evening bring us to Belleville.

Sunday, August 23.—The tourists will attend service, morning and evening, in a body.

Monday, August 24.—Forty-six miles of pleasant wheeling and fine scenery will end for the day at Cobourg.

Tuesday, August 25.—A pleasant sail of six and a half hours, by steamer, over the blue waters of Lake Ontario, at an expense of \$1.50,

brings us to Toronto. If desired, the journey may be continued on another steamer to Niagara (fare 75 cents), and the party sleep at night in Drummondville, after a pleasant tour of three weeks.

THE WESTERN DIVISION.

The Western division will meet at the Michigan Exchange hotel in Detroit, Wednesday, August 5, at 8 o'clock A. M., for the start to Romney. The second day's run will be to Clearville, Friday to St. Thomas, and Saturday noon arriving at London, join the Eastern division for dinner at the City hotel.

The run from Detroit to London is made over an excellent gravel road along the picturesque banks of Lake Erie, to which the highest praise is accorded by those who have ridden the entire distance. The name of the commander of the Western division will be duly announced when the names of the Western tourists are definitely known.

Returning from Niagara Falls, the members of the western division may go by boat from Buffalo to Toledo, or Detroit, or return by rail or wheel as the party may severally elect.

EXPENSES.

As the tour is not arranged for pecuniary profit, no charge will be made to any clergyman who desires to join the party. Each individual will bear his own personal expense. Every effort will be made to reduce the actual expense to the minimum by arranging, as far as possible, for reduced rates. Tickets to Niagara Falls and return may be purchased at regular summer excursion rates, and the cost ascertained at any prominent ticket office in the country. As the regular hotel rates in Canada are but from \$1 to \$1.25 a day, the hotel bills will not exceed \$25, and if the party is of any considerable size, will not exceed \$20 for the three weeks.

Those who desire to take in the sail of one day among the Thousand Islands, going by steamer from Kingston as far as Brockville and returning, will need an additional \$3, which will include the meals on the boat. The steamer fare from Cobourg to Toronto on the return trip is \$1.50, and from Toronto to Niagara Falls by boat 75 cents. The entire actual expense for the three weeks in Canada will not exceed \$30, and will possibly not reach that amount.

Whatever favorable rates may be secured, when once the size of the party is known, will justly accrue to the benefit of each individual. In arranging this tour, the desire to render it as inexpensive as possible has constantly been kept dominant, so that as far as possible those of limited means might enjoy its many benefits.

SUNDAY DRESS.

The regular touring costume will be worn exclusively during the three weeks on all occasions, and as Wesley and Whitefield, and all our predecessors, were accustomed to preach in knee breeches, surely no sacrilege will be done by wearing this costume on the Sabbath.

TRICYCLES.

As the roads are superb in Canada, and the pace of the party is to be governed by vote, clergymen riding tricycles are earnestly desired to join in this tour. As there probably will be several tricycles in the party their riders may together accompany, precede, or follow the riders of the bicycles.

SAFETY MACHINES.

Besides the several riders of the tricycle who have already indicated their purpose of joining the party, there will also be a number riding the smaller wheels of safety machines. We invite all, and will accommodate the pace to the average pushing power of the entire party.

A CENTURY RUN.

Any of the party ambitious to cover one hundred miles in a single day, will find a most beautiful stretch of road from Cobourg to Kingston. This road is hard, smooth, and white. The last twenty-five miles can be ridden without a single dismount.

Besides the above, the circular is full in every detail. Hotels are all named and each stage of the journey indicated, with an appendix giving names and addresses of one hundred and thirty clerical wheelmen.

Items of Interest.

The Elizabeth, N. J., Wheelmen have a judge and a district attorney as members.

Capt. J. W. Smith, of the Orange Wanderers, claims the highest riding record in the United States for the year 1884, having ridden 5,930 miles.

Messrs. Webster and Ryrie, of Toronto, are organizing a bicycle tour through England and Scotland, taking in most of the interesting points and all the fine roads. Time, seven weeks; cost, less than \$200.

F. R. Cook's record of 207½ miles in 24 hours on a Victor bicycle has caused much comment, the best previous performance on the Pacific coast being that of Bowman, who wheeled to Gilroy and return, 150 miles, in the same time. Mohrig exceeded this record with 157 miles to Hollister and part of the way back, but it will be a difficult task to eclipse Cook's 207½ miles.

The following are the statistics of the Toronto Bicycle Club for the past year: Total number of members, 162; twelve members have been lost, one by death, one by resignation and ten for non-payment of dues; number of club runs, 22; parades and drills, 30; total mileage at runs, 403; average run, 22½ miles; longest run, 140 miles, from Ottawa to Ontario; total number of prizes won, 49, of which 28 were firsts, 20 seconds, and one third.

So far as we are informed, the first legal decision in Illinois as to the equal rights of wheelmen on the streets and public highways has just been rendered at Springfield. It appears that a few days ago Mr. Barnes, a cyclist of that city, was quietly wheeling his way through the streets, when a team of skittish horses belonging to a farmer named Steelman took fright, broke from their hitching post, and ran away, smashing the wagon and crippling one of the horses. Steelman brought suit against Barnes for \$100 damages, and the case was tried by a jury, who returned a verdict for defendant, greatly to the gratification of Mr. Barnes and his brother wheelmen. Something like 200 cases of similar character have been tried in the United States and all have had a similar result. Gradually the wheel is winning its way to complete popular favor, and the time is not far distant when every invidious and unjust discrimination against it will have succumbed to public sentiment.—*Mirror of American Sports.*

Among the Clubs.

THE MASSACHUSETTS BICYCLE CLUB has decided to hold a four days' cycling tour, commencing Wednesday, June 17. The following is the plan of the tour, which, it is hoped, will be the most successful of any yet attempted by the club:

WEDNESDAY, June 17.

Start from club-house in the morning, and ride *via* Exeter street, Commonwealth avenue, Chester park, Milldam, Allston, Harvard square, Medford, Malden, Lynn, and Swampscott to Salem, dining at the Essex House. Distance, 25 miles. After dinner, *via* Beverly, Beverly Farms, where fine roads and finer estates abound, Manchester-by-the-Sea, views superb, and Magnolia to Gloucester, 16 miles. Spend the night probably at the Pavilion, which looks out upon Gloucester harbor. Total distance first day, 41 miles.

THURSDAY, June 18.

In the morning take the famous "ride around the Cape." This is one of the most fascinating rides in the East. The roads are somewhat hilly, the hills being, with one exception, short ascents, and the road-bed good. The views are simply glorious. The route lies through Rockport, Pigeon Cove, the park at the end of the Cape, by General Butler's place, Annisquam, Lanesville, Bay View, and Riverdale. Distance, 16 miles. Early dinner at Gloucester. After dinner, ride *via* Essex, the town which was raided by "robber wheelmen," Ipswich, Rowley, and Newbury to Newburyport. Roads very good, with the exception of two miles, which are rather heavy. Distance, 24 miles, making the total distance for the second day, 40 miles. Spend the night at the Merrimac House.

FRIDAY, June 19.

In the morning mount wheels for Portsmouth, *via* Salisbury, Seabrook, and Hampton. The roads are heavy in spots in Salisbury and Seabrook, and fine from Hampton to Portsmouth. They are all ridable, however, and unless it is very dry—which is unlikely so early in the season—average fairly well. Distance, 24 miles. Dine at Portsmouth. After dinner excursions will be in order to the magnificent Hotel Wentworth, Newcastle, 4 miles distant, looking out over the Isles of Shoals, the beaches, etc., *ad lib.* Return to Portsmouth to spend the night. Distance 30 to 40 miles, as desired.

SATURDAY, June 20.

Early breakfast, and 7.15 train to Newburyport, arriving there at 7.55 A. M. Cross wheels for Boston *via* Newbury, Rowley, Ipswich, Hamilton, Wenham, Putnamville, Danvers Plain, Peabody, Wyoma Village, E. Saugus, Malden, Medford and Cambridge. A superb route, avoiding Lynn and Salem. Roads fine the entire distance. Dinner probably at Peabody. Distance, 50 miles.

The whole route will comprise a riding distance of 173 miles for one party and 195 for the other, the endeavor being not to make distances, but to have a comfortable and enjoyable time. The trip will be over fine roads, with picturesque scenery. It is expected that the members will turn out in large numbers, including not a few tricyclists.

Captain Shillaber will be in command. If there are a sufficient number of tricyclers present, a tricycle division will be organized under command of a proper officer. There will be no "scorching" or "breaking up," but a moderate pace will be taken so that the club may keep together.

THE NASHVILLE BICYCLE CLUB yesterday completed the programme of races for the summer meeting, which will be given at the Sulphur Spring Base Ball Park, June 5 and 6. It will be seen that the events are so varied in distance and, withal, so numerous, that active rivalry will be the only other possible requisite for successful sport. This may be regarded as certain, for the membership is composed of young gentlemen whose only aim will be to excel, and every prize will be won by the best man, and he only. The races are open to all amateurs without restriction upon locality. Several wheelmen from Pulaski and Murfreesboro have signified their intention of contesting the palms here offered. The selection of the ball park is to be commended, for it commands all the conditions for large attendance and convenient on-looking. A firm track, about five laps to the mile, will be constructed in the park. The award in each of the races will be a gold medal. The ladies of Nashville will be especially welcomed to the meeting. The programme is as follows: June 5, club parade in the city at 10 A. M.; first race, 1-4 mile dash; second race, 1-2 mile heats; third race, 100 yards slow race; fourth race, mile dash; fifth race, 1-2 mile tricycle; sixth race, 2 mile dash. June 6, parade at 10 A. M.; first race, 1 mile dash; second race, 1-2 mile dash; third race, fancy riding contest; fourth race, 2 mile handicap; fifth race, 1-2 mile dash for Star bicycle; sixth race, 1 mile consolation dash. The races will begin each day at 3.30 P. M.

THE CANADIAN WHEELMEN'S ASSOCIATION will hold their annual meeting at Woodstock, on July 1. Racing men who intend to be at Buffalo cannot do better than to give our Canadian brethren a visit; they are very anxious to get some American riders to compete at the meeting. The Woodstock track has been put down at a cost of about \$1,100, and is one of the best for its size in America, and they hope to see some fast time on it. There will be about 400 wheelmen in parade, and 8,000 spectators are anticipated. Woodstock is a good, lively town with an Athletic Association of 200 members. The programme contains twelve events, for which \$600 worth of prizes will be offered. It is as follows: 1-2 mile dash, gold medals; 1 mile championship of Canada, bicycle, gold medal; 1 mile championship of Canada, tricycle, gold medal; 2 mile championship of Canada, gold medal; 2 mile green run for road machines, silver cup, gold chain; 3 mile record race, gold medal, silver medal, and gold watch; 5 mile championship of Canada, gold medal; 1 mile safety, silver medal; 1 mile open for America, silver stop watch, gold chain; 5 mile open for America, gold watch, silver medal; 10 mile open for America, silver ice pitcher, silver cup.

THE BEDFORD CYCLING CLUB (Brooklyn, N. Y.)—Have moved to their new and more commodious quarters at 730 Bedford avenue. At the last regular monthly meeting officers, to fill vacancies, were elected as follows: Second lieutenant, George B. Adams; secretary, Joseph S. Taft.

THE NASHVILLE BICYCLE CLUB has issued a model constitution and by-laws of the club. The book contains a front and rear view of the club uniform both in full dress and in fatigue, while the club badge is printed in colors.

THE MEMPHIS CYCLE CLUB will have to go down deep into its pockets to pay the losses of its recent meeting, but the boys are paying up cheerfully, and will hold another next year.

THE SPRINGFIELD BICYCLE CLUB held its anniversary banquet on Wednesday evening, May 6. It was in keeping with past gatherings of this club.

THE ALBANY BICYCLE CLUB's monster performance on Wednesday evening, May 6, was a grand success.

THE CINCINNATI BICYCLE CLUB opened the riding season with a "smoker," on Saturday evening, May 2.

CLUB ELECTIONS.

BERKSHIRE COUNTY WHEELMEN (Pittsfield, Mass.)—President, E. H. Kennedy; vice-president, John N. Robbins; secretary, P. W. Jones; treasurer, H. S. Wollison; captain, H. G. West; first lieutenant, C. C. Kennedy; second lieutenant, J. H. Greenfield; bugler, Charles A. Bullman.

BLOOMINGDALE (Ill.) BICYCLE CLUB—President, Dr. J. M. Fulton; vice-president, William Mastern; secretary and treasurer, Robert J. Otto; captain, Charles Dodge; bugler, J. E. Dunn; color bearer, Ben Fill.

BRATTLEBORO (Vt.) CYCLE CLUB—President, J. W. Drown; secretary and treasurer, E. H. Atherton; captain, F. F. Reed; sub-captain, F. L. Shaw; color bearer, G. J. Reed; club committee, J. W. Drown, O. R. Leonard, C. R. Crosby.

CHARLOTTE (N. C.) BICYCLE CLUB—President, L. E. Quinn; captain, O. F. Asbury; sub-captain, W. L. Pharr; secretary and treasurer, Albert Durham.

CHEYENNE (Wyo.) CLUB—President, H. B. Rice; captain, Fred Bond; financial secretary, Frank H. Clark; bugler, George F. Inman.

CONNECTICUT BICYCLE CLUB (Hartford)—President, Stephen Terry; secretary, W. F. Colton; treasurer, Charles A. Rogers; captain, Charles E. Chase; first lieutenant, Robert F. Way; second lieutenant, E. C. Quiggle; club committee, the president, treasurer, captain, and E. F. Belden, Alexander Allen, S. O. Prentice and J. Gilbert Calhoun.

DAYTON (O.) BICYCLE CLUB—President William Callender; secretary and treasurer, Charles Moore; captain, Charles Hardman.

DETROIT (Mich.) BICYCLE CLUB—President, L. S. Bates; vice-president, Dudley W. Smith; secretary and treasurer, F. X. Spranger; captain, Louis P. Munger; first lieutenant, Charles C. Smith.

EAST HARTFORD (Ct.) WHEEL CLUB—President, L. S. Forbes; secretary, C. B. Ripley; treasurer, S. A. Pratt; captain, H. E. Bidwell; first lieutenant, A. A. Forbes, second lieutenant, G. L. Forbes—being the same board as of 1884.

IOWA FALLS (Ia.) BICYCLE CLUB—President, L. E. Jones; captain, Theodore Kratzer; vice-president, W. L. Thomas; treasurer, Bert McGowan.

MIDDLETOWN (Ct.) WHEEL CLUB—President, Henry C. Ward; secretary, William P. Post; treasurer, Howard A. Sibley; captain, Fred L. Calkins; first lieutenant, Hayden Goodrich; second lieutenant, Arthur Rutty; bugler, William J. Hogan.

NEW BRITAIN (Ct.) WHEEL CLUB—President, C. C. Rossberg; captain, S. Beebe; first lieutenant, E. Slater; second lieutenant, H. B. Arnold; bugler, C. H. Norris; standard bearer, E. H. Mix; secretary and treasurer, W. B. Ross-

berg; club committee, A. F. Corbin, James N. Stanley, the president, captain, and secretary.

RICHMOND COUNTY WHEELMEN (West New Brighton, S. I.)—President, A. F. Greenwald; captain, Dan Renton; treasurer, W. A. Sloane; secretary, J. H. W. Cole; first lieutenant, George MacDonald; second lieutenant, F. M. Simonson; guides, A. F. Greenwald and W. A. Sloane; bugler, Frederick Spratt; club committee, the president, captain, secretary, and Messrs. A. R. Butler and W. M. Braman.

ROCKINGHAM BICYCLE CLUB (Portsmouth, N. H.)—President, C. A. Hazlett; secretary and treasurer, H. M. Tucker; captain, G. E. Philbrick; first lieutenant, S. G. Kingsbury; second lieutenant, C. A. Holbrook; bugler, W. W. McIntire; club committee, C. A. Hazlett, H. M. Tucker, G. E. Philbrick, J. H. Knox, and A. H. Sides.

SEASIDE BICYCLE CLUB (Norfolk, Va.)—President, C. A. Field; vice-president, James C. Tait; secretary and treasurer, J. C. Carroll; captain, Dr. Randell Barrett; sub-captain, A. A. O'Neil.

SPRINGFIELD (Mass.) TOURING CLUB—President, H. R. Bemis; vice-president, A. D. Copeland; secretary and treasurer, W. H. Marsh; captain and bugler, A. B. Copeland; lieutenant, H. Armitage; color sergeant, C. Coburn; directors, H. R. Bemis, W. H. Marsh, F. S. Carr, A. D. Copeland, C. Coburn.

WALTHAM (Mass.) BICYCLE CLUB—President, William Shakespeare; secretary and treasurer, G. F. Walton; captain, E. J. Williams; first lieutenant, C. E. Tracy; second lieutenant, J. W. Rankin; third lieutenant, S. C. Drake; bugler, S. A. Butler; color bearer, H. Duddleston, Jr.; club committee, William Shakespeare, E. J. Williams, O. E. Davies, G. W. Chamberlain.

RACE MEETINGS.

COMING EVENTS.

June 5 and 6—Races of the Yale College Bicycle Club, New Haven, Ct., including the twenty-five mile championship race of the L. A. W.

June 8 and 9—Indiana State division State meet and tournament at Indianapolis, Ind.

June 12 and 13—Tournament of the Nashville Bicycle Club.

June 17—Tricycle picnic in the woods at Readville, by the Boston Bicycle Club.

June 17—Bicycle races on the Boston Union Athletic grounds.

June 18—Race meeting of the Trojan Wheelmen at Troy, N. Y.

June 20—Kings County Wheelmen annual race meet.

June 24—Inter-State meet at Youngstown, Ohio.

June 28—Clam-bake at Downer Landing by the Boston Bicycle Club.

June 30—Two days' race meet of the Fort Schuyler (N. Y.) Wheelmen.

July 1—Canadian W. A. races, Woodstock.

July 2 and 3—Annual meet of the L. A. W. at Buffalo, N. Y.

July 3 and 4—Annual race meeting of the Bartholomew County Wheelmen at Columbus, Ind.

July 4—Bicycle races on Boston Common.

July 4—Bicycle races on Boston Union Athletic grounds.

July 6—Big Four tour starts from Buffalo, N. Y.

July 10—Big Four road race, one hundred miles, Cobourg to Kingston.

July 17—Down East tour.

July 20 and 21—Ohio State division L. A. W. meet and tournament at Springfield.

July 23—Second annual meeting of the Pine Tree Wheel Club at Bangor, Maine.

July 27—Moosehead lake tourists start from Boston.

August 1—Tricycle road race of the Boston Bicycle Club.

August 13—Annual race meeting Berkshire Co. Wheelmen at Pittsfield, Mass.

August 27 and 28—Annual races Cleveland Bicycle Club.

September 2 and 3—Tournament of the Connecticut Bicycle Club at Hartford.

September 5—Tally-ho coach run of the Boston Bicycle Club along the north shore.

September 8, 9 and 10—Tournament at Springfield, Mass.

September 19—Tally-ho coach run to Lake Massapoag, by the Boston Bicycle Club.

October 3—Annual 100-mile cycle road race of the Boston Bicycle Club.

MEMPHIS (TENN.) CYCLE CLUB.

Date of Meeting, May 1st, 2d, and 4th; *Track*, clay, 4 laps to the mile.

Officers.—*Referee*, E. M. Senseney of St. Louis, Mo.; *Judges*, W. J. Crawford and D. P. Hadden of Memphis, Tenn.; *Timer*, Jos. Specht of Memphis, Tenn.; *Starter*, W. L. Surprise of Memphis, Tenn.; *Clerk of Course*, T. M. Newell of Memphis, Tenn.; *Secretary*, W. L. Surprise of Memphis, Tenn.; *Attendance*, good.

FRIDAY, MAY 1.

Five-Mile Professional.

W. M. Woodside, Chicago, Ill., Time, 22.05 3-4
Time By Miles.—1st, 4.22 1-2; 2d, 4.26 1-4; 3d, 4.28; 4th, 4.29; 5th, 4.20.

One-Mile Bicycle Amateur, Time 3.20.

S. G. Whittaker, Boston, Mass., Time, 4.02
S. W. Hampton, Jr., Memphis, Tenn., " 4.04
Time By Quarters.—1st, 57 seconds; 2d, 1.00; 3d, 1.01 1-2; 4th, 1.03 1-2.

Athletic Event—Hurdle Race.

H. M. McDowell, Memphis, Tenn., Time, 17 1-4
George Hess, Memphis, Tenn., " 17 1-2

Five-Mile Amateur.

S. G. Whittaker, Boston, Mass., Time, 21.30 1-2
P. W. Stone, St. Louis, Mo., " 21.32
Time By Miles.—1st, 4.16; 2d, 4.21 3-4; 3d, 4.12; 4th, 4.18 1-2; 5th, 4.22 1-2.

Athletic Event—Two-Mile Heel and Toe Walk.

H. H. Carr, Memphis, Tenn., Time, 19.43
A. J. Shaw, Memphis, Tenn., " 19.50
Time By Miles.—1st, 9.28; 2d, 10.15.

One-Mile Club Championship.

S. W. Hampton, Jr., Memphis, Tenn., Time, 4.11 1-2
A. D. Newborn, Memphis, Tenn., " 4.13

One-Mile Tricycle Race.

P. N. Myers, Covington, Ky., Time, 5.30
S. B. Huber, Louisville, Ky.
Time By Quarters.—1st, 1.21; 2d, 1.25; 3d, 1.20 1-2; 4th, 1.23 1-2.

Athletic Event—Three-Legged Race, 50 Yards.

P. P. Gluck and A. Vaccard, Memphis, Tenn., Time, 09 1-2
A. J. Shaw and G. W. Hess, Memphis, Tenn., " 10

Half-Mile Boys' Race, 12 Years and Under.

Ras Crawford, Memphis, Tenn., Time, 2.55
Frank Hill, Memphis, Tenn., " 3.03

Two-Mile Amateur.

S. G. Whittaker, Boston, Mass., Time, 8.10 3-4
P. W. Stone, St. Louis, Mo., " 8.11 1-4
Time By Miles.—1st, 4.01; 2d, 4.09 3-4.

SATURDAY, MAY 2.

Three-Mile Amateur.

S. G. Whittaker, Boston, Mass., Time, 11.28 1-2
P. N. Myers, Covington, Ky., " 11.28 3-4
Time By Miles.—1st, 3.48; 2d, 4.01; 3d, 3.39 1-2.

Athletic Event—Potato Race.

G. W. Hess, Memphis, Tenn., Time, 1.22 1-4
P. P. Gluck, Memphis, Tenn., " 1.23

Half-Mile Heats.

1st heat. 2d heat.
P. W. Stone, St. Louis, Mo., Time, 1.38 1-2 1.31 1-2

S. G. Whittaker, Boston, Mass.

Time By Quarters.—First heat: 1st, 49 1-2; 2d, 49. Second heat: 1st, 49 1-4; 2d, 42 1-4.

Athletic Event—Two-Mile Go-as-you-please.

E. P. Baird, New York, N. Y., Time, 13.08 1-2
H. M. McDowell, Memphis, Tenn., " 13.10

Quarter-Mile Hands Off.

P. N. Myers, Covington, Ky., Time, 0.59
John Stout, New Orleans, La., " 0.59 1-2

Two-Mile Tricycle Race.

E. P. Baird, New York, N. Y., Time, 9.30 1-2
P. N. Myers, Covington, Ky., " 9.31

Time By Miles.—1st, 4.43 1-2; 2d, 4.47.

Half-Mile Boys' Race, 12 to 15 Years.

Joe Robertson, Memphis, Tenn., Time, 2.11 1-2
John Willins, Jr., Memphis, Tenn., " 2.12

Time By Quarters.—1st, 1.01; 2d, 1.10 1-2.

Athletic Event—Quarter-Mile Wheelbarrow Race.

H. M. McDowell, Memphis, Tenn., Time, 1.23 1-2
G. W. Hess, Memphis, Tenn., " 1.24

One-Mile Amateur Bicycle Race.

P. W. Stone, St. Louis, Mo., Time, 3.25 1-2
S. G. Whittaker, Boston, Mass., " 3.25 3-4

Quarter-Mile, Boys 12 Years and Under.

John Ferguson, Memphis, Tenn., Time, 1.07
M. Standish, Memphis, Tenn., " 1.07 1-2

MONDAY, May 4.

Two-Mile Bicycle Amateur.

S. G. Whittaker, Boston, Mass., Time, 6.45 1-2
W. F. Yates, Memphis, Tenn.

Time By Miles.—1st, 3.20; 2d, 3.25.

Quarter-Mile, Girls Under 12 Years, Tricycle.

Laura Hall, Memphis, Tenn., Time, 2.02
Lillie Dumi, Memphis, Tenn., " 2.02 1-2

Athletic Event—Obstruction Race.

A. Vaccard, Memphis, Tenn., Time, 1.18 1-2
G. W. Hess, Memphis, Tenn., " 1.19

One-Mile Bicycle Amateur.

P. W. Stone, St. Louis, Mo., Time, 3.18
P. N. Myers, Covington, Ky., " 3.18 1-4

Time By Quarters.—1st, 0.50; 2d, 1.09; 3d, 0.49; 4th, 0.50.

Athletic Event—Two Hundred Yards Running.

F. M. Berry, Memphis, Tenn., Time, 24 1-2
H. M. McDowell, Memphis, Tenn., " 24 3-4

One-Mile Amateur State Championship.

F. W. Wilcox, Memphis, Tenn., Time, 3.29
S. W. Hampton, Jr., Memphis, Tenn., " 3.29 1-4

Time By Quarters.—1st, 50; 2d, 53; 3d, 54; 4th, 53.

Athletic Event—Sack Race Twenty-Five Yards.

S. L. Waterman, Memphis, Tenn., Time, 10
A. Vaccard, Memphis, Tenn., " 10 1-4

Quarter-Mile, Boys 12 Years and Under.

Miles Standish, Memphis, Tenn., Time, 1.00
John Ferguson, Memphis, Tenn., " 1.00 1-2

One-Mile Consolation.

A. D. Mewhorn, Memphis, Tenn., Time, 3.44
S. M. Mallieau, Memphis, Tenn., " 3.44 1-2

This meeting should have been held April 30th, May 1st and 2d, but on account of bad weather had to be postponed.

In justice to the club and the men who rode something must be said in regard to the track. Had the party making the track lived up to his contract it would have been in first-class condition, but as it was the track was not rolled heavily enough for the rain that fell on it.

All the visiting wheelmen say it will in time make a fast track.

From a sporting point, the meet was a success; from a financial point, it was a failure.

A number of wheelmen from other cities witnessed the races and were delighted. The prizes were handsome and well worth running for.

NEW ORLEANS (LA.) BICYCLE CLUB.

Date of Meeting, May 7th and 8th. *Track*, West End shell road. *Weather*, good. *Wind*, none.

Officers.—*Referee*, R. M. Hall; *Judges*, Wash Marks and Stanley Heard; *Timer*, John Stunk; *Starter*, J. C. Hainmet; *Attendance*, good.

THURSDAY, MAY 7.

Quarter-Mile, Boys.

Albert F. Andrews, Time, o. 1-2

H. A. Marshall, Quarter-Mile Dash.

C. M. Fairchild, Time, o. 44

E. P. Baird,

A. M. Hiel.

Slow Race One Hundred Yards.

George Miller, Time, 2.40

C. H. Genslinger,

Time Race 4.30.

E. P. Baird, Time, 5.07

C. H. Genslinger,

A. P. Keaghey,

Two-Mile Handicap.

E. P. Baird, Time, 7.40

A. M. Hiel,

W. W. Crane.

FRIDAY, MAY 8.

Quarter-Mile Handicap.

F. M. Ziegler, Time, 0.44 1-8
John Stout.
A. P. Keaghey.

One-Mile State Championship.

A. P. Baird.
A. M. Hiel.
G. McD. Nathan.

Ring Tournament.

A. P. Keaghey.
C. H. Genslinger.
George Miller.

One-Mile Hands Off.

C. M. Fairchild, Time, 0.48
F. R. Crampton.
John Stout.

These were the first annual races of the New Orleans Bicycle Club and the success was so great that the club will give another at an early date.

BAY CITY WHEELMEN OF SAN FRANCISCO (CAL.) AND GARDEN CITY OF SAN JOSE.

Date of Meeting, May 16th. Track, very heavy horse track, 1 lap to the mile. Weather, clear and very warm. Wind, pretty strong late in the day.

OFFICERS.—Referee, B. S. Benjamin, of San Francisco, Cal.; Judges, J. Little, of San Francisco, Cal., C. W. Wood, of San Felipe, Cal., and E. Morey, of San Jose, Cal.; Timer, Lloyd Moultrie, George Reed and A. Lotz, all of San Jose, Cal.; Starter, Thomas L. Hill, of San Francisco, Cal.; Clerk of Course, J. E. Gibson, of San Jose, Cal.; Secretary, S. F. Booth, Jr., served in that capacity except during the half-mile with Cook; Attendance, very large and fashionable.

SATURDAY, MAY 16.

Half-Mile Maiden.

R. Tittle, San Francisco, Cal., Time, 1.35 3-4
F. E. Shore, San Jose, Cal., " 1.39

Half-Mile Scratch.

F. R. Cook, Time, 1.30 1-4
S. F. Booth.

One Hundred Yards Slow.

F. F. Woodford, San Jose, Cal., Time, 2.36 3-4
Five-Mile Scratch.F. E. Johnston, San Francisco, Cal., Time, 17.42 3-5
H. S. Blood, San Francisco, Cal., " 18.56 1-4
Ed Davis, San Jose, Cal.

Fancy Exhibition.

Won by E. Rideout scoring 17 out of the 19 points.
E. Gibson, second prize, scoring 14 out of 19 "

One-Mile Handicap.

W. H. Wood (25 yds.), San Jose, Cal., Time, 3.11 3-5
T. L. Hill (10 yds), San Francisco, Cal., " 3.14 1-4
W. M. Meeker (scratch), San Francisco, " 3.16 1-5

Quarter-Mile to Beat Pacific Coast Record.

F. R. Cook, Time, 0.37 3-5

One Mile Hands Off.

E. Mohrig, San Francisco, Cal., Time, 3.39 1-2
M. Beolzheim, San Francisco, Cal.

In the maiden-half Tittle was defeated by a foul. A time was set to run the run again, and as Shore did not show up Tittle ran the half-mile in 1.35 3-4 and was declared victor. In the half-mile between the Pacific Coast champions, Cook and Booth, Booth had a very sore ankle, which was much swollen before the race, besides being out of training, but being urged strongly, he entered, and when he came to the quarter (he was even with Cook to here) his ankle became so painful that he was obliged to take his foot from the pedal and relinquish the race. He was a decided favorite ("tis true, 'tis pity, and pity 'tis 'tis true,") and was presented by the ladies present, with a beautiful miniature bicycle, the spokes, rims and backbone, etc., being twined with rare flowers. The fairer sex thought he deserved it, being the only one who had pluck enough to tackle Cook. The time of 1.30 1-4 with such a wind against Cook, I consider excellent.

In the five-mile, Johnston gave a specimen of what he can do; at the end of the first mile, the others were just coming around the three-quarter mile pole, and at the finish of the five miles they were rounding the half-mile.

The mile handicap was the only race where the Garden Citys proved too much for us. Wood's 25 yards proved too much for Meeker and Hill. Mr. Wood is the San Jose flier, and we hope to meet him from the scratch in the near future.

Cook's quarter-mile record is the talk in all athletic circles out here. There was a pretty good breeze, but the rough condition of the track more than counteracted anything gained by the wind.

CLEVELAND (O.) BICYCLE CLUB.

Date of Meeting, May 19. Track, cinder, 4 laps to a mile. Weather, clear and chilly. Wind, fair.

OFFICERS.—Referee, Fred T. Sholes, of Cleveland, O.; Judges, T. J. Kirkpatrick, of Springfield, O., W. M. Brewster and J. E. Smith, of St. Louis, Mo. Timers, Alfred Ely and J. H. Wade, of Cleveland, O.; Starter, George H. Potter, of Cleveland, O.; Clerk of Course, A. C. Rogers, of Cleveland, O.; Attendance, 1000.

TUESDAY, MAY 19.

Quarter-Mile Bicycle.

W. H. Wetmore, Cleveland, O., Time, 0.43 3-4

J. D. Pugh, Jr., Cleveland, O., " 0.44

G. T. Snyder, Cleveland, O.

One-Mile Bicycle Handicap.

G. W. Ford (25 sec.), Cleveland, O., Time, 3.26

George Collister (scratch), Cleveland, O., " 3.11 1-2

J. D. Pugh, Jr. (15 sec.), Cleveland, O., " 3.34

Time.—1-4 m., 0.44 3-4; 1-2 m., 1.35; 3-4 m., 2.29 3-4; 1 m., 3.26.

Five-Mile Bicycle, Club Championship.

G. T. Snyder, Cleveland, O., Time, 19.26 1-2

F. H. Palmer, Cleveland, O., " 19.42

Time.—1 m., 4.01; 2 m., 7.59 1-2; 3 m., 11.54; 4 m., 15.44 1-4; 5 m., 19.26 1-2.

One-Mile Tricycle.

Charles H. Potter, Cleveland, O., Time, 3.59 1-4

Clarence Howland, Akron, O., " 4.02 1-2

J. H. Collister, Cleveland, O.

Time.—1-4 m., 0.56 1-2; 1-2 m., 1.56 1-2; 3-4 m., 3.02 1-2; 1 m., 3.59 1-4.

Half-Mile Bicycle Heats.

W. F. Knapp, Cleveland, O., Time, 1.30 1-28 3-4

W. H. Wetmore, Cleveland, O., " 1.30 1-5

K. A. Pardee, Akron, O., " 1.29

Time.—1st heat, 1-4 m., 0.44 1-2; 1-2 m., 1.30. 2d heat, 1-4 m., 0.44; 1-2 m., 1.28 3-4.

Two-Mile Club Championship.

George Collister, Cleveland, O., Time, 7.13

J. D. Pugh, Jr., Cleveland, O., " 7.15 3-4

J. H. Collister, Cleveland, O.

Time By Miles.—1 m., 3.42 1-2; 2 m., 7.13.

One Hundred Yards, Running.

F. W. Douglass, Cleveland, O., Time, 0.11 1-4

W. H. Buchner, Youngstown, O.

J. H. Hume, Cleveland, O.

One-Mile Club Consolation.

J. T. Huntington, Cleveland, O., Time, 3.31 3-4

C. E. Farnsworth, Cleveland, O., " 3.32 3-4

C. A. Paine, Cleveland, O.

Half-Mile Exhibition Race.

Asa Dolph, Cleveland, O., Time, 1.27 1-2

About 150 wheelmen from different parts of Ohio principally, were in attendance. The track was in very good condition, slow time being caused by lack of training (owing to the grip winter seems to have had on spring). Races are considered very satisfactory in point of attendance and sport.

ST. LOUIS (MO.) RAMBLERS BICYCLE CLUB.

Date of Meeting, May 23, 1885; Track, yellow clay, 4½ laps to the mile, circular; Weather, clear; Wind, track sheltered.

OFFICERS.—Referee, John A. Dillon, of St. Louis, Mo.; Judges, Burley B. Ayers, of Chicago, Ill., Geo. C. Oeters, of St. Louis, Mo.; Timer, E. M. Senseney, of St. Louis, Mo.; Starter, C. F. A. Beckers, of St. Louis, Mo.; Clerk of Course, Arthur Young, of St. Louis, Mo.; Scorer, H. C. Thom, of St. Louis, Mo.; Attendance, 1,973 on grounds.

One-Mile Heats.

C. E. Stone, St. Louis, Mo., Time, 2.47 1-4 2.46 3-4

Geo. Webber, Smithville, N. J., " 2.47 1-2 2.50

N. H. Van Sicklen, Chicago, Ill., " 2.48 3-4 2.52

Two-Mile Handicap.

J. S. Rogers (scratch), St. Louis, Mo., Time, 6.27

J. G. Hitchcock (5 sec.), Omaha, Neb., " 6.30 1-2

(Time taken from first man, who had 15 sec. start of Rogers.)

One-Mile Hands Off.

F. W. Meyer, St. Louis, Mo., Time, 3.26

E. C. Klipstein, St. Louis, Mo., " 3.26 1-2

Quarter-Mile Heats.

Percy W. Stone, St. Louis, Mo., Time, 40 1-2 40 1-2

W. G. E. Peirce, Chicago, Ill., " 41 1-2 40 3-4

Three-Mile Dash.

Geo. Webber, Smithville, N. J., Time, 9.29 3-4

Cola E. Stone, St. Louis, Mo., " 9.30

N. H. Van Sicklen, Chicago, Ill., " 9.34 1-2

Half-Mile Heats.

1st heat. 2d heat.

Cola E. Stone, St. Louis, Mo., Time, 1.28 1-2 1.32

W. G. E. Peirce, Chicago, Ill., " 1.29 1-33

One-Mile 3.15 Class.

Time, 2.55 1-4

N. H. Van Sicklen, Chicago, Ill., " 2.56 1-2

John Nicholson, Minneapolis, Minn., " 2.56 3-4

Five-Mile Dash.

Geo. Webber, Smithville, N. J., Time, 17.03 1-4

N. H. Van Sicklen, Chicago, Ill., " 17.04 1-2

Two-Mile Dash.

[For Rudge machines only.]

J. G. Hitchcock, Omaha, Neb., Time, 7.05 1-2

Percy W. Stone, St. Louis, Mo., " 7.05 3-4

One-Mile Consolation Race.

John Nicholson, Minneapolis, Minn., Time, 3.08

W. W. Belcour, St. Louis, Mo., " 3.10 1-2

Track was rolled 48 hours by a twelve ton roller. When completed it was so hard a pin could not be pressed into it without bending. Track is the large amphitheater of the Fair Grounds Association. Meeting was a decided success financially, the Ramblers after banqueting all the visiting wheelmen and local clubs, having a balance of two or three hundred "rimoleons" over.

LOUISVILLE (KY.) WHEEL CLUB.

Date of Meeting, May 30 and June 1, 1885; Track, clay, raised turns, 4 laps to the mile; Weather, first day, occasionally raining; second, fine day; Wind, light.

OFFICERS.—Referee, Newton Crawford of Louisville, Ky.; Judges, Ex-Mayor Charles D. Jacobs, Henry Schimpeler and D. P. Curry, of Louisville, Ky.; Timer, Ed Kent, of Lockwood, and T. W. Moran of Louisville, Ky.; Starter, A. B. Hewitt, of Louisville, Ky.; Clerk of Course, H. T. Esterle, of Louisville, Ky.; Secretary, W. B. Sale, of Louisville, Ky.; Attendance, fair.

SATURDAY, MAY 30.

Five-Mile Scratch.

Charles H. Monsch, Louisville, Ky., Time, 18.36

Percy Bettison, Louisville, Ky.

W. M. Foreman, Cox's Creek, Ky.
Time By Miles.—1st mile, 3.28 3-4; 2d mile, 7.17; 3d mile, —; 4th mile, 14.50 1-2.

Half-Mile Novice.

George Zoeller, Louisville, Ky., Time, 1.37

H. H. Lewis, Louisville, Ky., " 1.37 1-5

Chas. Van Overbeke, Louisville, Ky., " 1.38

One-Mile, Time 3.21.

J. D. Macaulay, Louisville, Ky., Time, 3.26 3-4

C. F. Johnston, Louisville, Ky., " 3.27

Joseph L. Gard, Louisville, Ky.

Half-Mile Heats.

FIRST HEAT.

Chas. H. Monsch, Louisville, Ky., Time, 1.33

C. F. Johnston, Louisville, Ky., " 1.33 3-5

J. D. Macaulay, Louisville, Ky., " 1.34

SECOND HEAT.

Chas. H. Monsch, " 1.33

J. D. Macaulay, " 1.33 1-5

C. F. Johnston, " 1.34

(Monsch fouled, Johnston giving the race to Macaulay.)

THIRD HEAT.

Chas. H. Monsch, Louisville, Ky., Time, 1.36

J. D. Macaulay, " 1.36 2-5

One-Quarter Mile Dash.

Chas. Van Overbeke, Louisville, Ky., Time, 46

George Zoeller, " 46 1-5

C. F. Johnston, " 46 2-5

Exhibition of fancy and trick riding by Prince Wells, champion of the South.

1-4 mile unicycle against time, Time, 1.21

MONDAY, JUNE 1.

Three-Mile Open.

J. D. Macaulay, Louisville, Ky., Time, 10.30 1-2

Chas. L. Monsch, Louisville, Ky., " 10.31 1-2

Percy Bettison, Louisville, Ky.

Time By Miles.—1st 3.36 1-2, 2d 7.03 1-2.

Half-Mile Riders 1885.

Fred Schimpeler, Louisville, Ky., Time, 1.45

Wm. M. Raible, Louisville, Ky., " 1.46

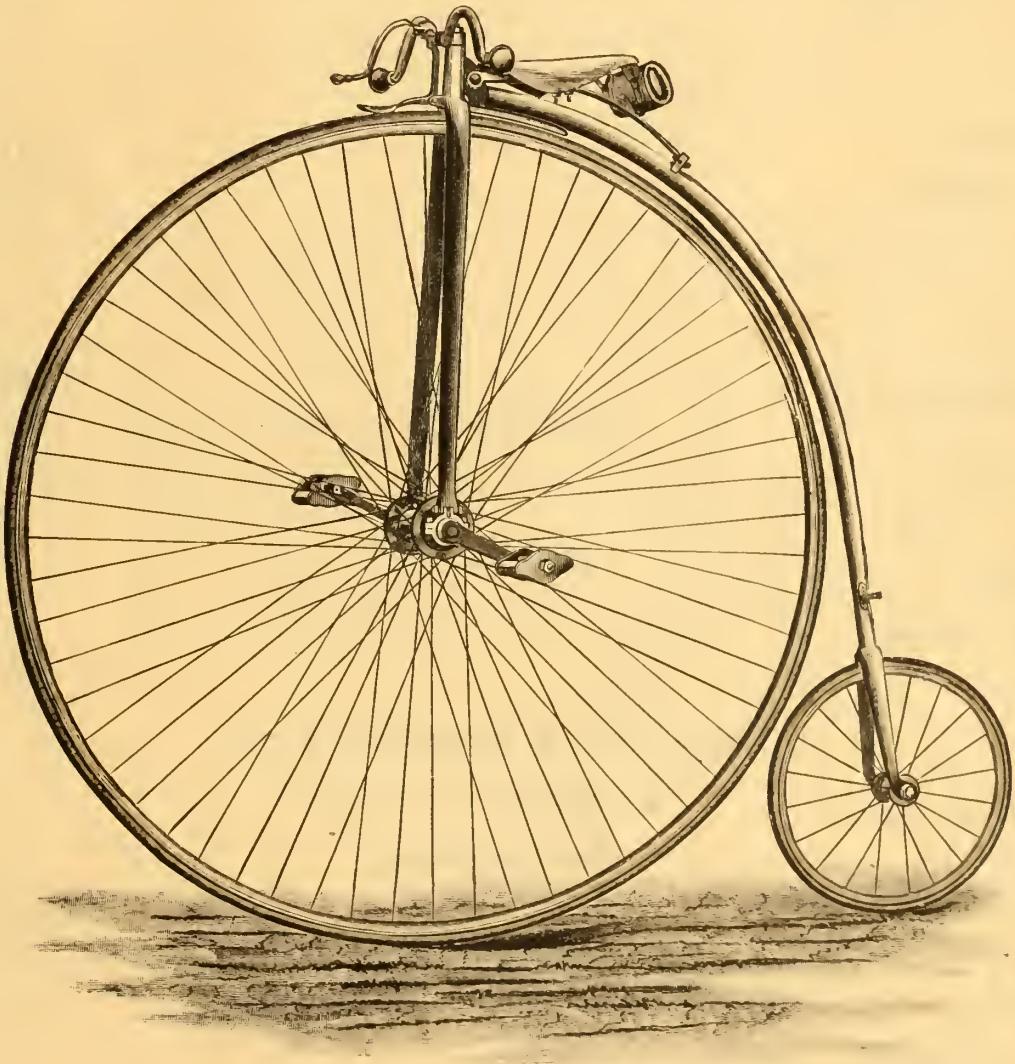
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INSPECT OUR THIS YEAR'S PATTERNS.

Half-Mile—Time 1.50.

Chas. Van Overbeke, Louisville, Ky.,
A. L. Jordan, Louisville, Ky.,
Wm. M. Raible, Louisville, Ky.

One-Mile Open.

J. D. Macaulay, Louisville, Ky.,
C. L. Monsch, Louisville, Ky.,
Chas. Van Overbeke, Louisville, Ky.

Quarter-Mile, Boys Under 14 Years.

A. Robinson, Louisville, Ky.
W. Welle, Louisville, Ky.,
(Postponed from Saturday.)

Quarter-Mile Heats.

Time, 1st heat. 2d heat.
C. L. Monsch, Louisville, Ky., " 45 3-4 46
C. Van Overbeke, Louisville, Ky., " 46 46 1-2
A. L. Jordan, Louisville, Ky.

Quarter-Mile, Boys Under 14.

W. Welle, Louisville, Ky., Time, 56
James Wilder, Louisville, Ky., " 56 3-4
Joseph Hegan, Louisville, Ky.

Half-Mile Consolation.

Percy Bettison, Louisville, Ky., Time, 1.40
H. H. Lewis, Louisville, Ky., " 1.40 1-4
A. L. Jordan, Louisville, Ky.

Quarter-Mile Tricycle.

H. Helburn, Louisville, Ky., Time, 1.40
Newton Crawford, Louisville, Ky.
Henry Schimpeler, Louisville, Ky.

Continual rain during morning, and threatening in the afternoon, kept a great many away who would have attended the races.

Friday's races were postponed on account of rain to Monday, June 1st. Fair crowd in attendance.

SPRINGFIELD (MASS.) BICYCLE CLUB.

Date of Meeting, Saturday, May 30th. Track, clay and gravel, 2 laps to a mile. Weather, rainy.

OFFICERS. — *Referee*, Stephen Terry of Hartford, Ct.; *Judges*, H. D. Corey of Boston, Mass., and Kenny Child of England; *Timers*, O. N. Whipple, W. C. Robinson and C. E. Fiske of Springfield, Mass.; *Starter*, C. E. Whipple of Springfield, Mass.; *Clerk of Course*, D. E. Miller of Springfield, Mass.; *Secretary*, Sanford Lawton of Springfield, Mass.; *Attendance*, 1,500.

SATURDAY, MAY 30.

One-Mile Challenge, Ride and Run.

C. B. Ripley, Hartford, Ct., Time, 4.34 1-5
A. B. Norton, Westfield, Mass., " 4.34 2-5

Three-Mile Handicap.

A. O. McGarrett, Springfield, Mass., Time, 9.36
H. E. Bidwell, Hartford, Ct.
L. F. Ives, Meriden, Ct.

One-Mile Safety.

Fred R. Brown, Springfield, Mass., Time, 3.06 2-5
F. A. Eldred, Springfield, Mass., " 3.22 4-5
F. R. Brown, Springfield, Mass., " 3.29
Time By Quarters. — 1st, 0.43 2-5; 2d, 1.37; 3d, 2.16.*

Novice Race.

R. C. Mitchel, New Britain, Ct., Time, 6.50
F. C. Jackson, New Haven, Ct., " 6.59
H. R. Moore, Walla Walla, W. T., " 7.10

One-Mile 3.10 Class.

D. Edgar Hunter, Beverly, Mass., Time, 3.04 2-5
John Illston, Hartford, Conn., " 3.12 4-5

Five-Mile 16.30 Class

D. Edgar Hunter, Beverly, Mass., Time, 16.38
H. E. Bidwell, Hartford, Ct., " 16.44
John Illston.

Time By Miles. — 1st, 3.16; 2d, 6.38; 3d, 10.05; 4th, 13.28.

Half-Mile Exhibition.

George M. Hendee, Springfield, Mass., Time, 1.17 2-5
Time By Quarters. — 1st, 0.39; 2d, 0.38 2-5.†

One-Mile Exhibition, Tandem Bicycle.

F. R. Brown, Springfield, Mass., Time, 3.09
C. H. Miller, Springfield, Mass.

Time By Quarters. — 1st, 0.45 4-5; 2d, 1.32; 3d, 2.22 3-5; 4th, 3.09.*

A slow and drizzling rain through the afternoon, which made it unpleasant both for spectators and racers. The event of the day was Hendee's breaking the world's record of one-half mile, the breaking of the Tandem bicycle record, and the creating of a record for the Safety machines.

OUR SUPPLEMENT.

The GAZETTE, ever alive to the interest of cycling in its various forms, has from time to time presented to its readers some choice cycling literature illustrating what is to-day without a doubt one of the most wonderful of modern inventions—"the cycle." In our May issue we presented a supplement illustrating the sporting side of cycling, as takes place yearly on Hampden Park, Springfield, Mass., the now famous place for the holding of International Tournaments. The exciting scene as held yearly was fully shown, and from a racing standpoint was a pronounced success. But we now come to the solid, substantial, and practical side of cycling, and present to our readers with the present issue what is without a doubt the finest cycling picture ever published. It was drawn by the celebrated artist, Mr. Copeland of Boston, and speaks volumes of praise for the cycle as a practical means of travel and recreation. As the bicycle is now universally ridden the world over, we have chosen for our center subject the world, which from the ease which it revolves we conclude must be run on the famous "Columbia Ball Bearings." In the enter is a life-like picture of Thomas A. Stevens, now touring in the old world, whose famous ride from San Francisco is still fresh in the minds of our readers. We here also draw a line on the globe showing the circle which Mr. Stevens takes on his journey, and it is a great credit to Americans that Mr. Stevens's expenses are paid by them, also that an American bicycle (Expert Columbia) will be the first to encompass the globe. A music staff gives a bugle call written for club use. At the top, left of the center, is a sketch of the famous "down-east" tour, while in the lower left hand corner is the Canadian tour as seen crossing the suspension bridge at Niagara Falls. The upper right hand corner shows the start and finish of T. S. Webb and John Tracy, who on October 16, 1884, started at midnight for a 24-hours run, to break the existing road record, closing at midnight of the same day with a record of 200 $\frac{1}{2}$ miles to their credit, a worthy achievement and showing the country that the bicycle is not a plaything, but is adapted to traveling on the common roads of the country. It is but justice to say that this feat was accomplished also on an American bicycle (the Columbia), and English manufacturers must look sharp to their laurels.

A ROYAL WELCOME.

To the Wheelmen of the United States: —

In view of the fact that the annual meets of the L. A. W. and C. W. A. come upon days so close to each other, in cities so easily accessible to each other as Buffalo and Woodstock, the Committee who have in charge the conduct of the meet of the latter organization have considered that it would not be out of place for them to extend to the wheelmen of the United States something more than a general invitation to be present at this race meet. Woodstock is a lively little city of some eight thousand inhabitants, situated in the center of the great touring district of Western Ontario. It is amply provided with hotels for the accommodation of all. It possesses an Athletic Association, with which is affiliated a large and prosperous bicycle club, that has made itself famous by the enterprise it displays in the conducting of gatherings of this kind. It is situated upon the main line of the G. W. R., and is on the high road for western wheelmen on their way to Buffalo; by coming twenty-four hours earlier they

can stop off at Woodstock, take part in our celebration, and then join the large delegation of Canadian Wheelmen who will leave on the morning of the 2d for Buffalo. The track is by far the best in Canada, and has few superiors in America. It is built of asphalt at a cost of over \$1,100. It has been graded until it is perfectly level, and rolled smooth and hard. A certificate of its exactness has been obtained, and has been filed with the proper authorities. No better quarter-mile track will be found on this continent.

On the first of July all our Canadian fliers will be on hand to contest for the Dominion championships, and it is our earnest desire that the open events, which have been made purposely to attract wheelmen from the United States, will be well filled by men who come from the land of the Star Spangled Banner.

Brethren of the L. A. W. and of the American Division of the C. T. C., we stand ready to extend to you the cordial hand of fellowship next first of July if you will but accept our invitation.

HAL B. DONLY, Sec'y C. W. A.

As an appendix to what is said upon another page by our British correspondent, in regard to the progress through England of Thomas Stevens, the round-the-world correspondent of *Outing*, we are permitted to print the following extract from a note written by the latter, May 15, at Paris, to Karl Kron, who was the last man that Mr. Stevens took dinner with before sailing from New York, last April: —

"I started from Liverpool at 4 p. m., Saturday, May 2, accompanied by twenty-five cylers, and although it rained every day, the journey through England was delightful; the roads are beyond comparison with those of America. I stopped over two days with 'Fac'd' in London to attend the Barnes Commons tricycle meet; 512 machines were in the procession. Several tri's accompanied me to New Haven; a club of Brighton bi's rode out fourteen miles to meet us. I stayed one night at Warrington, Coventry, Fenny Stratford, Berkhamsted, London, Croydon, and embarked at New Haven for Dieppe on Sunday night at 11.15. Mr. Parkinson, an English wheelman residing at Dieppe, accompanied me to Rouen—about 42 miles. The Normandy roads are even more perfect than the English; regular billiard tables for smoothness, and the French weather has so far been delightful, save a rather strong head wind. I arrived at Paris (*via* Mantes, St. Germain and the Arc de Triomphe) Wednesday evening, and am waiting two days to meet two gentlemen who know the best route to Vienna, and expect to pull out to-morrow morning, May 16. The roads south of Mantes are inferior to the Normandy roads, being but little, if any, better than the 'sand-papered' roads of Boston. Between these latter and the Normandy roads, there is no sort of comparison."

Mr. A. J. Wilson, "Fac'd," of Clapton, England, enjoyed a ride, recently upon the Expert Columbia bicycle, which is taking Thomas Stevens, around the world. In a letter he says: —

"I rode it at Barnes, and must confess that I found it much superior to the class of machines American bicycles are usually supposed to be; in fact it was fully up to the quality of any I have ever ridden, being a staunch and rigid roadster, with an honest safe rake, but running beautifully 'sweet,' and thoroughly under control."

* American records.

† World's record.

SHORE AND HILL-TOP IN CONNECTICUT.*

BY KARL KRON.

"Thames," the historic name of a more famous English stream, is applied in Connecticut to nothing else than the final section of a river or confluence of rivers, stretching entirely across the State, from the Sound to Massachusetts. At Norwich, the easterly branch takes the name of Quinebaug, and the railroad for Worcester follows its general course, until the stream bends westward and finally disappears in little brooks of Hampden county at Brimfield, near the feeders of the Chicopee river, flowing in the other direction. An easterly branch of the Quinebaug, called French river, similarly sinks away into the ponds of the border-towns of Worcester county. The westerly branch of the Thames at Norwich is named Natchaug, and its westerly branch, above Willimantic, takes the name of that town, which name afterwards gives place to Middle river, Furnace brook, and Roaring brook; and all three of these feeders take rise on the border of Massachusetts. Mashapaug Lake, just below the same border, has an outlet called Bigelow river, which forms another terminus of the Natchaug, though shorter branches of this are called Mt. Hope river, Fenton river and Still river. Hop river, a western parallel of the Willimantic branch of the Natchaug, joins it near that town; and from there northward to Massachusetts (about 25 m.) the Willimantic river is closely adjoined by the Northern railroad, which also runs alongside the west bank of its outlet, the Thames, for the dozen miles below Norwich. The eastern border of the State is nearly 50 m. long, and the little Pawcatuck river serves as a boundary for the 8 m. nearest the Sound. Parallel to this stream, and about a dozen miles west of it, is the Thames, a really noble sheet of water, whose scenic beauties I like to imagine as a magnificent aggregate of all the lesser attractions which may characterize the wide-stretching network of littler rivers whereof it forms the confluence and culmination. Shut in by lofty hills,—many of them heavily wooded,—and with occasional rocky promontories or headlands projecting into its broad expanse, there is a certain majesty about it which does not attach to any section of its distinguished namesake, though I recall the placid beauties of the English Thames as something very dear to me.

I have never attempted any inland wheeling in eastern Connecticut; but its map shows that roads closely adjoin all the streams which I have catalogued as converging southward from the Massachusetts border, so that the tourist who simply follows the current of any one of those streams will advance in a fairly direct line towards the coast. As all English roads lead to London, so all these river-roads lead to New London,—a little old-fashioned city (pop. 12,000), sleeping serenely on the west bank of the Thames, and rarely disturbed by anything more serious than regretful dreams of the brave old days when fleets of adventurous whale-ships made its name well-known in the world of trade. "I found very fair wheeling there in July," says a report which I printed in 1880; "the favorite route leading from the city hall and post-office, easterly through State st. and southerly through Bank st., for nearly 3 m.;

then east and south along the shore-road to the Pequot House, nearly 2 m., and to the light-house, $\frac{1}{2}$ m. beyond. The whole distance may be traversed in either direction without dismount; and the two miles or so of shore-road, being composed of powdered oyster-shells, is as pleasant a place for a short spin as one need wish for." Local riders assured me, three years later, that they had occasionally gone northward along the river as far as Norwich without any serious trouble, but had never extensively explored the shore of the Sound, either to the east or to the west,—because of a general impression that the roads were sandy and unridable. I was told, too, that certain parts of the road leading through Niantic and South Lyme, were occasionally flooded at high-tide; and I was recommended to take the hillier, inland road, as supposing the preferable westward course—at least to the Connecticut river.

It was on the morning of the last day of June, 1883,—four days after the completion of my touring experiences with the Down East Party, at Mount Desert,—that I faced westward from New London on my wheel. I had to walk with it, however, up the hill leading westward, at a point a little beyond where the shell-road for the light-house, as before described, branches off to the left. At the fork, $1\frac{3}{4}$ m. further, where the left road points for Jordanville, I took the right, reached a roadside well of excellent water in 2 m., and Niantic river, 2 m. beyond, at 10 o'clock. The track was sandy up to this point, but afterwards it grew harder, and the sidewalks and paths were generally good,—so that riding rather than walking was the rule. A mile beyond the river, I passed the post-office and store of Flanders (East Lyme), and at the school house in the fork of the roads, $2\frac{1}{2}$ m., I turned to the right, passed Rogers pond, 3 m.; reached the main street of Old Lyme, 2 m., found good riding on the w. sidewalk as far as the store and church, 1 m.; and got to Clark's hotel, at the ferry on the Connecticut river, 1 m., at 1 o'clock. I had been 5 h. in doing the 17 m., and, as I indulged in no very long stops, a poor average of roadway is indicated. The clusters of laurel blooming luxuriantly in the woods, and from high rocks overhanging the road, gave that forenoon's route a rather pleasant place in my memory, however. A row-boat summoned by a horn from the other shore, took me across the river, after dinner; and the necessity of climbing several cherry trees and of halting for a shower at Saybrook Junction (2 m.) resulted in my leaving that station as late as 4 o'clock. The next hour brought me to the church and post-office in Westbrook (5 m.); and a similar time and distance took me past the Morgan School in Clinton (with its monument to mark it as a resting place of Yale College in 1705), to the corner or street crossing, where I left the main road, and wheeled down to the shore (1 m.), in order to spend the night at the Bacon House. The houses and sidewalks or paths were pretty nearly continuous during this afternoon's route, instead of exceptional, as during the forenoon's; and I found one specially good stretch of 3 m., after leaving Saybrook Junction. It was here that I completed my 7,000 m.; and my record for June (20 riding days, in N. Y., Mass., Me., and Conn.) was just 400 m., whereof the repetitions amounted to not more than 50 m. My afternoon's progress would have been faster except for the mud which was caused by the shower; and the entire track from Saybrook to New Haven may be called continuously rideable.

I had an extremely pleasant ride to New Haven, the following forenoon (27 m. in 5 h.), through the clear, bracing air and bright sunshine, on roads quite free from dust and mud. From the corner in Clinton to the flagpole in Madison (4 m.), I kept mostly on the sidewalks, and I was 1 h. in wheeling thence to the green in Guilford (5 m.), where I decided to leave the turnpike in favor of the shore road, and so followed the telegraph line out from the s. w. corner of the green and turned l. with the poles at the first fork. The road across the marshes supplied goodish riding, though it is overflowed when the tides are very high. On a hill on Leete's Island (3 m.), I stopped before a little gravestone at the left of the road to copy the inscription: "Simeon Leete, shot here by the Enemy, 18 June, 1781, æ. 29," and then I hastened on to the station at Stony Creek (2 m.), whence to the green in Branford (4 m.), I found the riding almost continuously good, in spite of the hills. From there I went without stop to the summit of the big hill (2 m.), and again without stop to the watering trough near Tomlinson's bridge ($3\frac{1}{2}$ m.), by which I entered New Haven.* The dock of the New York steamboats is just beside this bridge; and I rode from it without dismount to the city hall on Church st., facing the green,—my route being alongside the car tracks to Wooster st., through that, l., and its prolongation, over the railway bridge, then a few rods l., to the head of Crown st., which soon crosses Church st. at right angles. All three of these streets, and many others in the city are macadamized; and, as a very large number of the New Haven sidewalks are without abrupt curbs at the crossings, long rides may be taken continuously on their bricks or flagstones. Oyster-shells supply a smooth surface for several of the suburban roads,—e. g., the one to Lake Saltonstall, which I should have mentioned as a pretty sheet of water that I passed after descending the big hill west of Branford, whose roads are of red clay. I might also have made a pleasant detour along another shell-road, if I had turned l. at the crossing, about 1 m. before reaching Tomlinson's bridge, and gone southward, along the ridge overlooking the harbor, to Morris Cove (3 m.); or, if I had turned r. at the same crossing, I should have had a similar smooth track to Fair Haven (2 m.), where the river may be crossed, and entrance be made to the city by other shell roads.

I had entered the city in that way eleven weeks previously, on the day (April 17, '83) when I began

* I believe this is the only one of the old cities in America, whose street-system was definitely planned and fixed at the very beginning. The well-to-do and eminently-respectable band of emigrants who founded New Haven, two and a half centuries ago, laid out the place in the form of a half-mile square, bounded by State and York sts., running nearly n. and s., and Grove and George sts., running nearly e. and w. This tract was divided into nine squares of equal size, by Church and College sts., parallel to the first pair, and Chapel and Elm sts., parallel to the second pair; and the four streets last named therefore bound the central square of the nine, which forms the city green. The other eight have each been subdivided into four smaller squares; but this system of symmetrical rectangles has not been maintained in building the numerous additions which have made New Haven rank next in size to Boston among the cities of New England. Many of the modern streets take an oblique direction from the borders of the original "half-mile square," so that it now appears on the map as the central and most regular feature in a large area of territory which has been pretty solidly built upon. An excellent hand-book for the visitor is "Yale and the City of Elms" (12 mo, pp. 200, heliotypes, cloth, \$1), compiled by W. E. Decrow, a graduate of the college in '81, and published by him at Boston, in '82.

my fifth season as a tourist, by riding down from Hartford, 42 m.; and the stretch of shell-road from Montowese to Fair Haven supplied the only decent riding I had during the last section of the journey. The trick-rider, D. J. Canary, accompanied me, that afternoon, from Meriden to Wallingford, which probably accounts for my doing the distance ($7\frac{1}{2}$ m.) in so short a time as 1 h., as well as for my having two side falls in sand ruts, —for these I should not have attempted to plow through, had I been alone, instead of trying to follow the lead of such a distinguished "stayer." We did not really enter the town, for our road was alongside the pond which lies just west of it; and I found that the road grew sandier from that point southward. About 1 m. on, I turned l. from the straight pike for New Haven, and, after much walking, reached the church in North Haven (5 m.), and finally (3 m.) the hoped-for shell-road before named. I was almost 2 h. in getting across the 6 m. below Wallingford, and I do not recommend the route. Eight months later (Dec. 12), I used a part of the same track, in riding from Meriden to Bridgeport (7 A. M. to 6 P. M., 38 m.), when an inch of fresh snow had added a new element of danger to the frozen ruts. From the Winthrop House to the end of the sidewalk on Cook av. (1 m.), and thence to the railway culvert ($2\frac{1}{4}$ m.), I made fair progress. At the fork, 2 $\frac{1}{2}$ m. on, where I turned l. towards Wallingford in April, I went up-hill to the r., and rejoined the main road again in 1 m., near the stone marked "X. m. to N. II." I took the l. at the fork where the r. leads to Hamden, and I turned squarely to the l. about 3 m. below the stone. Much walking was required during the 3 h. which I gave to the 9 $\frac{1}{2}$ m. ending at this point; but the next 2 m. were mostly ridable and brought me near the railway station at North Haven, where, without crossing the tracks, I turned r. and proceeded along the side paths to New Haven ($7\frac{1}{2}$ m.) at noon. At the fork, where the sidewalks of the main street in West Haven terminate, and where, in previous trips, I had turned l. for the shore road, I tried the experiment of turning r., over the railway. An experience of 1 $\frac{1}{2}$ h. on rough and hilly roads (there had been no snow-fall in this region, but the sun had sufficed to make considerable mud) carried me 5 m. to a junction with the turnpike at the brook 2 m. from Milford, where a sign says "7 m. to N. II." The first 5 m. of this is noted in my chapter on "Winter Wheeling," as "a straight stretch through a sandy, deserted and altogether uninteresting country,—perhaps the meanest section of the entire tour,—and I was 1 h. in getting over it." The turns and windings of the route just described, however, are so numerous, and there are so many forks, that a tourist who tried it in approaching New Haven would be apt to go astray. I recommend, therefore, that, in leaving Milford for the city, the shore road be taken,—by turning r. from the n. end of the green.

When I started out through the snow-covered streets of Meriden, that morning, my plan was to follow the advice of some New Haven riders, who told me of a good road leading through the hills to Mt. Carmel, from a certain point in the turnpike near Wallingford; but I managed to miss it, and so kept straight down the Quinnipiac, as before reported. A Meriden tourist also writes: "I recommend any one coming here from New Haven to take the first road to the r., n. of Mt. Carmel, as the route through Cheshire is more indirect and sandy." That route, with all its faults,

however, I have found preferable to either of the two other paths that I traversed in '83 between Wallingford and New Haven. The chapter on "Winter Wheeling" describes the road to Cheshire, and thence directly to New Britain; but in April, '84, I rode from New Haven to Meriden, and back again, by the Cheshire route, and I tried a third time (Dec. 5, '84) as a part of a day's tour from Meriden to Bridgeport, 40 m. From the Cheshire Academy the tourist should go eastward $1\frac{1}{2}$ m., northward along a smooth ridge $\frac{3}{4}$ m., follow telegraph poles around a curve to l. and then r., on a down grade, to bridge, $1\frac{1}{2}$ m.; turn there to r., and at sawmill turn l. and follow pleasantly shaded road along a brook to pond (2 m.), where he should *not* cross bridge at l., but keep right on for 1 m. to South Meriden (Hanover), though, on the outskirts of this, he will turn l. at the road which comes directly over the hill from the sawmill. Thence to Meriden is 2 m., ridable without dismount. I was 2 h. in getting from Cheshire to Meriden, on the first occasion (which was my last day on "No. 234"), and Pope cyclometer called the distance 8 m.; but, returning along the same route ten days later (my first ride on "No. 234, Jr."), I covered it in 1 h. 20 min., and Butcher cyclometer gave the distance as 9 m.; which it increased to $9\frac{1}{2}$ m., on my third trial in December. On each of these journeys toward Cheshire I had to walk for nearly 1 m. on the sandy up-grade leading southward from the bridge. I wheeled from Cheshire through Whitneyville to New Haven ($14\frac{1}{2}$ m.) in 2 h., though the surface had grown definitely softer during the ten days since I had tried it in the other direction ($2\frac{1}{2}$ h.); but in December I rode from Cheshire through Mt. Carmel to Centerville without stop (8 m. in 1 h.), and then made the mistake of turning r., in order to enter the city through Dixwell av., which is usually recommended by New Haven cyclers, as being 1 m. shorter than the Whitney av. route.

I say "mistake," because I found that the dirt sidewalks, which supply a smooth connection between Centerville and Dixwell av. in milder weather, had become muddy by the action of the sun upon the frost; while the roadway itself was so sandy as to be barely ridable. It would have been better for me if I had kept straight ahead by the road which passes Lake Whitney, for I might have traversed it without dismount; and I advise all strangers, wheeling between New Haven and Meriden, to take that route, whatever be the weather. No such stranger should fail to make the ascent of East Rock, which is now the distinguishing feature of a magnificent public park, supplied with macadamized roads, whose grades were determined by careful surveys and engineering. Orange st. stretches in a perfectly straight line from Crown st., in New Haven, to the bridge at the base of the Rock, where the ascending road begins; but, from the parallel thoroughfare, Whitney av., a cross street may be taken, just s. of Whitneyville, to a little swing-ferry, which will land the tourist very near the same point. My only ascent of this new park road was made on foot (Feb. 22, '85), and though most of the grades seemed quite gentle, there was a rather sharp one near the summit which I thought (however easily it might be surmounted separately) would be likely to stop the average rider who reached it in the weary condition caused by a mile of continuous climbing. I am told, however, that the entire ascent has been several times made without stop, by Dr. Tyler and other New Haven riders. From

the north side of the eminence, a descent may be made to the road for North Haven, which is just at the foot of it; and if any tourist, in wheeling between Meriden and New Haven, insists upon trying that road (in spite of my assertion that the route through Centerville and Mt. Carmel is far preferable), let me remind him that a passage through this beautiful park is in the direct line of his course. Let me remind every sentimental tourist, indeed, that East Rock is not only one of the highest, but perhaps also the most distinguished of the Connecticut hill-tops. I am not aware, at least, that any other mountain or eminence in the State has figured so many times in song and story.

Chapter XIX. describes my "winter wheeling" northward, to Hartford and beyond; and, in my Springfield chapter I have reported the route which I traversed between those two cities, Dec. 4, 1884. On the afternoon of that day, when I reached the crest of the hill s. of Trinity College, where New Britain av. is to be descended s. w. by those who seek the town of that name (and it is an objective point on all the best wheeling routes that connect Hartford with New Haven), I turned squarely to the s., and rode 1 m. along the macadamized ridge, having fine views of the country on both sides of it. At the end I followed the telegraph poles along the old turnpike in a straight line to the hotel at Berlin (8 m. in 2 h.), where the red clay road from New Britain joins it; and my report reads: "hills and ridges in succession, muddy and sandy by turns, no attractive views, few houses; the sandy spots, made ridable by the frost, would probably be too soft in summer, and the muddy places would probably be ridable then." If I had taken the usual and preferable route, s. w. from the college hill, I should have had a choice of courses, after crossing under the railway at Elmwood (about 3 m.), for there the meadow road to Newington branches to the right, and I was told that New Britain riders prefer it, except at the muddy season. I myself have had better luck, however, by keeping due west, up a long hill (ridable but tiresome), surmounted by a school-house, and to Corbin's corner, about 1 m. beyond, where a turn is made s., followed by nearly 2 m. of poor riding; then a short ascent after crossing a brook (I have conquered this but once in a half dozen trials), another turn s., and 2 m. of smooth roadway to New Britain. About $\frac{1}{2}$ m. after taking this last turn, a junction is made with the other road that stretches e. to Newington and Elmwood (4 m., which I found more tiresome, on account of mud and ruts, than the $5\frac{1}{2}$ m. just described). Another ridable route to the last named place, from Hartford, leads through Asylum st. (which crosses the tracks at right angles in front of the railway station, and whose stone sidewalk is ridable up-hill to the w.), and then Farmington av., in the same westward direction to Quaker lane, which is the second or third cross-street beyond the terminus of the horse railroad, and which leads southward in a pretty direct line to the main street in Elmwood, about opposite the meadow road for Newington. The church-spire of West Hartford is hardly 1 m. away, when the turn is made into Quaker lane, and a parallel road extends from that church to the school-house on the hill beyond Elmwood. Farmington is 5 m. to the n. of Plainville, and the same distance s. w. of West Hartford; and local wheelmen have told me that the roads connecting them are fairly ridable.

AS IT SHOULD BE.

Glancing over the files of an English exchange the other day we came across a suggestion looking to the establishment of an Order of Merit, for the recognition of the services of those persons who promote the interests of the sport.

There are, as any observant mind will at once see, two distinct fields for labor in the cycling world. The first of these may be termed the physical, the other the mental. With respect to the former we find workers therein, working with wind and muscle upon the racing path, to further the interests of the sport and those of themselves at the same time, and in gaining the latter in the shape of medals, cups, and other trophies, they glean a reward for the former. Not so, however, with a portion of the laborers in the other field—the mental. This division is by no means so well defined as the first, including as it does, all those who, by the exercise of their mental faculties, further the sport and pastime of cycling in any way. To this class belong inventors, editors, authors, and legislators, as well as several others. Of the first, we may note that the results of their efforts are to be seen in the improvement of the steeds we ride, and the sport and pastime of cycling is benefited by the increase in results obtainable. The good done for cycling by the editors and authors of our especial literature is well known, and we need here do no more than mention the fact; whilst the efforts of the last and far larger class is widely and strongly felt. This class of workers includes our club laborers, the hard-working secretaries, treasurers, captains, the officials of the L. A. W. and the C. T. C., and similar kindred bodies, who, by holding the reins of the sport itself, guide its progress, and keep it in its legitimate channel. The first division—the inventors—have their reward in the commercial results accruing to an invention of practical utility, whilst the second are likewise rewarded by the pecuniary results of their literary ventures; but the last, and perhaps most hard working of all, have no certain reward, or even the shadow of one hanging in view, unless we except the "name" and honor they obtain by prominence in legislative matters. Now, to hint for a moment that our cycling organizers and legislators desire any pecuniary reward for their labors would be an insult, and we do not intend to do so; but that some recognized mark of distinction would be highly valued we strongly opine. At the tournaments which have become such a feature in the cycling world on this side, the directors and officials do a deal of work for the honor of the thing, and find this their only reward, while the racing men go home laden with prizes. The establishment of an Order of Merit would be a graceful thing, and would give the L. A. W. an opportunity for the recognition of services that too often go unnoticed.—*Bicycling World.*

A TEMPTING ITALIAN LUNCH.

It was now eleven o'clock, and we were ready for our breakfast. Our friend, the English member of the club, had warned us of the great hardships that would be ours at the inn at Ostia. We must be prepared to put up with poor fare, he had said. Ostia was not a place where *pâté de foie gras* was to be had for the asking. As I am not in the habit—and, indeed, I doubt whether he is—of living on *pâtes* and the fat of the land, his warning had not kept me at home. But still I was prepared to rough it as much in the inn as I had, in

another way, on the road. Blessed are they who expect little! This was our poor fare: first, *risotto a la Milanese*—and I feel sorry for those whom fortune has never served with this dish of dishes; second, *cinghiale bollito al pomodoro*, or boiled boar, with tomato sauce, and good, as it never is except in Rome and the surrounding country; third, *majale*, or pork, always sure to be well cooked in Italy; fourth, cheese and grapes and fresh oranges and spicy little mandarins and figs. And with it all we drank now red wine and now white, finally coffee. And who is there, who, reading this *menu*, will think we were to be pitied? I give it in full, that the American cyclist may know still another of the pleasures which await him in Italy—the true promised land of cycling. But this sort of a breakfast—or, indeed, any breakfast with or without wine—cannot be had in Italy for thirteen cents, as we have lately been asked to believe. But the two Italians thought, and I agreed with them, that it was cheap for sixty.—JOSEPH PENNELL, in *Outing for June.*

SOME POINTS ON TRAINING.

The following points on training are taken from the programme of the Citizens' Bicycle Club, and are recommended to wheelmen who contemplate racing the coming season.

"The method, successfully used by one of the most celebrated trainers of his day, is as follows:

"First—Take a black draught. Any druggist will put it up. You'll find it the liveliest dose of medicine you ever took. Second—Be sure and get at least seven or eight hours of good sleep every day. Third—in the morning when you first get up drink a glass of hard cider, or sherry, with a raw egg in it. Then start out and walk briskly for a couple of miles. When you come back take a sponge bath and rub yourself dry with a coarse towel. Rub until your skin is all aglow. Fourth—for breakfast eat a beefsteak, cooked rare, and stale bread. Use no milk, no butter, no sugar and no potatoes, with the exception of about once a week. If you wish you can eat a roast or baked potato in the morning. Drink sparingly of tea or coffee. Tea is the best. Fifth—Eat rare roast beef and stale bread. Use no potatoes or vegetables of any kind with this meal. For change you can have occasionally a mutton chop. Sixth—for supper a lean steak or mutton chop without fat. Do not eat any warm biscuit or warm bread at any time. Stick to good, wholesome, stale wheat bread. Eat no pies, cakes, or pastry of any kind, and use pepper, salt, and other seasonings very sparingly. Seventh—Use no stimulants of any kind. Do not smoke. Drink sparingly of water. Do not eat berries or vegetables of any kind, except occasionally a raw onion. Eighth—if you feel weak in the morning before breakfast it comes from the bathing and it should be discontinued for a few days.

"The system most approved of for hardening the muscles, etc., is to be first sponged with a decoction of arnica flowers, alum, borax, and Jamaica rum, then bathed with hartshorn liniment. The proportion of the ingredients used in the sponge bath has hitherto been a profound secret with professional trainers. For the benefit of the fraternity we here print them:—Take two pounds of arnica flowers, five cents' worth of borax, five cents' worth of alum, and steep all together, after pulverizing the alum and borax, in a gallon or so of Jamaica rum, and after letting it steep for twenty-four hours apply as before stated."

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* NOVELTIES IN SUNDRIES *

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We have opened a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a trifling expense. It often occurs that a wheelman wishes to exchange or sell his machine, or a newcomer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be *one cent per word, each insertion, cash with the order.* Initials and abbreviations count as words. Remember, it will only cost you 32 cents for 32 words, and such an announcement will be widely read by wheelmen.

ADVERTISERS will consult their own interests by advertising in THE GAZETTE.

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FOR SALE—54-inch American Star, rocker pedals, Zacharias & Smith \$2 luggage carrier, tool bag and tools, Hill & Tolman \$3 bell; framework enameled and spokes bright; will warrant this machine as good as new, and will guarantee that it has not been run more than 10 miles; the best offer over \$90 will be accepted. CHARLES G. BRECK, SPRINGFIELD, MASS.

FOR SALE—One Carver's Tricycle, made by James Carver, Nottingham, England, selling there for \$115; price in this country \$180; has ball bearings, including pedals, and is well made and very easy running machine; bought new last month, and has not been run 25 miles; as good as new; price \$140, or will exchange it for a 50- or 52-inch Rudge machine. E. B. FOTH, SPRINGFIELD, MASS.

GIVEN AWAY—Premiums for Subscribers. See our list and obtain some of the best Bicycling Sundries extant. Address this office.

MV Llewellyn Setter, "Dash," 3 years old, well broken, beautiful markings, and very fast; no better dog in the South; price \$175, or will take a 52-inch Columbia Expert Bicycle in exchange. A bargain. Address J. H. ALLEN, CLINTON (Green County), ALABAMA.

CUTTING and THE GAZETTE for one year, price \$3. Address this office.

ONE nickel Burley Adjustable Saddle (\$4.75), good pair of Pedals, and Hill & Tolman Bell (\$3); will sell all for \$6. FRANK LAGAN, SPRINGFIELD, MASS.

RUDGE RACER, 55 inches, used 3 times, for sale cheap, or will exchange. C. HERBERT DIAMOND, Post Box 2434, NEW YORK.

RUST entirely removed from nickel-plate, etc., by "ACME RUST ERADICATOR." 50 cents, post-paid. Try it. Special Terms to Dealers. C. HERBERT DIAMOND, Post Box 2434, NEW YORK.

SEND \$1 to the AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., and receive a box of those L. A. W. cards, which are the neatest card made. Send full direction.

SEND \$1 to the AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., and receive a pair of heavy all-wool bicycle hose, sizes 9 $\frac{1}{2}$, 10, 10 $\frac{1}{2}$, 11; the blue and black are ribbed, and the brown are plain.

THE CHEAPEST AND BEST advertising medium is THE GAZETTE. Rates 40 per cent. less than any other cycling publication.

THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., have 60 second-hand bicycles and tricycles in stock which are for sale cheap for cash.

THE "TOURIST'S DELIGHT" DRINKING TUBE sent by mail to any address on receipt of twenty-five cents. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

THOSE thinking of purchasing bicycles will find it for their interest to write to the AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., and state what size and kind they require, and about what they want to pay.

WHEELING and THE GAZETTE for one year, price \$2. Address this office.

WANTED—52-inch full-nickelized Expert Columbia. State condition and lowest cash price. C. W. B., NEWARK, N. J.

WANTED—40,000 wheelmen to read and subscribe for THE SPRINGFIELD WHEELMEN'S GAZETTE. 50c. year.

WANTED—To purchase a 50- or 52-inch Bicycle. State condition, description, and lowest cash price. Address C. B. HARTWELL, NASHUA, N. H.

WHEELMEN, how can you enjoy the wheel? By keeping THE WHEELMEN'S GAZETTE. Only 50 cents per year.

WANTED—A 50- or 51-inch Rudge or Royal Mail Bicycle; must be in perfect condition; state lowest cash price, etc. J. F. BORLAND, OAKDALE, LONG ISLAND.

WHEELS WANTED to fill big demand for second-hand machines in this city and suburbs. Have orders for 50- to 56-inch Experts, also 44- to 58-inch good makes, and several Safeties and Tricycles. Machines sold (at owners' prices) on commission of 10 per cent.; no charge unless sold; also bought cheap. Correspondence solicited (enclose stamp). C. HERBERT DIAMOND, Post Box 2434, NEW YORK.

50-INCH full-nickelized Expert for sale; dropped bars, ball pedals, Duray saddle; excellent condition; price \$105. CHAS. E. SHEPARD, DES MOINES, IOWA.

52-INCH EXPERT for sale; 1884 pattern, full-nickelized, dropped bars, ball pedals; first-class condition. Address W. L. BALDWIN, STAMFORD, CT.

55-INCH BRITISH CHALLENGE, good condition, \$75. GEO. S. FITCH, WALTON, N. Y.

56-INCH half-nickelized Expert, dropped handle-bars; used 3 $\frac{1}{2}$ months; \$115. G. H. CAMEHL, ANGELICA, N. Y.

58-INCH Standard Columbia, in good condition; \$60. C. E. WHIPPLE, 329 Main St., SPRINGFIELD, MASS.

\$100—1883 Victor Tricycle, with two lamps and cyclometer. \$55—Standard Columbia, ball bearing, good condition. \$100—Full-nickelized Harvard, run but few miles. H. R. BRYAN, HUDSON, N. Y.

THE LIGHT ROADSTER!

We are now catching up with our orders for our new **COLUMBIA LIGHT ROADSTER**, and having had reports from many in actual use, we are prepared to guarantee satisfaction.

EXAMINE ITS POINTS:

RESULTANT SPOKES!

QUADRANT FLANGES!

DETACHABLE COWHORN HANDLE-BARS!

BOLTED HOLLOW RIMS!

WELDLESS REAR FORKS!

DETENT PEDALS!

NOISELESS SPRING CLIP!

L. L. D. SADDLE!

SAFETY RAKE OF FORKS!

RIGID LEG GUARD!

POWERFUL BRAKE!

PERFECT FINISH!

Before You Take Any Other!

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APOLLO:

A Light Roadster of the Highest Type.
Weight of 52-inch, 37 pounds.

BRITISH CHALLENGE:

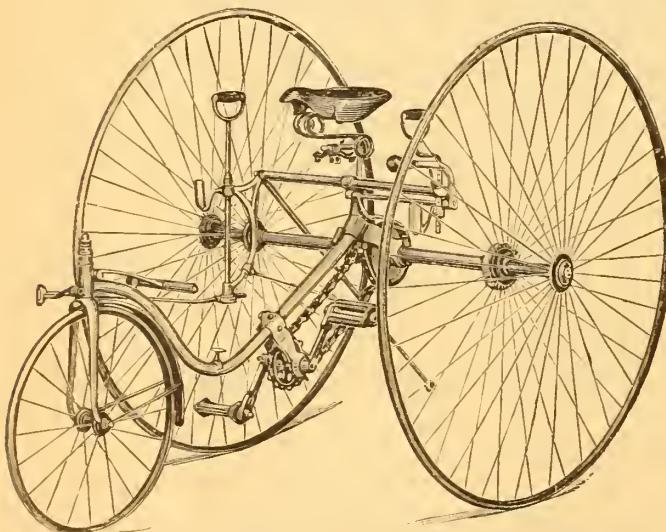
1885 Pattern has Cow-Horn Handle-Bar, Reduced Tread, Ball Pedals, and other improvements.

SINGER'S CHALLENGE:

50-inch, \$105.00. A Model Machine for the Price. Balls to Both Wheels, Hollow Steel Forks, Dropped Handle-Bar, Long-Distance Saddle, and Tool Bag.

CHALLENGE SAFETY:

40-inch Wheel. A Real Safety, and Free from Vibration.



APOLLO CENTRAL-GEARED TRICYCLE.

SINGER'S CYCLES

18 PATTERNS IN STOCK

• TRICYCLES •

APOLLO TWO-TRACK:

Light, Staunch, and Durable.

APOLLO CENTRAL-GEARED:

Graceful in Lines, and Easy Running.

APOLLO LOOP-FRAME:

A Rigid Roadster, Free from Rattle.

APOLLO SOCIABLE:

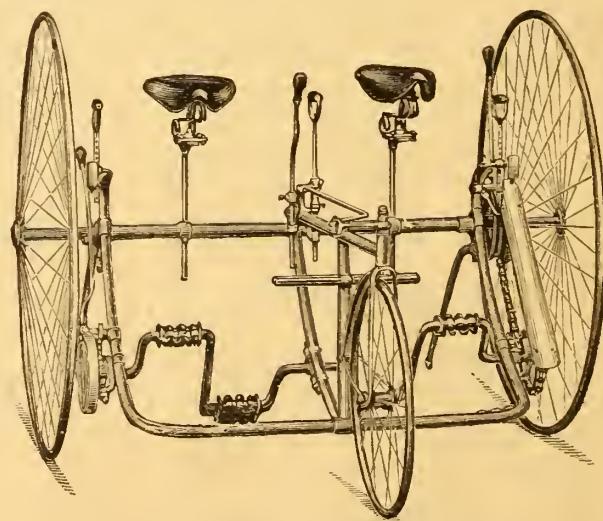
Well-Built and Strong, with 22-inch Steerer.

SINGER'S TANDEM:

Central-Geared, Convertible, Steering for Both Riders.

TRICYCLE ADJUNCT:

Makes a Tandem of an ordinary Tri-cycle.



APOLLO SOCIABLE.

Illustrated Catalogue Free.

W. B. EVERETT & CO.

Nos. 6 AND 8 BERKELEY STREET,

BOSTON, MASS.

THE SPRINGFIELD WHEELMEN'S GAZETTE.

THE VERDICT!

SO SAY THE PRESS! SO SAY ALL OF US!

THE SPRINGFIELD WHEELMEN'S GAZETTE is conducted by an "inexperienced editor."—*Wheel*.

THE SPRINGFIELD WHEELMEN'S GAZETTE is what you might call a "bright, sparkling gem" in the circle of cycling literature.—*Southern Cyclist*.

THE SPRINGFIELD WHEELMEN'S GAZETTE is certainly a beautiful and valuable journal, and we do not blame bicyclists for being proud of it.—*Pittsburgh Sportsman*.

We have received an advance copy of THE SPRINGFIELD WHEELMEN'S GAZETTE, which contains twenty-eight pages. Mr. Henry E. Ducker is editor and manager, and Chas. A. Fisk, the treasurer. The initial number contains a variety of well-written and selected articles on wheel matters, healthy in tone, and loyal in their allegiance to the L. A. W. We extend the right hand of fellowship to the new comer and hope for its success. Our brief acquaintance of last summer convinced us that the GAZETTE was a great aid to cycling interests, and knowing, as we do, that the editor and manager never does anything by halves, we can believe that the new journal will find a place in the hearts of all wheelmen.—*Bicycling World*.

THE SPRINGFIELD WHEELMEN'S GAZETTE, a monthly journal devoted to cycling, has been received. It is one of the finest specimens of the printer's art that comes to hand. Full as it is of interesting items for wheelmen, it cannot but find favor.—*Guelph (Canada) Herald*.

THE SPRINGFIELD WHEELMEN'S GAZETTE is a publication of great influence among bicycle riders.—*Mirror of American Sports*.

THE SPRINGFIELD WHEELMEN'S GAZETTE bids fair to occupy in the field of journalism the position the club occupies on the track.—*Boston Globe*.

THE SPRINGFIELD WHEELMEN'S GAZETTE, published monthly at Springfield, Mass., occupies a prominent place in the front rank of cycling journals in this or any other country.—*Lynn Reporter*.

The paper of our choice, THE SPRINGFIELD WHEELMEN'S GAZETTE to wit, comes to hand for March a veritable half-pounder, consisting of no less than 64 pages, and selling at but five cents. It reflects the greatest credit upon Ducker, the editor; 'tis full of the most entertaining reading, has the best news, and gives in its single issue more than all the others put together. Thank goodness, we have not got Ducker to compete against over here; times would be *à la* a perpetual last lap. Any reader passing by our offices should look up and risk one eye at the current issue. We think they would endorse our opinion of the work and forthwith subscribe. The S. W. G. is the best of our exchanges either at home or abroad, and, in point of fact, it gives *Wheeling* a long start and a beating. We know a good thing when we see it, and own up honest on the point.—*Wheeling (London)*.

THE SPRINGFIELD WHEELMEN'S GAZETTE for January is at hand, and an excellent GAZETTE it is. There is a crisp freshness in the style of the criticism which almost brings before one's eye the down-drawn satiric mouth, or rings in upon one's tympanum the twang of the Yankee tongue. It also casts into awful shadow those strainings after Americanisms which render one of our papers so blood-curdling.—*Wheel Life (London)*.

It is almost superfluous to praise the appearance of the SPRINGFIELD WHEELMEN'S GAZETTE, but the January number is surprisingly elegant. The contents also are unusually interesting.—*Cyclist and Athlete*.

The March issue of THE SPRINGFIELD WHEELMEN'S GAZETTE is out, and in typographical appearance and interesting reading matter far excels any cycling paper now before the public.—*Boston Globe*.

THE SPRINGFIELD WHEELMEN'S GAZETTE is the finest cycling paper in every particular ever issued in America.—*Chicago Sporting and Theatrical Journal*.

The December number of THE SPRINGFIELD WHEELMEN'S GAZETTE is one of the best yet issued.—*Boston Herald*.

THE SPRINGFIELD WHEELMEN'S GAZETTE is one of the most reliable wheel papers of the day.—*Fort Wayne World*.

The March number of THE SPRINGFIELD WHEELMEN'S GAZETTE is the largest issue on record of any cycling paper.—*Wheel Life (London)*.

THE SPRINGFIELD WHEELMEN'S GAZETTE for April is bright as any preceding number.—*Springfield Republican*.

THE SPRINGFIELD WHEELMEN'S GAZETTE leads the way.—*Wheeling (London)*.

The October number of THE SPRINGFIELD WHEELMEN'S GAZETTE contains the finest account of a race meeting ever given in any cycling paper.—*Canadian Wheelman*.

Again that interesting paper, THE SPRINGFIELD WHEELMEN'S GAZETTE, is on our table, and we are glad to see the carefully-selected matter that is enclosed between the first and last pages. Absolutely, there is not a dry line in the whole paper, and we even go so far as to read the advertisements. "And more and more the wonder grew" how so much interesting wheeling matter can be furnished for fifty cents a year.—*Lynn Union*.

THE SPRINGFIELD WHEELMEN'S GAZETTE comes to hand this month as fresh and even brighter than ever.—*Boston Globe*.

THE SPRINGFIELD WHEELMEN'S GAZETTE is one of the spiciest and best of our bicycling exchanges. We know a good thing when we see it.—*Turf, Field and Farm*.

It would be drawing it mild to say that we are pleased with THE SPRINGFIELD WHEELMEN'S GAZETTE.—*Shamson*.

THE SPRINGFIELD WHEELMEN'S GAZETTE for March is out. It is a beautiful number, especially in the matter of advertisements, for Stoddard, Lovering & Co. take seventeen pages, and the Overman Wheel Company have four pages in color. An ideal League gazette is furnished which has many fine points to commend it.—*Bicycling World*.

The one publication which wheel riders cannot afford to be without, all things considered, is THE SPRINGFIELD (MASS.) WHEELMEN'S GAZETTE.—*Elmira Advertiser*.

THE SPRINGFIELD WHEELMEN'S GAZETTE, published at Springfield, Mass., has become a necessity to all devotees of the cycle.—*Woonsocket Patriot*.

THE WHEELMEN'S GAZETTE for February is out, and a lively number it is. It contains a good likeness of Asa Dolph, with a sketch of his life, and a number of other interesting articles.—*Springfield Union*.

The March number of THE SPRINGFIELD WHEELMEN'S GAZETTE is decidedly the most beautiful wheel publication ever issued here or abroad.—*Philadelphia Sporting Life*.

THE SPRINGFIELD WHEELMEN'S GAZETTE, for March, is one of the most valuable numbers yet published. It contains the cycling records, a bicycle club directory, and an interesting sketch of Prince, the champion.—*Pittsburgh Sportsman*.

The editor of THE SPRINGFIELD WHEELMEN'S GAZETTE, who is president of the Springfield Bicycle Club, as a matter of pleasure, and superintendent of the Springfield Printing Company, as a matter of business, announces in the current issue that his establishment has been awarded the contract for printing "Ten Thousand Miles on a Bicycle," and that he shall take personal pride in insuring to Karl Kron an accurate and handsome typography,—if only for the sake of advertising the mechanical excellence of the GAZETTE, whose plates are cast from the same type.—*Wheeling*.

THE SPRINGFIELD WHEELMEN'S GAZETTE comes out in the March number double in size and full of good reading. This number contains interesting comparative cycling records both amateur and professional in bicycle and tricycle, in this country and in England.—*Rink and Sporting News*.

THE SPRINGFIELD WHEELMEN'S GAZETTE for March is unusually valuable for the compilation of records it presents, list of bicycle clubs in the country, L. A. W. department, and the bright and well-edited miscellany, and news bits.—*Lowell Morning Times*.

THE SPRINGFIELD WHEELMEN'S GAZETTE is having remarkable success in point of circulation, reaching even "the isles of the sea." A club of twelve subscriptions was received from Bermuda last night.—*Springfield Republican*.

THE SPRINGFIELD WHEELMEN'S GAZETTE for March is one of the most valuable numbers yet published.—*Boston Herald*.

ONLY 50 CENTS PER YEAR.

THE SPRINGFIELD WHEELMEN'S GAZETTE, SPRINGFIELD, MASS., U. S. A.

CYCLERS, ATTENTION!

THIS BEATS ALL!

Owing to contemplated changes in business, we shall close out our Entire Stock of the following First-Class Bicycles at greatly reduced prices. This is an Unparalleled Opportunity to procure a First-Class Bicycle for very small money. All New Goods, Standard Patterns, all duplicate parts kept in stock, and all interchangeable.

THE AMERICAN CLUB.

Double hollow rims, direct spokes, ball bearings to both wheels.

50-inch, . . .	Enameled, with Nickeled Trimmings, . . .	\$130.00;	Former Price, \$145.00.
50-inch, . . .	Full Nickeled, . . .	138.00;	Former Price, 155.00.

\$2.00 extra, each rise of 2 inches. All sizes in stock.

THE AMERICAN SANSPAREIL.

U rims, direct spokes, single ball bearings to both wheels (double balls to front if preferred).

52-inch, . . .	Half Nickeled, . . .	\$112.00;	Former Price, \$127.50.
52-inch, . . .	Half Nickeled and Enameled, . . .	115.00;	Former Price, 139.50.
52-inch, . . .	Full Nickeled, . . .	120.00;	Former Price, 140.00.

\$2.00 extra, each rise of 2 inches. All sizes above 50-inch in stock.

THE SANSPAREIL LIGHT ROADSTER.

Weight of 50-inch, 34 pounds. Seven-eighths and three-fourths inch tires, Warwick hollow rims, tangent piano-wire spokes, single ball bearings to both wheels (double balls to front if preferred).

50-inch, . . .	Nickeled and Enameled, . . .	\$115.00;	Former Price, \$130.00.
50-inch, . . .	Enameled Wheels, balance Nickeled, . . .	123.00;	Former Price, 142.50.

\$2.00 extra, each rise of 1 or 2 inches. Sizes in stock, 48, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, and 60-inch.

THE AMERICAN ROADSTER.

Hollow forks, direct spokes, single ball bearings to both wheels.

50-inch, . . .	Enameled all over, . . .	\$ 95.00;	Former Price, \$110.00.
50-inch, . . .	All Bright and Burnished, . . .	90.00;	Former Price, 100.00.
50-inch, . . .	Enameled Wheels, balance Nickeled, . . .	105.00;	Former Price, 115.00.

\$2.00 extra, each rise of 2 inches. All sizes in stock.

All of the above Machines are complete with Pedals, Saddles, Tool-Bags, and Tools.

TERMS, CASH WITH ORDER.— Upon receipt of \$10.00 machines will be shipped C. O. D. for balance, by express, with privilege of examination.

THIS IS A SLAUGHTER SALE !

Send 2-cent stamp for Catalogue and full particulars, 10 cents in stamps for cabinet photo. of each machine, and write for special prices if sundries are wanted with machines or if more than one machine is wanted.

S. T. CLARK & CO.

2 AND 4 HANOVER STREET, - BALTIMORE, MD.

AGENTS WANTED EVERYWHERE TO SELL THESE BICYCLES.

We have a few of the above machines which are slightly shop-worn, but otherwise uninjured. These we will sell at a further reduction from \$15.00 to \$25.00. Send stamp for List. Mention this paper.

WANTED!

An Agent in Every City and Town in the United States to Canvass for Subscribers to the

SPRINGFIELD+WHEELMEN'S+GAZETTE,

TO WHOM WE OFFER

→ VALUABLE * PREMIUMS ←

The Premiums named below will be given to any one sending us the required number of subscribers at 50 cents each for one year.

	Value of Premium.	Number of Subscribers.
VEST-POCKET PISTOL,	\$1.00	3
GEM PISTOL,	2.00	5
SINGLE-SHOT PISTOL,	2.50	6
WATERBURY WATCH,	3.50	12
8-Inch Barrel OLD MODEL RIFLE, PLATED REST,	10.00	25
10-Inch Barrel OLD MODEL RIFLE, PLATED REST,	11.00	30
10-Inch Barrel NEW MODEL BICYCLE RIFLE,	12.25	35
12-Inch Barrel NEW MODEL BICYCLE RIFLE,	13.25	40
15-Inch Barrel NEW MODEL BICYCLE RIFLE,	15.00	50
18-Inch Barrel NEW MODEL BICYCLE RIFLE,	16.50	60

The above Rifles are manufactured by J. STEVENS & CO., and for excellent workmanship and accuracy in shooting cannot be excelled.

→ A * BICYCLE * FREE! ←

To the person sending us the largest list of subscribers (not less than 200 names) at 50 cents each, we will present free any standard finish Bicycle advertised in THE GAZETTE.

To those who prefer, we will pay a Cash Commission. Terms made known upon application.

Any wheelman can readily secure one of the above Premiums. A few evenings will suffice to secure twenty-five or fifty subscribers. Nearly a whole Club have been secured in one evening.

We want, we must have, and we are going to get 20,000 wheelmen on our lists before next Spring. We ask your aid, and you shall be liberally paid.

ONLY 50 CENTS PER YEAR.

THE SPRINGFIELD WHEELMEN'S GAZETTE,
SPRINGFIELD, MASS., U. S. A.

THE SPRINGFIELD WHEELMER'S GAZETTE.

WORLD RECORDS !

THE VICTOR

IS THE
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HOLDING
A WORLD RECORD !

ONE - FOURTH MILE, $37\frac{2}{5}$ sec. FRED RUSS COOK.

ONE - HALF MILE, 1 min. $16\frac{1}{5}$ sec. GEO. M. HENDEE.

THREE-FOURTHS MILE, 1 min. $55\frac{4}{5}$ sec. GEO. M. HENDEE.

TWENTY-FOUR HOUR RECORD for America,
207 $\frac{1}{2}$ Miles in 24 Hours, FRED RUSS COOK.

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Won Cambridge Fifty - Mile Road Race for both Bicycles
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