

THE SPRINGFIELD WHEELMEN'S GAZETTE.

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SPEAKS FOR ITSELF.

The GAZETTE has received so many flattering commendations from interested readers, that we are obliged to restrain our pride for lack of space to print the cheering words which come from all parts of the country. We are perfectly justified, however, in congratulating ourselves upon the typographical appearance of the paper, for many hands besides ours are engaged in making it what it is. The mechanical work of publishing the GAZETTE is done to a degree of perfection which is seldom excelled in any department of the printer's art. The type, which is entirely new, comes from the famous Dickinson Type Foundry of Boston, and, in order to preserve it in its original clean-cut condition, every page is electrotyped and the printing is done from plates rather than from the type. The paper, which is of the finest quality, is furnished by George R. Dickinson & Co., the well-known manufacturers of Holyoke, the great "paper city" of the world. The electrotyping and printing are done by the Springfield Printing Company, whose establishment is one of the largest and best appointed in New England. As for the editorial work, we can only modestly say, that Springfield has long been known as a nursery of editors and if we are or are not "to the manner born," we are, at least, where we can look on and see how the work is done. We have good facilities for obtaining the news and collating miscellaneous matters of interest to the cycling fraternity. We expect our numerous correspondents in all parts of the field to keep us fully posted on all matters of local importance, such as club meetings, meets, races, elections, etc., and shall be glad to receive from any one with whom we have not communicated directly, such items of news. As we have already stated, our purpose is not especially to "boom" Springfield, but to make the GAZETTE a paper which will be sought for and read with interest and profit wherever wheelmen are found.

EXTRAVAGANCE IN RECREATION.

"The tenor of our American life," says the Providence Journal, "may be justly regarded as servility to occupation. Whether the work be manual, commercial, or professional, the strain is everywhere the same. There is no place outside of the social club, or the pleasure resort, where the

man of leisure is not an anomaly. The strain of regular toil is neither harmful nor dangerous; but the tendency is to overwork. It is useless to disguise the fact that overwork is fast becoming the condition of life in America.

'Work—work—work,
While the cock is crowing aloof;
And work—work—work,
Till the stars shine through the roof.'

"Now why, it may be asked, has toil become so constant and so overtaxing? We have become extravagant in our dress, equipage, cuisine, houses, —everything. We jeer at the ceramic devotee who urged her husband to strive to live up to the new high-art teapot; but this same striving, widened and made serious, is the Moloch on whose altars are sacrificed the best heart and brain of our new-world life.

"What our thrilling nerves need more than anything else is the soothing quiet that comes from healthful recreation. There should also be a heroic resolve to return to the simpler and less ornate life of the fathers. This extravagance is not needed to enjoy life. Does not the truest enjoyment come from Nature, and is she not always the same? Yet however simple and inexpensive any kind of recreation may be, the moment it is adopted by the fashionable world it becomes expensive. Were not the cliffs at Newport as charming as now when the Ochre Point farm was considered worth nine thousand dollars? What has raised its valuation to millions? *Fashion!* The views at Bar Harbor are no more attractive to-day than when the French mariner misnamed the mountain; yet within a radius of two miles of the steamboat-landing, are cottages ranging in value from ten thousand to more than a hundred thousand dollars. Is the combination of mountain and sea air any more salubrious on account of the millions expended on places of temporary resort? It is the same in other parts of the country. Fashion has laid her jeweled hands on many of the best places of recreation; prices are raised, and many are excluded.

"Yet the seashore is long, and so are the mountain ranges; there are quiet hill-towns in New England still untouched by the blight of fashionable extravagance. Let brain-wearied workers seek these quiet nooks and enjoy the simple pleasures they afford; but let them not blaze abroad their good fortune, lest the basket phaeton come, followed by the coach and pair, with all their concomitants, to bid simplicity and economy depart."

This very extravagance in recreation, it appears to us, is one of the things which is destined to make cycling more and more popular. The wheelman is freed from the dictates of fashion. He moves about the country as he pleases, and the fact that he cannot carry a dress suit and all the paraphernalia of style with him, liberates him from many social exactions. In his blouse and knee breeches he can make himself at home in any society, if he be personally qualified for it. He learns to enjoy life and the world around him

without its adventitious attractions. He is never compelled to be extravagant. "Quiet nooks" and "simple pleasures" are more easily found by him than by any other class of tourists. His physical exercise gives him an appetite which does not require the luxuries furnished to appease pampered tastes, and his sleep is sound and sweet. In short no form of recreation has been discovered which appeals to common sense more emphatically than that of the wheel.

SPRINGFIELDS' GLORY.

The following letter speaks for itself:

EXECUTIVE MANSION,
WASHINGTON, MAY 20, 1884.

My Dear Sir:—THE PRESIDENT TRUSTS YOU WILL PARDON THE DELAY IN ACKNOWLEDGING YOUR NOTE OF YESTERDAY, AND DESIRES ME TO SAY THAT HE WILL BE PLEASED TO SEE THE MEMBERS OF THE SPRINGFIELD BICYCLE CLUB AND THEIR FRIENDS WHO ARE WITH THEM, AT TEN O'CLOCK TO-MORROW (WEDNESDAY) MORNING.

VERY TRULY YOURS,
FRED. J. PHILLIPS,
Private Secretary.

THE HON. FRANCIS W. ROCKWELL,
Riggs House.

In accordance with the above the Springfield Club invited the officers of the L. A. W. and friends to the number of sixty-two and wended their way to the White House, where they were very cordially received, President Ducker of the Springfield Club introducing the party to President Arthur. The first one introduced was our champion, Hendee, whom the President congratulated on his success and youthful appearance. President Ducker then introduced President Beckwith of the League of American Wheelmen, when the President congratulated him on his success in governing the L. A. W. and remarked that his "highest aim in life was to govern the American nation as successfully and peacefully as he seemed to govern the League of American Wheelmen," after which the rest of the party were introduced one by one. The Springfield Bicycle Club are the first ones, we believe, to have the honor of a special appointment to visit and pay respects to the chief magistrate of the American nation. The officers of the L. A. W. met afterwards and passed a vote of thanks to the Springfield Club for their kind invitation to visit the President, which other clubs had seemed to overlook.

WHEELMEN'S LITERATURE.

If one may judge of the character of a class of men, by the literature specially devoted to their interests, wheelmen stand at the head of the list of the votaries of recreation and sport. Perhaps boating or canoeing comes very close upon cycling in this category, for the character of the recreations is the same in each case, one being devoted to pleasant motion upon the water and the other to easy and delightful progression upon the land. The fact that amateur cyclists have preserved an excellent character for gentlemanly conduct, and, from the necessity of the case, must practice so-

briety, has given them a great advantage over some other classes of sportsmen, in the public regard. Their literature also shows them to be, as a class, well bred and dignified men, whose tastes are elevated above mere brawn and muscle. To be sure, it is as easy for wheelmen to be trivial and light headed as anybody, but, as a whole, the papers, magazines, and books devoted to the wheel are vastly superior to such as are devoted to the turf or the diamond field, or to miscellaneous sports.

Taking the periodicals as they lie upon our desk, we find, first, *The Bicycling World*, of Boston, which has attained the respectable old age of "Vol. IX." The *World* is a favorite with the fraternity, is newsy, generally spicy, well made up, and always polite and sensible. The *Cycle*, of Milford, Mass., is a plucky little publication, which seems to hold its own in spite of its proximity to the Hub. *Outing* and *The Wheelman*, no longer devoted specially to cycling, has been from the first a magazine which deserves success. Its contents are of the highest class, often rivaling in interest those of the standard literary magazines. The *Wheel World*, published monthly at London and Coventry, Eng., is the English counterpart of *Outing* and *The Wheelman*, but has not attained quite the excellence of the latter. It is an excellent magazine, however, and will be very useful to American wheelmen who contemplate touring in the old country. Here is Vol. I., No. 1, of *The Yale Cyclist*, published by the Yale Bicycle Club, and devoted mainly to local interests. This number is largely monopolized by the advertisers. The *Cleveland Mercury*, published by the Cleveland Club, and the official organ of the Ohio branch of the L. A. W., is a twelve-page monthly, in pamphlet shape. One of its special features is "road information," in which various routes for wheelmen are sketched, giving the distances, the condition of the roads, etc. The *Western Cyclist*, published semi-monthly by the Ovid, Mich., Club, and the organ of the Michigan branch of the L. A. W., is a wide-awake journal, which gives the wheel news in condensed and readable form, and puts its editorial comments in a way to do the most good. The *Canadian Wheelman* is published monthly at London, Canada, as the official organ of the Cyclists' Touring Club, in Canada, and is the only publication of the kind in the Dominion. In character it closely resembles the cycling papers published this side of the line, with a dash of old England thrown in. It has a liberal amount of reading matter, and keeps its eye out for the truth, as, for instance, when it says: "The Springfield Club is noted for the whole-souled manner in which it enters into anything it undertakes." The *Cyclist*, published weekly at London and Coventry, Eng., is more of a trade journal than any of the American papers. Wheelmen's interests are very extended in England, and the *Cyclist* is obliged to condense its news sharply. It is mainly devoted, of course, to home matters, but as London is the world's eye, the *Cyclist* has its lookout over all the world. The *Cycling Times* is published weekly, at London, and, like the *Cyclist*, is devoted largely to the trade as well as to the sport, and contains little of general interest on this side of the Atlantic. We do not profess to have mentioned all the publications of interest to wheelmen, but only such as happen to lie before us. All of these show a decided purpose to further the interests of wheelmen rather than any personal ambition, and we wish them all abundant success and prosperity.

L. A. W.

The annual meeting of the League of American Wheelmen was held at Washington, May, 19, 20. The officers' meeting was held in Ford's Opera House, at 9.30 A. M., after which the general meeting of the members took place, lasting until nearly 6 P. M. Tuesday, May 20, was devoted to parade and race meeting. The parade was fine, but not up in standard or numbers to either the Boston or the New York meet. The races were well attended and financially successful, clearing about \$500 over and above all expenses. There was very little excitement and, taken as a whole, it was very tame. Of the general results of the meeting as viewed by the leading cycling papers it was a success or a failure.

The Wheel claims the meet was a failure, as no business of any importance was transacted. The *Bicycling World* is inclined to the belief that the meet was a success every way. That the meeting was a failure as far as being of any special benefit to wheelmen at large, we think no one will deny. It was a success only as a promoter of harmony and the creating of an era of good fellowship, which bids fair to go to pieces at an early date. There was too much cut-and-dried business about the meeting to suit most wheelmen; yet, notwithstanding, the members reposed the most implicit confidence in the officers, and supposed, according to promises made in meeting by some of the officials, that we were to expect great things, but oh! what is the result? The sense of the meeting was fully demonstrated on some points and left to the officers to carry out the wishes of the members, but before some of the members had reached their homes, the officers, regardless of the wishes of those who placed confidence in them, did the very opposite; in fact, the *Ring* carried out the programme laid out before the meet and outlined by one of the officers at the informal meeting Sunday evening. Every action of the board has been governed by the same element, the plans of which were laid long before the meeting.

That there is a growing distrust in the management, few will deny. Old members are deserting the League and new men, who are ignorant of its doings, are joining the ranks, which helps to keep up the number.

The Missouri State Division has set a noble example which other States could follow with good results. At a meeting held on the 20th they voted to withdraw from the League and form a separate organization. That it will be productive of great good we can testify, as for an example of good government witness the prosperity of the League of Essex County Wheelmen, which has done more for this State than the L. A. W. has or will, in the next ten years. At the regular monthly meeting of a number of prominent clubs, the first week in June, action will be taken on the question of continuing in the L. A. W., with disastrous results we fear.

The oft-repeated question is asked, "Of what good is the L. A. W. to wheelmen?" and it grows harder to answer every day. Wheelmen can see no benefit, but, on the other hand, see a few men run the League regardless of the wishes of its members.

Gentlemen of the L. A. W., we have a noble organization, one in which we should take great pride. We see it liable to go to pieces from inactivity on the part of its members. Let us cling to the League and overthrow this utter disregard of the officers for its members and at the next meet elect such men as will command the respect and confidence of all wheelmen. There is no rea-

son why the L. A. W. should not outstrip the C. T. C. in two years at most. Only one thing is needed to obtain such a result, *i. e.* action. Our present officers were elected for their good qualities, of which they have many, but the truth is they are simply the tools of others, doing as they bid without a thought—a statement hard to make but easy to prove.

That we need a national organization is apparent to every one. Founded on the governmental principles of all governments, we should have our local bodies, state governments, and a national body to govern all. We should have no national meeting, but every State should have its state meeting, consisting of parade, business, etc. Then let the state meeting elect representatives to the national body, who would have power only to make such rules and regulations as a national body should require, racing rules, championship, etc., each State to govern its own, and the local clubs to have charge of city and town affairs; the local clubs to make no rules to conflict with the state rules and in turn the State none to conflict with the national body; the representatives to the national body from each State to have all expenses paid, and to devote all their time to ensure correct legislation. When there are two or more clubs in one city they shall choose by vote the consuls for the city or town where they reside. In this way we should have a working body in which all wheelmen would have an interest, the state meets each year would serve to keep the interest alive, and the L. A. W. would be a powerful organization devoted to the best interests of the cycling fraternity.

WATCH VS. BICYCLE.

SOME CURIOUS COMPARISONS.

The balance wheel of a quick train watch makes 5 excursions (vibrations) every second, 300 per minute, 18,000 per hour, 432,000 per day, which gives us the enormous sum of 157,680,170 per year.

Each vibration of the balance of a properly constructed watch consists of 1 1/4 revolutions. If a bicycle with a 60-inch wheel was propelled at this rate, the rider would cover a mile in 53 3/4 seconds, nearly 67 miles per hour, more than 1,604 per day, or 586,716 1/2 miles per year.

Now just pause a moment, and think what condition your wheel would be in if you attempted to ride it 586,716 1/2 miles without occasional repairs, or even fresh oil. Yet this is precisely what is expected of a watch. It is to be hoped that wheelmen will have more respect for their watches after reading the above.

The smallest screw in a watch has 220 threads to the inch and is so minute that the threads are not visible to the naked eye. Indeed, one can hardly be distinguished from a speck of dirt except by using a powerful magnifying glass.

Now if we convert our 60-inch wheel into these tiny screws, of which it takes 253,440 to weigh a pound, we shall have 13,939,200 screws worth about \$130,000. Let wheelmen not complain of the cost of machines hereafter.

But the above is a mere trifle when compared to what the value would be if made up into hair-springs, which, when of the best quality, are worth when fitted to watches \$29,464 per pound. In this case your wheel would become worth the snug little sum of \$1,345,220, and, if the wire used to make these springs was drawn out in one continuous piece, it would take a pretty good rider to travel from end to end in a day, for the distance would be 116 miles.

WILLIAM V. GILMAN,

EX-TREASURER LEAGUE OF AMERICAN WHEELMEN.

William Virgil Gilman was born in the city of Albany, Nov. 27, 1857. After residing there four or five years he came with his parents to Nashua, N. H. He graduated from the Nashua High school with honors, receiving the celebrated "Noyes" medal for the best scholarship. The following year he was admitted to Dartmouth College, Hanover, N. H. After attending college a short time, he received an offer to superintend a large paper manufactory at Henniker, N. H., which he accepted and held for three years. He then came back to Nashua and associated himself with the Nashua Card and Glazed Paper Co., the largest manufactory of its kind in the United States. His position is that of paymaster and clerk. He is one of the board of directors, and is also largely interested, financially, in the concern. He is the son of Horace W. Gilman, one of the wealthiest citizens of Nashua, and who is largely interested in several of the prominent manufacturing industries of that city. He was captain of the Nashua Wheel Club for three years, which place he resigned on account of his official duties. He is a member of the Manchester, N. H., Club, also of the Massachusetts Bicycle Club, of Boston. He was married last August at the summer residence of his parents, at Cottage City, to Miss Lizzie A. Whitney, daughter of Mr. Eugene F. Whitney, one of Nashua's esteemed citizens. They are now very pleasantly situated, and any bicyclist will find their home a most hospitable place to stop.

Mr. Gilman was one of the founders of the Nashua Wheel Club, and for two years was its chief executive head, resigning that position early in 1882, when he was unanimously elected treasurer of the L. A. W. at Chicago, May, 1882. It was here that Mr. Gilman's popularity began. He showed great executive ability, correctness in all his accounts, and proved himself a genuine man in all his dealings, it being a settled policy that no matter how trivial a letter or postal card came to him, it should receive a polite and full answer; and it can be truthfully said that, during the two years of Mr. Gilman's official career, not one letter was ever received by him that remained unanswered. Before the close of the first year of Mr. Gilman's administration, he was, without doubt, the most popular man in the League; in fact, as some express it, the pet of the League of American Wheelmen. Certainly no man in the L. A. W. ever enjoyed to a greater extent the confidence of the wheeling fraternity than has W. V. Gilman.

At the third annual meet, held at New York in May, 1883, when a new board of officers was elected, no one appeared in opposition to Mr. Gilman for the treasurership, and he was elected unanimously by acclamation, amid rousing cheers. Mr. Gilman continued as the treasurer till February, 1884, when, by appointment of President Beckwith, he also assumed the duties of corresponding secretary *pro tem.*, which added duties that almost compelled him to relinquish his business. Probably at no period in the L. A. W.'s existence has so much work been required of any League officer as was imposed upon Mr. Gilman during the three months past, yet, notwithstanding

Opera House, a hearty and unanimous vote of thanks was extended to him, and three rousing cheers given,—and such cheers as only the throats of lusty wheelmen can give. Mr. Gilman's popularity was always manifested on all occasions where a number of wheelmen were assembled, either for business or pleasure. At the meeting of the C. T. C., the same general enthusiasm was expressed, which shows how well Mr. Gilman stands in other organizations outside of the League of American Wheelmen.

Mr. Gilman was and is a firm believer in, and supporter of, the League; one who takes great pride in its workings, and has ever ready a good word

for wheelmen in search of information on League matters or any subject pertaining to the bicycle. Wheelmen seemed to consider it a privilege to write, asking all sorts of questions, as: what is the best way to build a track? what is Mr. so-and-so's best time? please send me a copy of a constitution and by-laws, as we are about to form a club, and a multitude of questions that require considerable time and thorough knowledge of wheel affairs to answer. The amount of business has practically driven Mr. Gilman off the wheel, as previous to his official duties he owned at one time eight wheels. He being progressive, any new wheel was eagerly sought after and bought. In July, 1883, Mr. Gilman presented to the Springfield Bicycle Club his pet marine bicycle, which now floats on the placid waters of the Connecticut, and from its novelty attracts considerable attention while being propelled evenings up and down the river by members of the S. Bi. C.

Mr. Gilman is a life member of the Springfield Bicycle Club, and it can be said to his credit, that *no man* in the League has done so much for the Springfield Club as the man whom we all admire with profound respect, and whose resignation was accepted with deep regret by the L. A. W. at Washington. He has well earned the rest to which he is entitled. It is the cherished hope and wish



WILLIAM V. GILMAN.

From a photograph by F. Glenton, Nashua, engraved expressly for THE WHEELMEN'S GAZETTE.

all this, Mr. Gilman performed his duties faithfully and cheerfully, not even complaining, although it required his constant time and attention night and day. It was this question of work and neglect of business that caused him to decide not to have his name used in connection with any office in the League this year, Mr. Gilman being also a strong believer that no man should be elected to a third term, hence the withdrawal of his name at Washington. Prominent wheelmen and close personal friends waited on him and urged him to let his name be used once more in connection with the treasurership, but it was of no avail. His mind was made up, and what was his gain was the League's loss. At the general meeting in Ford's

of all wheelmen that his future life may be prosperous and happy, and that he may live to a ripe old age, hearing nothing but good and kind words from past and present wheelmen, who all honor the name of W. V. Gilman.

A prominent English lady tricyclist, regarding the best costume for tricycling, says: "In practice I have found a plain kilted skirt, reaching to the top of an Oxford shoe, of an all-wool Scotch homespun, with a scarf gathered up loosely behind, and a plain jacket body, answer every purpose. Oxford shoes, either buttoned or laced, look well, and do not blister your feet, but on no account ride in boots, if you value your comfort."

WASHINGTON HAPPENINGS.

Only a small bed of roses.

The parade was late as usual.

"I came, I saw, I conquered."

They call him "Kenny," and he's a genial fellow.

As a presiding officer, Charles E. Pratt fills the bill.

Oh, if it had been known that those hens were aboard!

The Presidential trio: Arthur, Beckwith, Ducker.

"Lost, strayed, or stolen—A water-cooler cover.
"B. & O. R. R. Co."

Benton, Rust, Martin, Wellman. The big four, and right jolly good fellows, too.

The Washington 'Cycle Club did the work, and the Capital Club the entertaining.

The girls in the 99-cent store took the cake. Ask Charles to show the diamond pin.

How about that special locomotive which M. D. bought—or did he only lease the same?

Six hundred wheels in line at Washington; not as good a showing as at New York in '84.

The summer vacation of certain bank clerks will be spent in Washington. If not, why not?

Who, with one fell swoop of a bolster, brought down the chandelier and broke in the transom?

Five Faciles, twelve Extraordinaries, forty-eight Stars, twelve tricycles; cranks without number.

What did Dumbleton need of a stove and a seven-foot pile of bed clothes in front of his door?

What a chance was lost to immortalize the editors of the leading wheel papers at Ford's Opera House!

The way that Greenfield Hawk scooped down upon and victimized those Southern ducks was a caution.

We hear vague rumors of a club-mash photograph soon to adorn our walls, and wait impatiently meantime.

The joke is on Overman, who in going to Washington did not know his own night-clothes, although used to sleeping cars.

The locomotives used on the B. & O. R. R. are what Eastern wheelmen might term as extraordinary locomotives.

The cheers for W. V. Gilman, the retiring treasurer of the League, made the walls of Ford's Opera House tremble.

Those Washington belles were too much for the club secretary, and one of Springfield's banks came near losing a teller.

On Monday night, May 19, at Washington, the bicyclists gave a novel parade, each wheelman carrying a Chinese lantern.

That pretty little bow and scrape just before and just after shaking hands with the President was just too awfully sweet for anything.

Some of the boys were heavy betterers, and losers, too, at Tuesday's races. Washington belles the winners. Go lighter next time.

Lost—A gold L. A. W. pin, with ruby setting, bar attached, and engraved thereon "No. —." May it in due time be found.

The members misunderstood the motives of Frank Egan's motion at the L. A. W. meet, but all is well that ends well, and Frank is happy.

The youngest man in the Washington Cycle Club is also the tallest and heaviest man, weighing about 220 pounds and riding a sixty-inch wheel.

Judging from a tintype we have seen, the Springfield Bicycle Club has in Washington three new members; at least so the badges would indicate.

Ingredients of St. Marc beds: Crackers, tacks, sugar, water, ice, sliced lemon, orange peel, banana mashed—all good in their respective places, but not conducive to sleep.

Happy, smiling Bismarck! He started to paint the town red; but we question whether the red could have been a deeper hue than that of his face after the twelve-mile parade.

Our genial Jensen still holds the palm. In Washington five plates sell for \$4. We do not vouch for the truth of this statement, but he who makes it is an innocent-looking person.

Proprietor of the St. Marc to occupants of No. 19: "Gentlemen, the housekeeper says there is unnecessary noise here." Figure at door (full dress): "I think not, sir. Some mistake. Next door on the left."

What was the matter with the man in charge of the Mt. Vernon poultry? Why, when examining the contents of his carpet-bag preparatory to taking a "smile," did he suddenly drop on the floor all of a heap? Carpet brigade, speak out!

We can see the gleam of his excited eye still, his face aglow with beads of perspiration, as he jumped nimbly on the seat and called out: "Oh, boys! here comes a regular *dude*—the pretty little darling! Give it to him, boys; now, *give* it to him!"

The most noticeable feature in the League parade at Washington was the entire absence of dudes, so called, *i. e.*, there were no fancy red, blue, and flashy suits, but all had on neat black or gray uniforms, which was in strong contrast with parades of two years ago.

Two large photographs of the wheelmen were taken at the League meet. One of the procession as it came up the avenue, taken from the portico of the treasury building, the other a tasteful grouping of the League previous to dismissal at the Arlington.

Was it carelessness or embarrassment that caused ye secretary to drop the sun-shade of the fair unknown, while vainly endeavoring to clutch his cap on passing a row of Springfield boys at the races? And why did the audible smile of glee pass round?

The Springfield Bicycle Club has organized a "carpet brigade," which, working in unity with a similar organization from the New Haven Bicycle Club, will guarantee to prevent any sober man from walking the car aisle in a bee line, even when not in motion. Try it. Lots of them did.

Wheelmen felt perfectly at home in Washington with their knee-breeches. Go to the Capitol or art gallery and there you will see paintings and statues of our illustrious forefathers and defenders of our glorious nation and all clad in *knee-breeches*. Our old friend, George W., wore the suit of the New Haven Bi. Club.

Advertisers in cycling papers should be careful about withdrawing their ads. from "*Wheel*" papers or they may be subject to sharp criticisms of which the following is a sample: "Through the kindness of Wm. C. Scribner, the use of a new Victor tricycle was tendered us during the meet. Unfortunately the trike did not fulfill our expectations, and broke the first day."—*The Wheel*.

The whole trip naught but a continued round of fun, frolic, pleasure, sight-seeing, and good riding. May the memory of those streets live long with us. May the recollection of those hours of wild fun drive away for months that dread disease, the blues. May the pleasure again be ours of silently rolling over the asphalt, or spending social hours with genial wheelmen, or even indulging in a quiet smoke on some door-step with a "fair unknown" for a companion, while the moments glide too swiftly.

It is a sorry sight to see a man, who, on account of his natural ability or strenuous wire-pulling by his friends, has been chosen by fellow wheelmen to work in co-operation with leading spirits, and from whom everything that is good and noble may be demanded and is expected, arise in a large gathering of wheelmen, where every occupation is represented from the mechanic to the man of literary attainments, and without regard to the feelings of the soberly inclined (to say nothing of the divine present) make a conceited boast of his infidelity and ignorance of the Scripture: a remark intended to be witty, but which wretchedly failed in its mission: a sentiment that did not provoke even a smile on the faces of friends, but caused a look of pain and regret to spread among those who *do* believe in such things.

The Washington Cycle Club which worked so hard and through whose kind invitation the L. A. W. has just had one of the most enjoyable meets since its organization, was organized March 31, 1883, and now has a membership of 32, and bids fair to soon overtake some of the older clubs. The push and enterprise displayed by so small a club, coupled with the fine style with which the enormous amount of work incumbent on a large gathering was accomplished, is a credit to cycling and speaks well for the Washington Cycle Club, the present officers of which are as follows: President, M. J. Wine; vice-president, E. T. Pettingill; secretary and treasurer, E. J. Putnam; captain, J. J. Brerton; lieutenant, T. A. Newman, and chronicler, Rev. L. H. Schneider. The leaders in the grand work accomplished were Rev. L. H. Schneider, who is a fine talker, hard worker, and a genial man withal, seconded by F. H. Pelouze, who was ever ready and left no stone unturned for the comfort or information of visiting wheelmen. E. T. Pettingill and Amos W. Hart must also come in for their share of the credit, backed by the members of the Washington Cycle Club, who have strong hopes of making Washington the permanent meeting place of the League of American Wheelmen.

THE FUTURE OF TRICYCLING.

For a long time we have been convinced of the great future of tricycling in this country. To-day our convictions are firmer than ever that the three wheeler is taking a firm hold upon the public. Everything indicates how great a want the tricycle is filling. All our dealers report many sales, and look forward to doing a good business in that line of machines. The roads give conclusive evidence that the tricyclists are increasing with great rapidity. We scarcely ever are out on our bicycle without meeting one or more tricyclists. While there doubtless exists some prejudice against the tricycle, it is fast dying out, and each day brings us information of some converts. The introduction of tricycles is a good thing for the trade, and it is a better thing for the sport.—*Bicycling World*.

STODDARD, LOVERING & CO.

No. 10 MILK STREET, - - BOSTON, MASS.

ARE THE LARGEST IMPORTERS OF BICYCLES IN THE UNITED STATES.

SOLE AGENTS FOR

THE BRITISH CHALLENGE.

SPECIFICATIONS.—Patent Challenge Double Ball Bearings to front, Single to rear wheel; Oval Backbone, $1\frac{5}{8}$ x 1 inch; 26-inch Dropped Handle-Bar; Fluted Hollow Forks to both wheels; Patent Andrews Head, with $4\frac{1}{2}$ -inch centers; Patent Challenge Spring; Gun-Metal Hubs; Direct Butt-ended Spokes; Crescent Steel Rims; $\frac{7}{8}$ -inch Patent Hancock Non-slipping Tires, or 1-inch Round Red Rubber Tires; Patent Harwood Step; Detachable Cranks; Parallel Bearing Hancock Rubber Pedals.

PRICE:

50-inch, Enameled and Nickerled,

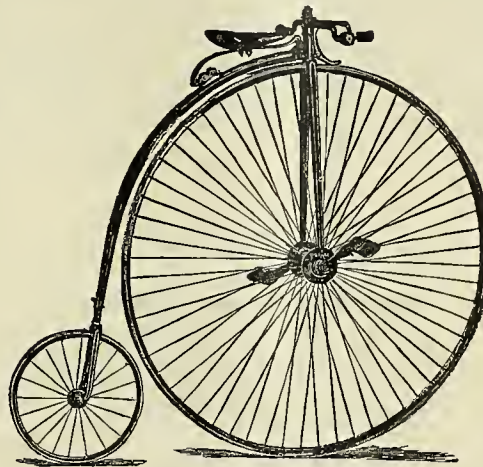
\$136.50.

Nickerled except Felloes,

\$146.50.

Full Nickerled,

\$154.00.



Remember, we carry by far

The Largest Stock

Of English Wheels in this country.

Also, that we can supply the

Parts of Our Machines

From Stock.

THE RUDGE LIGHT ROADSTER.

The only ordinary Bicycle that has ever been ridden up **Corey Hill**. This necessarily put a fearful strain upon it, but nevertheless not a sign of the rough usage was visible. Weight of a 52-inch, ready to ride, 34 pounds. The **League Championship** for 1883 was won on this machine, and a mile has been timed on it in 2m. 53 sec.

SPECIFICATIONS.—Unequaled Adjustable Ball Bearings to both wheels; Round Backbone; Hollow Elliptical Front Forks; Semi-Tubular Rear Forks; Curved Hollow Handle-Bar; Clement's Hollow Felloes; Tangential Spokes; Ball Pedals; Standard Finish; Backbone, Forks, Felloes, and Spokes enameled, other parts NICKELLED.

PRICE, 50-inch, \$140.00.

THE AMERICAN RUDGE.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequaled Ball Bearings to both wheels; *Hollow Elliptical* Forks; Round Backbone; 26-inch Straight Handle-Bar; Humber Head; $\frac{7}{8}$ -inch and $\frac{3}{4}$ -inch Round Tires; Gun-Metal Hubs; Direct Spokes; Crescent Rims; Parallel Pedals. Standard Finish; Backbone, Forks, Felloes, and Spokes painted in two colors; other parts nickerled.

PRICE, 50-inch, \$105.00.

We can unhesitatingly say that no machine of equal merit, or even one that will compare with it, has ever before been offered at the above price.

ALSO, HEADQUARTERS FOR

THE LEADING ENGLISH TRICYCLES,

Send Stamp for the **LARGEST** and **MOST COMPLETE CATALOGUE** yet published.

RELIABLE SELLING AGENTS WANTED.

GRAND

BICYCLE TOURNAMENT AND EXPOSITION

UNDER THE AUSPICES OF

THE QUAKER CITY BICYCLE CLUB,

TO BE HELD IN

PHILADELPHIA, June 17, 18, and 19, 1884.

PHILADELPHIA, March 31, 1884.

To Wheelmen:—

Under the auspices of the Quaker City Bicycle Club of Philadelphia a Grand Wheelmen's Tournament and Exposition will be held in this city on the 17th, 18th, and 19th days of June next. To make this Meet and Tournament one of the grandest events in the history of American cycling, and one at which wheelmen everywhere will wish to be present, the Club will spare neither pains nor expense. To attain its object the expenditure of a large amount of money is necessarily involved, and the grandest and most valuable prizes ever offered to wheelmen will be presented on this occasion. Within the large and commodious enclosure secured for the purpose there has been constructed a magnificent half-mile track which will be found second to none in its adaptation to the wants of wheelmen. The grounds and track will be brilliantly lighted with electric lights, and the introduction of night races will prove an interesting feature of the event. The races, as will be seen from the annexed programme, embrace thirty events, sanctioned by and under the rules of the L. A. W., and will engage the attention of wheelmen during the three days of the tournament. Prizes, aggregating in value the sum of \$5000, consisting of handsome silver sets, gold watches, bicycles, medals, etc., will be awarded successful contestants. The beautiful prizes in silverware were especially designed and manufactured for the Quaker City Bicycle Club by Harrison Robbins & Son of Philadelphia.

Reduced rates of railroad transportation and special hotel accommodations will be procured for visiting wheelmen and all others participating in the tournament. To all individual wheelmen and cycling clubs a hearty invitation is extended to be present with us and make this a memorable event in the history of American cycling.

All letters of inquiry should be addressed to

C. E. UPDEGRAFF, SECRETARY AND TREASURER,

Broad and Spring Garden Streets, Philadelphia.

PROGRAMME OF RACES.

FIRST DAY—TUESDAY, JUNE 17.

- 1.—2 o'clock P. M.—One-mile Amateur Bicycle Race, 2 prizes. 1st, large Silver and Fancy Gilt Flower Vase, valued at \$50; 2d, Smoking Set.
- 2.—2.20 o'clock.—One-mile Tricycle Race, 2 prizes. 1st, Gold Watch; 2d, Silver Watch.
- 3.—2.45 o'clock.—Two-mile Amateur Bicycle Race, 2 prizes. 1st, hammered Tea Service, including five pieces, and Urn, valued at \$100; 2d, large Silver and Fancy Gilt Cake Basket.
- 4.—3.10 o'clock.—Five-mile Bicycle Race between Samuel H. Crawford and John A. Green for a fine Gold Stop Watch, valued at \$200.

- 5.—3.45 o'clock.—Ten-mile State Championship Bicycle Race, open only to L. A. W. members, 2 prizes. Handsome Gold Medal to 1st; Silver Medal to 2d.
- 6.—4.25 o'clock.—Fancy Riding, open to professionals, 2 prizes. 1st, Silver and Fancy Gilt Wine Stand, cut-glass bottles, valued at \$50; 2d, Silver and Fancy Gilt Individual Caster.

Same Day—Evening.

- 7.—8 o'clock.—Ten-mile Professional Bicycle Race, open to all, purse of \$250. 1st prize, \$125; 2d, \$75; 3d, \$50.

SECOND DAY—WEDNESDAY, JUNE 18.

- 10 o'clock A. M.—Grand Street Parade, forming on the track, passing out main entrance to Broad street, up Broad to Chestnut; countermarch down Broad to League Island Navy-yard; return to Exposition Grounds, where parade will be dismissed. Mounted music will head parade.
- 12.—2 o'clock P. M.—Two-mile Amateur Bicycle Race, open to those who have never won a first prize, 2 prizes. 1st, large Silver and Fancy Gilt Water Set, including Swinging Pitcher, two Goblets and Slop Bowl, valued at \$100; 2d, Smoking Set.
- 13.—2.15 o'clock.—Five-mile Tricycle Race, 2 prizes. 1st, a Victor Rotary Tricycle; 2d, Silver Pickle Jar, cut-glass.
- 14.—2.45 o'clock.—One-mile amateur Obstruction Race, 2 prizes. 1st, large Silver and Fancy Gilt Flower Vase, valued at \$50; 2d, Silver and Fancy Gilt Cake Basket.

- 15.—3 o'clock.—Five-mile Amateur Bicycle Race, 2 prizes. 1st, a full-nicked American Star Bicycle; 2d, Bicycle Lamp.
- 16.—3.20 o'clock.—Two-mile Amateur State Championship Bicycle Race, 2 prizes. Gold and Silver Medals.
- 17.—3.40 o'clock.—One-mile Tug of War Bicycle Race, 3 prizes. 1st, large Silver and Fancy Gilt Swinging Ice Pitcher, including Goblet and Bowl, valued at \$75; 2d, Silver and Fancy Gilt Flower Vase; 3d, hammered Silver Water Pitcher and Tray. (Each Club contesting will enter three men. The Club receiving the highest number will be declared the winner, as follows: First man in counts 25; second man, 23; third man, 21; and so on down to the ninth man.)
- 18.—4.15 o'clock.—One-mile Amateur Bicycle Race, for boys under 16 years of age, 2 prizes. 1st, Gold Watch; 2d, Silver Watch.

THIRD DAY—THURSDAY, JUNE 19.

- 10 o'clock A. M.—Club Drills, 2 prizes. 1st, handsome Gold-Plated Bugle; 2d, Silver Bugle.
- 11 o'clock.—Awarding prizes to Exhibitors:
 For the finest display of Bicycles—Gold Medal.
 For the finest display of Tricycles—Gold Medal.
 For the finest display of Cycling Goods, Gold Medal.
 For the finest-finished Bicycle—Gold Medal.
 Second prizes, for each, Bronze Medals.
 Medals will be awarded for display of Lamps, Bells, Cyclometers, Tool Bags, Luggage Carriers, Wheelmen's Suits, Shoes, Stockings, etc.
- 23.—2 o'clock P. M.—Five-mile Amateur Bicycle Race, 2 prizes. 1st, large Silver and Fancy Gilt Fruit Epergne, valued at \$100; 2d, Silver and Fancy Gilt Wine Stand, cut-glass bottle.
- 24.—2.35 o'clock.—Twenty-five-mile Amateur Bicycle Race,

- open to the world, 3 prizes. Grand prize, a handsome hand-chased Tea and Dinner Service, consisting of Urn, Teapot, Hot-water Pot, Sugar Bowl, Cream Pitcher, Slop Bowl, Butter Dish and Knife, Syrup Pitcher, Spoon Holder, four Vegetable Dishes, Soup Tureen and Ladle, Cake Basket, Nut Bowl, Baking Dish, Pickle Caster, Dinner Caster, Water Pitcher, Goblet and Tray, Celery Jar and large Waiter, valued at \$750; 2d, Gold Watch; 3d, Silver Watch. (Contestants completing the 25 miles will be awarded Medals.)
- 25.—4.15 o'clock.—Ten-mile Amateur Handicap Bicycle Race, open only to L. A. W. members, 3 prizes. 1st, fine Gold (diamond setting) L. A. W. Pin; 2d, fine Gold L. A. W. Pin; 3d, L. A. W. Pin.
- 26.—4.55 o'clock.—Five-mile Amateur Bicycle Race for Philadelphia Wheelmen, 2 prizes. 1st, handsome chased Tea

- 8.—8.45 o'clock.—One-mile Amateur Bicycle Race, without hands, 2 prizes. 1st, large Silver and Fancy Gilt Flower Vase, valued at \$50; 2d, Silver and Fancy Gilt Individual Caster.
- 9.—8.50 o'clock.—Half-mile Amateur Bicycle Race, 2 prizes. 1st, Silver and Gilt Nut Bowl; 2d, Smoking Set.
- 10.—9.05 o'clock.—Two-mile Amateur Bicycle Race, open to those who have never beaten 3:20, 2 prizes. 1st, an Expert Columbia Bicycle; 2d, Bicyclist's Suit.
- 11.—9.20 o'clock.—Two-mile Tricycle Race, 2 prizes. 1st, Gold Watch; 2d, Silver Watch.

Same Day—Evening.

- 19.—8 o'clock.—Three-mile Amateur Bicycle Race, 2 prizes. 1st, large Silver and Fancy Gilt Fruit Epergne, valued at \$75; 2d, Silver and Fancy Gilt Individual Caster.
- 20.—8.20 o'clock.—Five-mile Professional Bicycle Race, 2 cash prizes. 1st, \$100; 2d, \$50.
- 21.—8.55 o'clock.—One-mile Amateur Bicycle Ride and Run Race, 2 prizes. 1st, Silver and Fancy Gilt Wine Stand, cut-glass bottle, valued at \$50; 2d, Silver and Fancy Gilt Individual Caster.
- 22.—9.10 o'clock.—Ten-mile Amateur Bicycle Scratch Race, 2 prizes. 1st, American Club Bicycle; 2d, large Silver and Gilt Cake Basket.

Service, including five pieces, Urn and Waiter, valued at \$175; 2d, large Silver and Fancy Gilt Fruit Epergne, valued at \$100.

Same Day—Evening.

- 27.—7.30 o'clock.—Ten-mile Tricycle Race, 2 prizes. 1st, large Silver and Fancy Gilt Fruit Basket, valued at \$100; 2d, Silver Cake Basket.
- 28.—8.30 o'clock.—Two-mile Amateur Bicycle Race to those who have never beaten 3:30, 2 prizes. 1st, Silver-chased Wine Cooler, valued at \$40; 2d, Smoking Set.
- 29.—8.45 o'clock.—Fancy Riding, open to Amateurs, 2 prizes. 1st, Silver and Applied Bottle Holder, valued at \$25; 2d, Silver Flask.
- 30.—9.15 o'clock.—One-mile Consolation Race, 2 prizes. 1st, Gold Watch; 2d, Silver Watch.

To the Club having the largest number of men in the Parade and presenting the best appearance, a purse of \$75 will be presented toward defraying expenses at the Tournament: \$50 first; \$25 to second.

To the individual Wheelman coming the greatest distance, a purse of \$15 will be presented towards defraying expenses.

Entries will close on Monday, June 9, 1884. All entries should be made to

C. E. UPDEGRAFF, Secretary, Treasurer, and Business Manager, Broad and Spring Garden Streets, Philadelphia, Pa.

The following fees will be adopted:

AMATEURS.	
All 1-2 and 1-mile events, - - - - -	\$1 each event.
" 2-mile events, - - - - -	2 " "
" 5, 10 and 20-mile events, - - - - -	5 " "
In the 25-mile event, - - - - -	10

PROFESSIONALS.	
Five-mile events, - - - - -	\$5 each event.
Ten-mile events, - - - - -	10 " "

All races must have at least three men to start, or the number of prizes will be reduced.

Correspondence.

LARAMIE CITY, WYO., May 13, 1884.

Editor Springfield Wheelmen's Gazette:

Bicycling at present, as far as Wyoming is concerned, is somewhat latent, but with the balmy month of June will come renewed activity, and the indications now are that more tours and runs will be made this year than ever before. The grandest item we have to record for the year 1883 is the tour of the Yellowstone National Park made by C. S. Greenbaum, Kirby Sinclair, and the writer, last September, thus securing the great honor of taking the first bicycles into the "world's wonderland." This tour, including a visit to Salt Lake City on our way out, consumed a few days less than a month, and is, we think, one of the best trips yet made on wheel.

The Laramie Club has planned a tour for July, which is to include the principal cities in Colorado, and on which occasion a magnificent time is anticipated. Other tours are spoken of, which shall be written up in their order. We are all waiting anxiously for the arrival of Messrs. Woodside and Morgan, who will pass through our town on their journey westward sometime during the month of July, if fortune favors them. Two of our club are to meet them at Cheyenne and escort them to Laramie, where they will be compelled to remain over night to acquire necessary information concerning roads, etc., in this territory. Will write you upon their arrival here. Wyoming now has forty bicycles, of which number Cheyenne has thirty and Laramie ten. All of the wheelmen are members of the League.

W. O. OWEN,
Laramie Bicycle Club.

MINNEAPOLIS, May 8, 1884.

Editor Springfield Wheelmen's Gazette:

Cycling is in rather an unsettled state in Minnesota. It is hard to make people believe way up in the Northwest that the L. A. W. can be of benefit. As yet, nothing has come up to trouble the tempers of the wheelmen. The public in this rapidly growing country recognize everything, and mind their own business. In Minneapolis no restrictions are placed upon the sport, and we are allowed sidewalks outside the center of the city. But the time will come when fast riding in certain parts, sidewalk wheeling, etc., will be regulated.

It is hard under the circumstances to wake up the boys, yet it *can* be done in time. I am trying to get all the clubs of the State to join the L. A. W., and have set the example by putting in our club first. We are changing the constitution in many respects, and have incorporated the clause making every member a member of the L. A. W. At present it is undecided in regard to our number, and there is talk of forming a new club. As soon as these things are settled we will push the L. A. W. business.

Other clubs are agitating the question, but I have heard nothing definite. If nothing heavy is done this summer, next fall at our state meet there will be a chance for a decided blow.

St. Paul seems to be on the decline in cycling matters. I cannot hear from them one way or another. And yet our secretary resides there. Winona has three or four live men; they are taking action. Northfield will consider the matter. Fari-bault has a fine club of influential young men. It

would be a great boom to get the boys interested in the L. A. W. These are the only clubs in the State. It takes longer to work up the division than one would suppose. One has to remember that distances are greater here; in fact, Minnesota is larger than all New England.

I hope to give notice that many L. A. W. members may be added before your Washington meet. Sorry the distance and time is such that I cannot have the pleasure of meeting with you.

Yours fraternally,

F. J. RICHARDSON.

CLEVELAND, OHIO.

Editor Springfield Wheelmen's Gazette:

Weather in this section continues most favorable to cycling, the frequent rains alternating with warm, clear sunshine, and making our roads perfect. No long runs have been taken yet, but everything indicates an active season. The Cleveland Athletic Park Co. has been thoroughly organized, with the following officers: J. H. Wade, Jr., president; Fred T. Sholes, vice-president; J. H. Collier, secretary; B. F. Wade, treasurer, with Alfred Ely, Jr., S. H. Freeman and G. H. Potter completing the board of directors. The park is nearly finished; the track being surfaced with fine cinders, and courts graded and sown for lawn tennis. A base ball diamond will be laid out for amateur games, and it is the intention, evidently, to make this a very popular place of resort. Season tickets, admitting to the grounds and privileges, will be issued, and the company stock is in active demand with none obtainable. The Cleveland Club's Washington delegation was small but very select; local affairs and private business combining to detain many enthusiastic wheelmen who feel a want of the opportunity keenly. They expect to make a fine showing at Mansfield, the 28th inst., however. Frank Bowler, owning the first "Star" in this club, takes the same to Europe with him the last of this month. Capt. A. C. Bates of the Ex-Cuyahoga Wheel Club is suffering from a dislocated elbow joint—loose tire, header.

The Forest City Wheel Club is drilling to compete during the August meet; the Cleveland Club drill corps will not enter for the prize. Squad No. 1 holds the prize banner won at the entertainment, April 29. Lieut. Pugh is to be congratulated on the work done by his squad, No. 2; and Captain Sholes and his men must continue their hard work, to meet the Lieutenant next time. A permanent drill squad is to be organized soon.

The May number of the *Cleveland Mercury* contains much interesting matter, including several "routes" centering here. The editors promise a *pro forma* programme of the August meet in the next issue, with list of prizes. We hope to see some active competition from noted racers; no pains will be spared to secure this at any rate.

2001.

LANCASTER, PA., May 19, 1884.

Editor Springfield Wheelmen's Gazette:

As your first copy of the GAZETTE did not reach me until a few days since, it was impossible for me to write you earlier, but hope my letter will be in time for your next issue.

All our men have read a copy of the GAZETTE and hail its reappearance in the ranks of cycling literature with delight, and wish you unbounded success in your new venture of making it a permanent institution.

We will subscribe as a club, and I will forward

you the names and subscriptions in a few days. There is a flattering increase in the wheel interest through the city and county this season, as our agent reports. The summer trade has opened up in big shape, and I have particularly noticed a large number of new mounts scratching gravel, in my frequent runs through the country.

The situation of our local club has been very materially changed this season, and, although we have decreased considerably in point of membership, we still retain all the qualifications of the successful club.

At the close of the '83 season we found ourselves in possession of a club which, although numerically strong, was woefully weak and deficient in the more essential ingredients of the live, active bicycle club, as it should be. The original projectors of the club scheme, to the number of about six or eight men, can be justly credited with doing all the work from the date of its organization, three years ago, up to the present time. In order to increase the interest in bicycling no applicants for club membership were rejected, and the result was the admission of many very young members, who, aside from the payment of their dues, took no interest whatever in the club or the cause, but on the contrary, by their indifference, were a continual drag to the progress of the workers. Recognizing the necessity for reform in the party, the proposition of disbandment was advanced by the president at our first spring meeting, and carried through by a majority of five votes.

After the sale of the club property and division of spoils, a meeting was called and reorganization effected, consisting of the most active men and all the workers of the old club. We have drawn up a new constitution, but will sail under the old title of the "Lancaster Bicycle Club," but "on a new and original plan." We will be strictly a League club and retain the consul and representative. The following is a list of the officers elected to serve until May 1, 1885: President, Dr. E. P. Day; vice-president, John C. Hager; secretary and treasurer, Will B. Youngman; captain, W. Frank Gorrecht; lieutenant, Dr. E. P. Day; color bearer, F. A. Achey; bugler, captain, *pro tem*.

Active steps have been taken for the summer campaign, and our annual tournament will be an important feature this year.

With best wishes for your success,

I am yours,

BUDGIE.

TO CORRESPONDENTS.

GYPSY.—Your poem, "A Morning Ride," is well meant, and, if we had time to polish it off a little, we should like to use it. You remark in effect that you and your wheel went roaming with the lark one beautiful June morning over the plain and up the hill to see the sunlight dawning. You gained the height, got off, and gazed upon the scene below, when the morning mists were slow dispersing, kissed by golden glow. You saw hill-top and trees reflected in the silent river, and, back and forth between the trees, you saw the sunlight quiver. The mountain peaks, like burnished gold, were gleaming, and the sunbeams softly touched and woke you from your dreaming. The cottagers were waking up; the birds began to peep, and all the busy, bustling world arose from drowsy sleep. You mount your wheel again; coast down the swift descent, past barnyard brood and lowing cows; you are content, and wind up with some words of praise to the wheel, your joy and pride,

on which 'tis happiness and health and fun for you to ride. This little sketch of the poem will give our readers the main points, and they can saw it off into lengths and suit themselves. Please, next time, send your own name with your communication.

T. R. C. wants to know the best route for a bicycle trip from Springfield to Providence. Will some of our readers answer? And, by the way, we shall be glad to publish brief sketches of wheel itineraries, with distances, quality of roads, etc.

H. F. D.—We do not care to advise you publicly as to what make of bicycles is best. You cannot make a great mistake if you purchase any one of the machines advertised in THE WHEELMEN'S GAZETTE.

GONGS AND BELLS.—We never carry a gong or bell on a tricycle, though always a lamp, deeming the latter necessary for our own safety, as well as that of the public. We look upon cycling as we would on any other form of locomotion on the road, and consider that it is the duty of wheelmen to steer out of any person's way who chooses to be so silly as to walk in the road, and not to "ring" them out of the track. After the experience of the Exmouth schoolmaster, however, we shall certainly go in for the most powerful gong obtainable. A bullock had just gored to death a resident in Exmouth, named Sanders, and was proceeding to attack the cycling schoolmaster alluded to, when the latter sounded his gong. This scared the bullock, and one was scored to the gong. We have once been charged by a bull whilst on a sociable in Cumberland, and don't want the experience repeated.—*The Cyclist, London.*

A CRIPPLED TRICYCLIST.—For fifteen years the city weigher of Salem has suffered with paralysis in both legs, making it impossible for him to walk unaided, or even to lift his legs, and even with the aid of a crutch it was exceedingly hard to drag himself along. As an experiment he was advised to try tricycling. Incredible as it may seem he became a tricyclist, and can propel his machine as well as many who have the perfect use of their legs. He has sufficient strength to push down upon the pedals, and as one pedal goes down the other pedal lifts the other leg. He rides his tricycle to and from his office daily, and has ridden all over the city, attracting great attention, for he is one of the old pioneer ship captains of Salem, and is personally acquainted with almost everybody in the neighborhood. Recently he made a trip to Swampscott on his tricycle, a distance, out and back, of eight miles, but he was assisted by a bicyclist, who, connecting the bicycle and tricycle by a rope, towed him part of the distance. The city authorities contemplate erecting a little house for the machine near his office.

A QUEER BICYCLE ACCIDENT.—John J. Tuthill of Cutchogue, Suffolk county, N. Y., undertook to ride a bicycle on the stringpiece of the wharf at New Suffolk bay. The joist is only three inches wide. His machine went into the bay carrying him with it. His feet became entangled in the wire spokes of the machine, and he was powerless to help himself. Tuthill's brother and several other young men were on the wharf, and three of them jumped into the water to assist him. While one held his head above water the other two released his feet. He would undoubtedly have been drowned had he not received assistance.

News Notes.

Philadelphia next.

Reading, Penn., has the "Star" craze.

Tandem bicycles are popular at Montreal.

Washington is to have a ladies' tricycle club.

An expedition to the "pole": Taking a header. Rome, N. Y., added thirteen Star riders to its list in May.

Winsted, Conn., with seventeen riders, is to form a club.

June 7, State meet of the Massachusetts division of the L. A. W.

It is proposed to make a direct road for cyclists from London to Brighton.

The Canadian Wheelmen hold their annual meet at Toronto, Ont., July 1.

A tricycle jack has been invented by H. G. Crump of Gloucester, England.

"Pipes of peace" are what the Chicago wheelmen style their social gatherings.

Lamplighters in some parts of England use the tricycle in making their rounds.

H. L. Cortis, ex-amateur champion of England is seriously ill with heart disease.

Polo playing on Star bicycles is becoming a popular attraction at the skating rinks.

The most popular man in the L. A. W. is, without a doubt, W. V. Gilman, of Nashua.

Goy, the outfitter of England, is in trouble with Mr. Shipton, the editor of the *C. T. C. Gazette*.

The *Evening Standard* and the *News* of London now deliver all of the city edition on tricycles.

The "detachable non-headable" bicycle handle bar attracted much attention at the League meet.

A couple of Boston tricyclists will start on a trip to the White Mountains next month on their wheels.

The *Western Cyclist* has increased in size to sixteen pages, and will hereafter be issued twice a month.

The first issue of the SPRINGFIELD WHEELMEN'S GAZETTE is out and is an exceedingly interesting paper.—*Boston Globe.*

Recently in England 433 wheelmen passed over one of the roads leading from London, in one day, before 2 o'clock P. M.

Dr. N. P. Tyler, of New Haven, won the badge offered by President Beckwith, having secured 140 members for the League.

To make bicycle races interesting in England, riders are sometimes required to ride over pieces of wood, low hurdles, etc.

The Unique Wheelmen of Elkhart, Ind., have been organized with 13 members, and have taken rooms at 76 Main street.

The leading churches in England now provide a place for the storage of cycles for their members while attending divine services.

There were seventy successful participants in all-day runs of one hundred miles and upward on bicycles in 1883 on American roads.

According to the present laws of the city of Boston a bicyclist is liable to a fine of \$10 for each time he rides his wheel Sunday.

Mark Twain is becoming a wheelman. He has to, in order to keep up with the procession. All the "Innocents Abroad" now wear bicycles.

D. J. Canary, of Boston, and Warren Wood, of Chicago, have signed articles at Chicago for a match at fancy bicycle riding to occur June 14.

Two English ladies who have traveled from Switzerland to the Riviera on a sociable tricycle, are about to start for a journey through France.

New London, O., boasts of a fine half-mile bicycle track, an active and prosperous club, and expects to be heard from at tournaments this season.

New Orleans has formed a new bicycle club with twenty members. Efforts will be made to have a meet of the L. A. W. during the exposition next fall.

It is conceded that Frazier will capture the solid tea service in the 25-mile race at Philadelphia, June 19. This handsome tea service is valued at \$750.

The prairie roads in Illinois are passable for wheels only after two weeks of continuous dry weather, and this occurs only in August and September.

Oraton Hall, Newark, N. J., under the popular management of Zacharias & Smith, is making more bicycle riders than any other school in the country.

It was an intelligent magistrate who asked a certain club, last year, "What they wanted riding in Cheshire, hadn't they roads in Lancashire?"—*Cycling Times.*

The racing in the evening by electric lights at Philadelphia, June 17, 18, 19, will undoubtedly draw large crowds. It has the merit of being a decided novelty.

There are about 300 wheelmen at Worcester, this season, not including the tricyclists. The popularity of the latter machine is said to be increasing there.

A Wall Street man who loses his balance in the bank and a young bicyclist who loses his balance on his wheel are victims of the same trouble—a lack of confidence.

Moscow wheelmen have been granted the use for practice riding of a large military hall measuring 360x147 feet, and supposed to be the largest open hall in the world.

For the latest improvement in bathing for wheelmen inquire of the Citizens Club of New York. It is a regular "geyser," but the fellow who invented it is no guy, sir.

Wheelmen and others wishing for a fine display of fireworks should write to Hyde & Co. of Boston. The fine display at the Springfield tournament last fall was furnished by this house.

You ask one of these "cabinet" people about it, and he will tell you that Fitzgerald is really traveling around the track on a dematerialized bicycle.—*National Amusement Journal.*

"Wheels and Whims," a new illustrated book, written by two society ladies of Hartford, Conn., and giving the experiences of several young ladies on a tricycling vacation, will soon be published.

A movement is on foot in Montreal to have bicycles licensed and numbered, the same as other vehicles. Wheelmen making a too free use of the footpath is the principal cause of the movement.

Announcements in the *English Cycling Press*: "The Muswells will have a run Saturday to the Hen and Chickens for tea." "The Swallows will have a smoke at the Sun and Planet, Tuesday evening."

The City Council of Nashville has reconsidered its recent action by which wheelmen were ex-

cluded from the public streets, and the cyclist is now at liberty to ride wherever a horse is allowed.

Why is a bicycle club starting on a tour deserving of much sympathy? You give it up, don't you? It is because every man is accompanied by a couple of cranks and every wheel is tired before starting.

Why are the spokes of a bicycle like the ladies?

1. Because they are attached to attire.
2. They cling to the fellows.
3. There are so many fine ones about the Hub.

The juvenile press takes kindly to bicycle stories. They are a great deal better than the Jesse James and wild Indian style of stories, and can be made sufficiently bloody to suit almost any ambitious boy.

Hard on our "sixty-incher."—Small boy to tall bicyclist, who, on the run, is some hundred yards in the rear of his club: "Now, then, long 'un, hurry up, or else you'll git left." Frantic delight of long party.

Hamilton Townsend, of the Toronto Wanderers, has sailed for Europe, intending to make a tour of France and England on his wheel, and to represent Canada at the meet of the English Wheel Association.

The prizes of the Quaker City Bicycle Club for the forthcoming tournament, June 17, 18, 19, are very fine and attracted considerable attention at Washington, where they were on exhibition during the L. A. W. meet.

The N. Y. correspondent of the *Mirror of American Sports* does not seem to like the Springfield Club very well; although he speaks highly of them in some things, he generally manages to get in a weekly fling at them.

At the Liverpool, England, meet a prize will be offered for the best musical composition upholding cycling as a national sport, and one for the best literary composition on the sport as a health restorer and aid to business.

H. D. Corey states positively that he will not enter a bicycle race this year. He intends to rest this season, and next year go into active training again, when he thinks his long rest will have proved of much benefit to him.

Wheelmen attending the bicycle tournament at Philadelphia, in June, will be amply provided for at the Colonnade Hotel, the managers of which will do all in their power to provide in a hospitable manner for visiting wheelmen.

Richard Garvey, of St. Louis, has constructed an attachment for the front of his Star bicycle, in the form of a seat for the accommodation of his two-year-old son. The child will accompany him on many of his wheeling tours in the future.

The bicycle can do service as a beast of burden, as well as a roadster and racer. A plumber goes about this city to get in the preliminary formalities for his bills with one of the whirligigs under him, his tools being slung over his back.

That watch-dog which appears in the English cycling papers, advising our friends across the water to watch for the announcement of the Springfield tournament, is a wide-awake-looking animal, and very attractive. His bark has been on the sea.

In England a new departure is made in valuing prizes; a guarantee is given of the money value of the prizes by those who supply them. This shows that clubs are anxious to give prizes of full value, an example worthy of following up in this country.

About 1500 people saw Prince, bicycle champion of America, defeat Woodside, Higham and Morgan in a 10-mile bicycle race at Washington, Monday, May 26. Woodside led until the last mile when Prince passed him, winning in 32m. 46s.

At the revival meetings in England held by Moody and Sankey, cyclists are especially looked after and a place is provided for the storage of wheels, with a competent man to look after the same, while wheelmen are attending the meetings.

President Williams, of the Massachusetts Bicycle Club, has mailed a circular to the members of his club urging them to use due care in riding on the roads, not to pass a horse on the wrong side, and not to obstruct the road by several riding abreast.

Mr. S. C. Taft, of Woonsocket, R. I., who is never happy unless inventing something to lessen manual labor, has been at work on a combination bicycle which is expected to propel much easier and with greater safety to the rider than the kinds now in use.

Miss Bertha Von Hillern, the artist, is much annoyed at being confounded with a woman bicycle rider of the same name. She says she never even desired to ride a bicycle; she is an enthusiastic pedestrian, however, and would rather walk than paint, any day.

The Springfield Bicycle Club led the van last season, but they will have to get up early and retire late, to get away with the Quaker City, of Philadelphia, this year.—*Western Cyclist*. Perhaps so, but, don't you know, we never go to bed at all in Springfield.

A new track, three laps to the mile, measured 12 in. from the inner curb, 20 ft. wide in its narrowest part and 30 ft. along the homestretch, having three straights, is in course of construction on the Waushacum Lake grounds, between Fitchburg and Worcester, Mass.

A Massachusetts wheelman had lived thirteen years of happy married life, but had never realized the Scriptural passage, "His children shall rise up and call him blessed." Eighteen months after taking to the wheel, his wife presented him with twins. Score two for the wheel.

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*.

In last month's *Cassell's Magazine* the "Family Doctor," who pens a monthly article on medical matters, enumerates a long list of popular recreations, and concludes by stating that at the top of the list he places tricycling, as being by far the most healthful recreation he knows of.

We hear of a Western club that has just adopted a brass button for a uniform. That would be a delightfully cool uniform, to be sure, but to satisfy the tastes of some very particular people, the club should add a silver-plated button-hole. In fact, true modesty seems to demand it.

THE WHEELMEN'S GAZETTE draws a picture of all the members of the United States Government mounted on wheels, escorted by regiments of soldiers similarly mounted. This is all very well, but the steel horse is scarcely so sure footed as the flesh-and-blood fellow.—*Canadian Sportsman*.

In a 12-mile race recently held at St. Catharines, Ont., between two amateur walkers and two bicyclists, the latter allowed the former a start

of one hour and thirty minutes.⁶ The walkers finished fifteen minutes ahead of the wheelmen, walking the distance in 2 hours and 18 minutes.

The New Haven *Palladium* remarks that base ball, lawn tennis, and the silent bicycle are accomplishing more toward bringing humanity back to knee breeches, or knee breeches back to humanity, than all the apostles of the antique could do in solid phalanx with Oscar Wilde to bring up the rear.

In the spring meetings of their respective colleges the following records were made by collegians: Two miles—L. B. Hamilton, Yale, 6m. 57 3/4s.; C. A. Reed, Columbia, 7m. 59s.; F. F. Howard, Cornell, 9m. 11 1/8s.; Stearns, Princeton, 8m. 20.; N. Y. Smith, New York school of languages, 8m. 59s.

One member of the staff of the *Christian Union* has joined the staff of a cycling publication, and another has joined the office force of a leading bicycle manufacturer. The *Christian Union* will have to mount all its staff on wheels if it wants to keep them. We think that a good deal of good religion can be found on the wheel.

"The bicycle hauls no coal," exclaims an anti-bicycle exchange. This is indeed an age of startling discoveries.—*Boston Post*. True, nobody but a real box-toed copper-fastened genius would have thought of that. The fellow probably left his bicycle at the coal yard and expected it to steal a ton of coal and haul it home.

According to the *Popular Science Monthly*, a "black eye" is simply a severe contusion of the integuments under the orbit, with great extravasation of blood, and ecchymosis in the surrounding cellular tissue, which is in a tumefied state. The time comes in the history of many bicyclists when this information is a great consolation.

It is rumored that the secretary of the S. B. C. and the Owl have made a trade. The secretary has agreed to exchange his much coveted vest for the Owl's bangs. The Owl has the best of the bargain, as he can raise new bangs in six weeks, and it takes the secretary three months to save money enough to purchase such a gorgeous vest.

The rule for starting the Star, about which so much doubt was expressed at the recent meet, is that the line shall touch the rod 12 inches above the fork. This same point must also be reached at the finish, so that if the front wheel of the Star and the driving wheel of a bicycle cross the line at the same time, the latter is the winner.—*Boston Globe*.

Several bicycle clubs in England offer medals to all their members who cover 100 miles or more within one day, increasing the value of the medal according to the distance traveled. The idea is a good one and might be adopted to advantage by some of our local clubs who find it hard work to make their members roll up a respectable road record.

The complete confidence reposed in our faithful ex-treasurer, W. V. Gilman, must be a source of great gratification to Mr. Gilman, and a matter of pardonable pride. To have the entire confidence and respect of over 4,000 League members is something to feel proud of. Wheelmen regret everywhere his withdrawal from the active duties of treasurer.

At the bicycle exhibition of the Bridgeport Bicycle Club, a new and novel performance was given, as follows: After the regular drill and ex-

hibition, the hall was darkened and a silent drill was executed, the only light in the hall being the hub lantern. The effect of the colored lights was beautiful, the credit of which belongs to Capt. A. W. Stanton.

A jolly party going to Caremut, Victoria, beheld what was believed to be a large snake coiled up on the road. The men alighted, armed themselves with saplings, and belabored the reptile in a most unmerciful manner, without affecting it in the least. An examination followed, and the discovery was made that the supposed snake was the india-rubber front-wheel tire of a bicycle.—*Sydney Mail*.

How is this for a note? The C. C. should look after him:

SARATOGA SPRINGS.

Dear Sir:

In opposition to my clearly expressed wishes my name was put down as a member of a bicycle club in this village. I have never been on a bicycle in my life and, please God, never shall, and have never taken the slightest interest in the exercise. Will you therefore kindly cease to send me your paper and oblige,
Yours truly,

* * *

A rider on his bicycle

Went touring while 'twas hot,
And, strange, the wheel returned at eve
With but a large grease spot.

The truth at once apparent was,
Of course too late to save,
But the rider must have melted
On striking some hot wave.

In England they have various cycling organizations which are commonly mentioned by their initials, as the N. A. A. A., the T. U., the N. C. U., the N. C. A. A. A., etc. When a Yankee hears an Englishman say: "If they compete in the tea you and the hen see you backed the hen see hay hay," he doesn't think the Englishman a lunatic. It is only a way 'e 'as when 'e his hexhasperated.

"Wheelman's Hand Book of Essex County," issued by George Chinn, of the *Marblehead Messenger*, and Fred E. Smith, of the *Ipswich Chronicle*, contains brief sketches of the various cities and towns of the county, with a list of their objects of interest, a directory of hotels, clubs, and consuls, and the history of the League of Essex County Wheelmen. It also contains road routes to every place in the county, making a convenient book for drivers and general tourists, as well as for bicyclers. Price, 20 cents, by mail, post-paid.

The eighth annual Harrogate meet will take place, as usual, at Harrogate, Yorkshire, on Bank holiday, August 4, 1884. The programme, as at present drawn up, is as follows: Friday, August 1, camp opens in the afternoon; Saturday, August 2, racing on the cricket field track; Sunday, August 3, divine service in camp at 3 P. M.; Monday, August 4 (Bank holiday), meet at noon, racing at 3 P. M., dinner at 6:30 P. M.; Tuesday, August 5, lawn tennis tournament (confined to campers-out); Wednesday, August 6, camp will break up at 3 P. M.

Misses Annie Sylvester, Minnie Roschelle, and May Arlington of Chicago, are the latest lady aspirants for fame in the bicycling arena. On the occasion of their first appearance in public as bicyclennes, the young ladies were tastefully costumed, and despite the embarrassment of a first appearance before critics acquitted themselves admirably. Singly and together they gave an exhibition of fancy riding which stamped them as

thoroughly familiar with the possibilities of bicycling, and the evolutions of the wheel under their guidance were novel and pleasing.

Young Chick.—Mamma, why do you scratch with one foot and then with the other, and don't look down until you get through?

Old Hen (brought up in Boston).—Because, my dear offspring, if I were to excavate the soil with both my pedal extremities simultaneously, and direct my organs of vision on the ground at the same time, I would lose my equilibrium and present the undignified spectacle of balancing myself on my cranium without any visible means of support.—*Free Press*.

Wheelmen all understand how this is themselves and sympathize with the old hen.

The Hamilton park track at New Haven has been surveyed and found to be a few inches over the standard length, according to the regular bicycle rules. The records made there last fall and which have been in dispute, were as follows: G. M. Hendee, one mile, 2 minutes, 50 seconds, and five miles, 15 minutes, 26 3/4 seconds; C. F. Frazier, one mile, 2 minutes, 50 1/8 seconds, and five miles, 15 minutes, 26 7/8 seconds; R. W. Way, one mile, 3 minutes, 3 seconds, and three miles, 9 minutes, 19 seconds; W. C. Palmer, three miles, 9 minutes, 17 seconds; L. B. Hamilton, two miles, 6 minutes, 34 seconds; W. Maxwell, one mile, 3 minutes, 3 4/5 seconds.

In accordance with the announcement made some time ago the SPRINGFIELD WHEELMEN'S GAZETTE has reappeared. It will be remembered that it was issued for six months last summer to cover the big Springfield tournament. It has been resumed this year with the same primary purpose, but will now be a permanent monthly publication at 50 cents a year. In quality of type and paper, and neatness of make-up, the paper is admirable, while it promises to be up to the mark also in quality of contents. There is nothing local in its character, Springfield matters being conspicuous by their absence. The paper promises to be one of value to all wheelmen.—*Toronto Mail*.

A grand international cyclists' camp and race meeting to be held in London, May 30th to June 3d, promises to be the most extensive affair of the kind ever held in England. The following is the programme: May 30—Assemble and go into camp; social in evening. May 31—Bicycle and tricycle handicap races; social in the evening. June 1—Church parade; service in the mess tent at three o'clock. June 2—Bicycle and tricycle, including sociable, handicaps, torchlight procession, entertainment, and presentation of prizes. June 3—Camp will break up at midday. The charges for individual wheelmen will be about \$2, which will include tent accommodations and meals.

On a recent windy Sunday a singular accident happened on the road from Boston to Salem, at Black Ann's corner, where a steep hill winds around a curve. One rider was coming up the hill with his head down, while another was coasting down, his head thrown way back, and just as they reached the curve they ran square into each other. The one going down the hill went completely over the other and fell on every part of his body at one time. The other rider tried to drive through the hill, but failing in this laid himself down to rest. Fortunately no serious injury was done, and after a little repose the wheelmen were able to shoulder

their machines and walk to Lynn, from whence they took the train to Boston.

A party of twenty wheelmen, under the management of Prof. Wm. H. Spangler, of the Indiana University, at Bloomington, will make the entire tour of England, France, Germany, Austria, Belgium, Switzerland, and Northern Italy, on their wheels. The cost of the trip, starting from New York, June 14, and returning September 1, including necessary traveling expenses, hotel bills, and director's fee of \$50, will be about \$350. Members receive benefit of all commissions and reductions and pay only actual expenses of travel, and furnish their own bicycles, which must be of the best quality. Early application with \$25 to secure steamer berth, and testimonials of riding ability, are necessary to become one of the twenty.

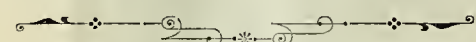
We have received an advance copy of the SPRINGFIELD WHEELMEN'S GAZETTE, which contains twenty-eight pages. Mr. Henry E. Ducker is editor and manager, and Chas. A. Fisk, the treasurer. The initial number contains a variety of well-written and selected articles on wheel matters, healthy in tone, and loyal 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*.

English bicyclists and tricyclists propose to have a cycling path of their own all the way from London to Brighton, under a special act of parliament. The track will be about 45 miles long, starting a few miles out of London and running to Brighton, and will be eighteen feet wide, paved with asphalt, and of easy gradients. It is estimated to cost an average of £7,000 per mile, or £315,000 in all. The Brighton to London road is the favorite one for South county cyclists, hundreds of wheelmen going and returning within the day during the season. It is estimated that a five-shilling fee would be very readily paid by thirty cyclists per day during eight months of the year for excursion tickets from London to Brighton and back, besides hundreds of smaller fees for intermediate distances.

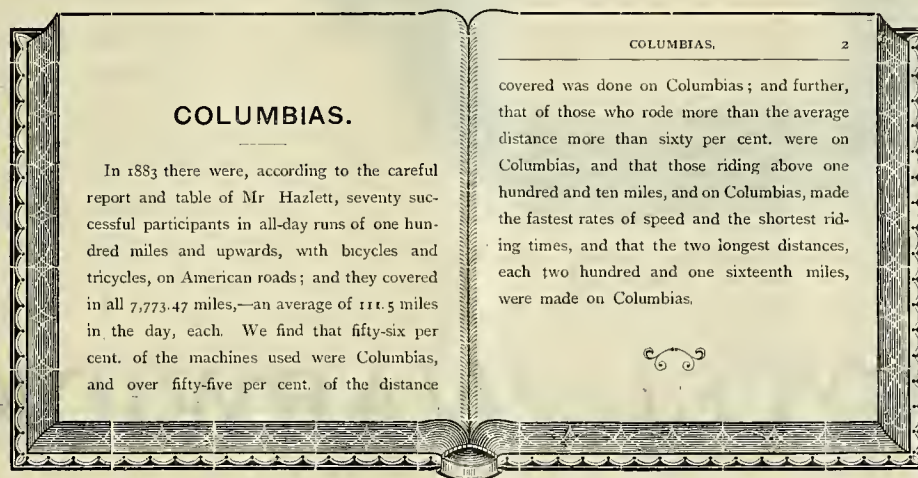
"By their works ye shall know them." The Springfield Bicycle Club has in the past year helped the League of American Wheelmen as follows: Paid into the L. A. W. treasury, for members' fees, \$130; presented three championship medals at a cost of \$885; 32 men traveled 504 miles each to attend the annual meeting at an expense of, at least, \$25 each, and received in return as follows: —? not even as much as a vote of thanks was passed at Washington in consideration of the above; but we did receive for an outlay of \$1,815, a copy of the official organ each week at a cost of \$13.96 per man, and which *The Wheel* offers to do this year at \$1 each, a saving of \$12.96 for each member, or a grand total of \$1,685, which is what it has cost for the honor of belonging to the League of American Wheelmen. The experience of the Washington Cycle Club is the same, although they *did* receive a vote of thanks for their kind invitation to visit Washington, May 19, 20; and yet the question is often asked, Why don't all clubs belong to the L. A. W.? And echo answers, Why! We leave the question for our readers to solve.



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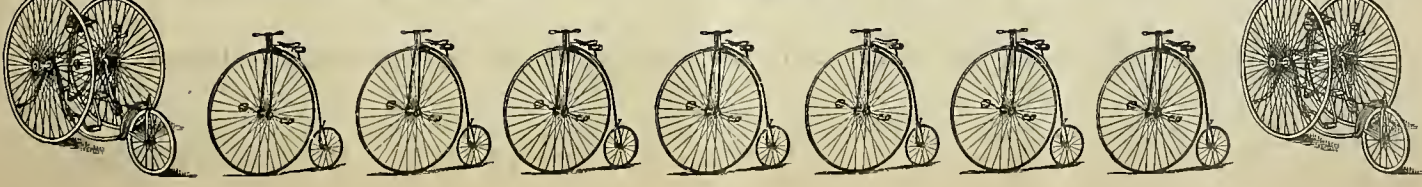
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The patronage of visiting wheelmen and the public generally is respectfully solicited.

WILLIAM HILL, PROPRIETOR.

Among the Clubs.

THE CHEYENNE (WYO.) BICYCLE CLUB held its semi-annual election on the 5th inst., resulting in the re-election of the old board officers, viz.: President, F. S. Hebard; captain, Fred Bond; financial secretary, Frank H. Clark; bugler (appointed), George F. Inman. The report of the secretary presented on this occasion showed an active membership of twenty riders, and an honorary list of five, all but one of whom are members who have withdrawn from active membership because of removal from this city. On Friday evening, May 9, the Cheyenne Bicycle Club gave a "May Party" at Library Hall in the Opera House, which is generally pronounced to be the most enjoyable party of the season. A limited number of invitations were issued, and about eighty well-dressed ladies and gentlemen glided over the polished floor through the terpsichorean changes until long past the hour when graves and other people are said to yawn. The roads are becoming settled and in fine condition, and one can scarcely look in any direction during the day without catching a glimpse of the glistening, silent steed rolling over the most elegant, natural roads to be found anywhere, with which during the settled weather nothing else compares. The boys are planning for plenty of sport during the present season, so soon as the springtime showers shall have resigned to the city street sprinkler, including runs to various points of interest from twenty to thirty miles distant; to contemplate a climb up the Divide to Laramie for a visit with the bikers there, and an easy downhill ride back; while three of our members are arranging for a three weeks' vacation tour south into Colorado.

THE NASHVILLE BICYCLE CLUB had a meeting last night. By a vote the field and executive officers, heretofore combined, were separated. Alfred E. Howell's resignation as captain, received at the April meeting, was accepted. L. N. Jesunofsky resigned as secretary and treasurer, and Alex. J. Dyas, Jr., was elected to fill the vacancy. Alfred E. Howell was chosen president, and V. L. Cunningham, vice-president. An executive committee was appointed and is composed of the president, vice-president, secretary and treasurer, captain, J. K. Polk and A. E. Baird. The field officers elected were, captain, J. B. Burdett; lieutenant, S. J. Briggs; bugler, H. A. French; standard-bearer, James S. Ross. Deep regret was expressed by the members of the club at the necessity which compelled Messrs. Jesunofsky and Howell to sever their active connection as officers of the club. They have made efficient officers.

THE KINGS COUNTY WHEELMEN of Brooklyn will hold their second annual race meeting on the five-lap cinder path of the Williamsburg Athletic Club. An exhibition drill will be given the evening before, and a parade on the morning of the races. The races consist of one-mile and twenty-five miles, scratch; two and three miles, handicap; half-mile, without hands; half-mile for club members who have never won a prize. The prizes will be handsome gold and silver tokens in each race except the twenty-five mile, where two gold and one silver will be given.

THE MARBLEHEAD CLUB held a successful exhibition at the skating rink, Friday evening of May 9. Prof. H. W. Tufts gave an exhibition, and there was skating before and dancing after his performance. Chief Consul Currier was pres-

ent, besides delegations from the Massachusetts, Boston Ramblers, Lawrence, Salem, Lynn, Beverly, Attleboro, and other clubs. After the festivities at the rink the club kept open house at its headquarters.

THE ALBANY CLUB recently opened its new club room with musical and social festivity, and claims that next to the rooms of the Boston Club it has the most elegantly equipped place in the country. Parlors, reception rooms, wheel rooms, dining-rooms, smoking room, library, etc., make up a very complete "shebang."

THE STRATFORD BICYCLE CLUB has a surgeon on its list of officers. Let us congratulate it on its foresight. It is to be hoped he will carry a full supply of lint and his medicine chest with him whenever the members go for a run. If the club now would only elect or appoint an official undertaker, its staff would be complete.—*Canadian Sportsman*.

THE YORK COUNTY WHEELMEN of Maine are gaining in numbers, and promise to make a good showing "down East." The officers are: President, J. Edward Etchell; vice-president, Walter S. Mitchell; secretary and treasurer, J. Vaughan Dennett; captain, R. A. Fairfield; lieutenant, Edward I. Dearborn.

THE CANADIAN WHEELMEN'S ASSOCIATION have issued their guide-book, containing descriptions of Canadian roads, hotels, consuls, etc., also the constitution and by-laws of the Association with a full list of members. Credit is due to its editors, H. B. Donly, W. G. Eakins, and S. J. Briery.

THE MANSFIELD WHEEL CLUB, of Mansfield, Ohio, will hold a grand race meet and tournament, Wednesday, May 28, at the fair grounds in their city. Eight hundred dollars in prizes are offered. Entries free, and may be made at any time before 8 P. M., Tuesday, May 27, to A. P. Seiler, secretary.

THE MONTREAL BICYCLE CLUB last year turned out for seventy rides. The mileage for the season was 932 miles, and the runs were attended by a total of 757 members. The largest muster was thirty-four men. The longest ride was 100 miles and the shortest two miles.

THE WORCESTER ÆOLUS WHEELMEN had a club run on Decoration day, starting at 6.45 A. M., and breakfasting at Millbury. Part of the club then returned, while a number had a run to Boston to attend the Ramblers' races.

THE RUTLAND (VT.) BI. CLUB issues a very neat invitation to wheelmen, cordially inviting them to attend their second annual Memorial day run, which will be to Fairhaven, May 30, distance 18 miles.

THE TORONTO BICYCLE CLUB has appointed a statistical secretary, whose duty is to keep a record of the number of miles made by individual members as well as by the club when on runs.

THE NEWTON (MASS.) CLUB is noted for its full attendance at its meetings, and the secret may be in the fact that an appropriation of \$5 for refreshments is made for each meeting.

THE SPRINGFIELD BICYCLE CLUB had the largest attendance at the League meet of any club outside of the city, and traveled 504 miles to uphold the L. A. W.

THE KANKAKEE (ILL.) CLUB gave two dramatic performances last winter, made \$70, and has been sitting up nights ever since devising ways to spend it.

THE MONTREAL BICYCLE CLUB has decided to

hold a race meeting on the Point St. Charles driving park on Saturday, June 21.

THE TROY CLUB is to be incorporated, and also to have an olive green uniform with plaited jacket and helmet of lighter shade.

THE MARBLEHEAD CLUB has lately made several accessions to its membership and is in a better condition than ever before.

THE OTTAWA BICYCLE CLUB will form a Tricycle division on account of the increased interest manifested in tricycling.

THE CONCORD (N. H.) BICYCLE CLUB has 13 members, and Rev. H. F. Bedinger, for president.

THE NASHVILLE CLUB members are already planning for their 4th-of-July run.

THE NEW BRITAIN WHEEL CLUB has voted to become a League club.

THE LOWELL CLUB has secured new and elegant club-rooms.

THE BOSTON RAMBLERS have some expert "tandem" riders.

CLUB ELECTIONS.

BRATTLEBORO (Vt.) CYCLE CLUB.—President, J. W. Drown; captain, F. T. Reid; secretary and treasurer, C. R. Crosby; lieutenant, W. L. Boynton; club committee, J. W. Drown, Sam Frothingham, C. H. Thompson.

CANANDAIGUA (N. Y.) BICYCLE CLUB.—President and captain, Dr. A. G. Coleman; vice-president, Dr. O. T. Mitchell; first lieutenant, A. W. Crittenden; second lieutenant, C. C. Hayes; chaplain, Rev. S. E. Eastman; secretary and treasurer, Mack S. Smith.

CAYUGA BICYCLE CLUB, Weedsport, N. Y.—President, W. H. Lee; vice-president, J. R. Rheubottom, Jr.; secretary and treasurer, Charles Townsend; captain, H. D. Brown; lieutenant, C. C. Teall.

CONNECTICUT BICYCLE CLUB.—President, T. S. Steele; secretary, Fred W. Davis; treasurer, Arthur J. Wells; captain, Chas. E. Chase; first lieutenant, R. P. Way; second lieutenant, G. H. Burt; bugler, John W. Gray.

CRESCENT BICYCLE CLUB (Chattanooga, Tenn.) Captain, Clark H. Horne; secretary, John S. Lindsay; treasurer, Fred Thatcher; lieutenant, J. J. Dixon; bugler, T. C. McKenzie; chairman, Frank P. Smith.

DAKOTA BICYCLE CLUB, Grand Forks, Dakota.—Captain, Geo. D. Batchelder; first lieutenant, J. M. Corbet; secretary and treasurer, Joe E. Clifford.

KENTON BICYCLE CLUB.—President, R. A. George; captain, G. E. Crane; lieutenant, B. F. Schultz; secretary and treasurer, J. A. Kuert.

KEYSTONE BICYCLE CLUB.—President, Chas. Beltz; captain, P. N. French; sub-captain, G. A. Lyon; secretary and treasurer, Chas. M. Clarke; guide, Chas. M. Clarke; bugler, J. C. McCullough; club committee, John Groff, Geo. Grundy.

LONG ISLAND WHEELMEN.—President, William W. Share; captain, Arthur W. Guy; first lieutenant, F. L. Donaldson; second lieutenant, D. C. McEwen; bugler, A. W. Stanley; color bearer, A. S. Winslow; secretary and treasurer, S. W. Baldwin.

MARBLEHEAD BICYCLE CLUB.—President, George Chinn; captain, J. R. Schoff; lieutenant, John W. Richardson; secretary, P. Howard Shir-

ley; treasurer, George I. Glover; color bearer, John H. Homan.

MARIETTA (Pa.) WHEEL CLUB.—President, J. J. Carroll; vice-president, Charles Spangler; captain, E. E. Lindemuth; first lieutenant, Clayton E. Musser; second lieutenant, Jonas E. Witmer; bugler, John P. Libhart; guide, S. H. Libhart; secretary and treasurer, Victor M. Haldeman.

MIDDLETOWN (CT.) WHEEL CLUB.—President, H. C. Ward; secretary and treasurer, E. D. Steele; captain, F. L. Caulkins; first lieutenant, H. D. Goodrich; second lieutenant, W. J. Hogan; bugler, W. H. Hubbard.

MT. VERNON WHEEL CLUB.—President, Dr. W. A. Baker; secretary, H. Crumley; treasurer, W. H. Disney; captain, A. C. Plimpton; lieutenant, W. McFadden.

NAPANEE BICYCLE CLUB, Canada.—President, Dr. G. C. T. Ward; captain, W. C. Smith; first lieutenant, A. R. Boyes; second lieutenant, James Williamson; bugler, W. T. Grange; secretary and treasurer, W. J. Tremble; standard-bearer, J. T. Loggie.

NEW BRITAIN WHEEL CLUB.—President, F. Slater; secretary and treasurer, W. B. Rossberg; captain, C. C. Rossberg; first lieutenant, U. S. Case; second lieutenant, A. F. Corbin; color bearer, H. B. Arnold; club committee, the president, secretary, captain, J. Williams, and W. F. Burritt.

OTTAWA BICYCLE CLUB.—President, G. A. Mothersill; captain, F. M. S. Jenkins; first lieutenant, T. B. D. Evans; second lieutenant, Henri Roy; secretary and treasurer, Hon. W. S. Odell.

PEQUONNOCK WHEEL CLUB.—President, G. H. Johnson; secretary, E. S. Sumner; treasurer, J. H. Smith; captain, A. N. Stanton; first lieutenant, Calhoun Latham; second lieutenant, R. M. Fairchild; executive and financial committee, S. S. Sanford, G. E. Sanford and C. W. Spooner; representative L. A. W., C. W. Spooner; bugler, Dr. C. C. Godfrey; standard bearer, W. F. Healy.

PHILADELPHIA BICYCLE CLUB.—President, Henry C. Blair; secretary and treasurer, Horace A. Blakiston; captain, Ewing L. Millen; bugler, Harold R. Lewis; lieutenant, Charles B. Warder.

PITTSFIELD BICYCLE CLUB.—President, S. Harris Pomeroy; vice-president, L. L. Atwood; captain, Harry West; secretary, H. S. Wallison; treasurer, T. A. Knowles.

READING BICYCLE CLUB.—President, H. K. Whitner; secretary, J. L. Henritz; treasurer, W. H. Dater; captain, W. I. Wilhelm; lieutenant, Geo. Miller; bugler, C. G. Wilson; trustees, J. A. Curtis, J. L. McLenegan and C. G. Wilson.

ROCKINGHAM BICYCLE CLUB, Portsmouth, N. H.—President, C. A. Hazlett; secretary, Albert E. Rand; captain, W. W. McIntire; first lieutenant, G. E. Philbrick; second lieutenant, Harry Yeaton; club committee, C. A. Hazlett, Albert E. Rand, W. W. McIntire, John H. Knox, and A. H. Sides.

SCHENECTADY (N. Y.) CLUB.—President, S. R. James; vice-president, Henry Horstmeyer; secretary and treasurer, Ed. L. Davis; captain, Jacob W. Clute; lieutenant, Wm. G. Schermerhorn; color bearer, Wm. S. Veeder; executive committee, B. Whitlock, Wm. G. Schermerhorn, Jacob W. Clute.

SIMCOE BICYCLE CLUB.—Hon. President, Geo. W. Wells; president, W. S. Perry; secretary and treasurer, Hal B. Donly; captain, W. Y. Wallace; lieutenant, D. Robb Tisdale.

WELLSBORO (Pa.) WHEELMEN.—President, F. A. Deans; vice-president, John Brooks; secretary and treasurer, A. R. Niles; captain, George W. Houk; first lieutenant, R. R. Dartt; color bearer, A. J. Niles; bugler, F. A. Deans.

WINGED WHEEL CLUB, Elkhart, Ind.—President, Dr. A. F. Kelley; vice-president, Dr. C. S. Pixley; captain, Frank Olds; lieutenant, Hugh Maxon; secretary and treasurer, Fred E. Hunt.

WHY THE COW RESIGNED.

Yesterday noon, as one of the members of the Reading Bicycle Club was bowling along down Third street with all sails set, the admiration of all beholders, a wayfaring cow suddenly took a notion to cross the track of the machine, when it was too late to put on the air brakes or lower the cow-catcher. As a consequence, bump went the polished wheel into the ribs of the milk producer. The wheel stopped, but not so the rider. He started after the cow and caught her before he knew it. He struck her about where the butcher cuts the rump steaks out, and then he suddenly laid down as if he was tired of the business. The bicycle laid down on top of him, while the cow gave him a parting hand shake with her hind feet, and resigned her membership in the club. The young man did not know at first whether it was an earthquake or a boiler explosion, but as everything remained quiet he concluded to get up. The wheel was unhurt; so was the cow; but it took several square feet of court plaster to mend the places on the young man, where the rind had been knocked off.—*Reading (Pa.) Exchange.*

ONCE UPON A TIME a famous artist, whose paintings were worth thousands of dollars each, desired to take for a subject a picturesque old barn which he found in his rambles; but in order to sketch it from the most desirable point, it was necessary to place his seat in a location which would seriously inconvenience the worthy old farmer who owned it. The artist, however, obtained permission to work where and when he pleased, and in return promised to give the farmer a trifling percentage of the proceeds of the sale of the picture. Delighted with the bargain, the countryman went industriously to work that night to make the barn look "presentable," and when the artist came next morning he found the whole structure covered with a fresh coat of whitewash.—*Philadelphia Call.* This reminds us of some of the country roads in Massachusetts, which have been praised for their beauty and scenery, till the country people, proud of their reputation, have gone to work to make them "presentable" by covering them all over with loose gravel, so that a wheelman can't find a track as wide as his thumb-nail. One of these days the country road-builders will find out that "it pays" to furnish bicyclists with a good track, and when it pays they will do it.

We cannot help wondering why so much ridicule is made in certain cycling quarters of the scheme for constructing a cinder path for cycles from London to Brighton. No one who has given the question thoughtful consideration can opine that cycle "tracks" or "ways" will not in the course of years be universal. Is it not proper that the first one should be made from London to the queen of watering places? In our humble mind we prophesy a success for Mr. Varley's scheme if it is properly managed.—*Cycling Times.*

Items of Interest.

The *Wheel* received last year from the League \$1,950.50.

Four thousand two hundred and fifty members in the League.

The general opinion was that the League publish its own organ.

A bicycle headlight of novel design is about to be placed in the market.

Vice-president Miller presented a beautiful rose-wood gavel to the League.

The New Britain Wheel Club has a 50-mile run to Enfield and return, Friday, May 30.

Over 100 daily papers in this country regularly devote a column of their space to cycle matters.

A couple of London, Ont., wheelmen were recently fined \$1 each for bicycling on the sidewalk.

A "tandem" record of 152 miles in 24 hours was recently made in England from Hyde Park to Marlboro and back.

The best cycle column in any of the sporting papers is contained in the *Mirror of American Sports*, published at Chicago.

Cash on hand in the L. A. W. treasury, \$221.24, May 1, 1884; cash on hand in the L. A. W. treasury, May 1, 1883, \$1,025.38.

Bicycles and tricycles are used extensively by the employes in the government departments at Washington, to ride to and from their homes.

The bicycle is used in the Italian army by mounted orderlies, and in other countries of Europe by mail-carriers, messengers, telegraph boys, and others.

Fred Wood, the professional champion, is in active training on the Crystal Palace track. He hopes to be able to cover 21 miles within an hour the coming season.

Dan O'Leary, at Memphis, Tenn., recently rode 600 miles on eight horses, going twelve hours a day for six days, while Albert Flock rode a bicycle in the same time 611 miles.

M. Balard, of the Societe Velocipedique du Midi, rode on March 28 on the road from Toulouse to Grenade, a distance of 14 miles, 660 yards, in 40 min. 17 sec., on a Clement roadster weighing forty-two pounds.

M. P. Rousset, president of the Bordeaux Bi. Club, has made an enviable record for a 24 hours tricycle ride, *i. e.*: Bordeaux to Agen and return, 290 kilometres, about 180 miles, in a trifle less than 24 hours.

Lord Chief Justice Williams, of Australia, rides into the assize towns upon a bicycle. In England Earl Granville often rides a tricycle from Walmer castle to Deal, and the Prince of Wales has long since been a patron of the new art of "wheeling."

Maj. Knox Holmes, an English gentleman of the ripe age of 78, recently rode a "Humber" tandem, in company with a young friend on the back seat, 101 miles in 10 h. 45 m. riding time, or 12 h. 1-2 h. total time. Good, even for a youthful wheelman, but remarkable in view of the Major's years.

Henry J. Hall, of New York, who came on to Pittsfield to attend the bicycle banquet, Tuesday evening, May 6, had his gold watch and purse stolen from his room at the American House, some time after his return from the banquet. His loss is about \$150. A man who registered as J. H.

Wolf of Reading, Pa., and who occupied an adjoining room, has disappeared and there is no doubt but that he is the thief. Wolf kept so close to his room while at the hotel that his identity is not probable.

The London *'Cyclist'* tells of a member of the Torbay Club who was flying a hill on his bicycle, when two fox-terriers, spying the flying cyclist, went for him. One of these miscalculated his distance and shot bodily into the wheel, being carried round and jammed against the forks, stopping the machine, nearly dead. As luck would have it, the rider had extra special rake on his machine, and was sitting well back, consequently, although thrown, he was not damaged, but we do not think that quadruped will attempt to enter a wheel in motion again.

Woodside and Morgan, who started out from New York with quite a flourish of trumpets, to ride across the continent, got as far as Washington and decided to go no farther. They said that the exhibitions they gave in the towns along the route were so unsuccessful that they ran out of funds. Several thousand dollars were said to be staked upon their venture, and it is a little singular that they were not helped out. Amateur riding is becoming so common that the countryman doesn't care to pay out his shekels very liberally on men who ride on a bet.

At the late council meeting of the National Cyclists' Union of Great Britain, the following was carried after some discussion: "That an amateur cyclist who accepts from his own club, or from a club, or any person promoting sports at which he competes, or from any such source, any payment for his expenses shall be liable to be suspended, but the National Cyclist Union reserves the right to sanction any such payment, if in the opinion of the executive the very exceptional circumstances of any particular case shall seem to the executive to warrant such sanction being given."

Scuri, the unicyclist, has been attracting considerable attention at Rouen, France, where he has been giving a large number of most clever performances upon his single wheel. *La Revue Velocipedique* contains nearly a page and a half of his doings, and also announces the advent of a new monocyclist who has turned up at Tortona in the person of one Hugo Aucilloti, a boy of twelve years of age, the son of the manager of a traveling theater. He is said to be able to do almost anything on his wheel, and to surpass even Jules Terront and Scuri, doing such things as catching hats that his father throws to him from his bicycle, and performing a large number of balancing feats such as clowns and acrobats do in circuses with knives, balls, cups, etc., whilst he can turn round in the small space of a circle only forty centimetres in diameter with great speed.

The bicycle meet of the Essex County League at Salem on Memorial day attracted 208 riders, including tricycles, among them being two tandems, one ridden by the veteran rider, L. B. Packard, and his niece, a Brockton young lady. They expected to ride around the common, but the committee on public property closed the gate. They rode to Derby street, where they massed themselves on the steps of the custom house, and were photographed by Staniford. From there they rode through wards 5 and 6, and back to Kinsman Hall to dinner. In the afternoon they rode to Nichols street, where a large number tried to climb the hill, but not one succeeded. Frank

P. Ingalls came the nearest to the top. There was a very large crowd in attendance, and the spectators were very much amused. The election of officers of the League resulted as follows: M. D. Currier, Lawrence, president; Frank S. Winship, Lynn, vice-president; F. S. Ingalls, Salem, corresponding secretary; L. H. Cole, Beverly, recording secretary; George Chinn, Marblehead, treasurer.

In regard to the recent seizure of an importation of eighty-five bicycles, the Cunningham Company gives the following statement: For a certain consideration, Baylis, Thomas & Co. give them the exclusive control of their manufactures for the United States and Canada, agreeing not to sell to any one else any article, either wholesale or retail. The custom house does not pretend there is an undervaluation of goods, but on the contrary admits they are of a higher invoiced valuation than many which come into this country. The question at issue is, however, whether this consideration which is paid should be added to the invoiced value of the goods. The Cunningham Company claims it is a totally distinct transaction, and has no more relation to the cost of the goods than have certain royalties paid by them to inventors in this country. After being detained at the custom house since the 22d, the machines were received yesterday. Mr. Moorfield Storey has been retained as counsel for the Cunningham Company.—*Boston Globe*.

RACE MEETINGS.

LEAGUE OF AMERICAN WHEELMEN.

The annual championship races took place Tuesday, May 20, at Athletic Park, Washington, in the presence of several thousand spectators. The events were decided as follows:

Twenty-Five-Mile Bicycle.

	HR.	MIN.	SEC.
Charles Frazier, 1st,	1	38	42 1-2
Henry J. Hall, Jr., 2d,	1	39	09

Ten-Mile Bicycle.

John Brooks, 1st,	36	03 4 3
Charles H. Chickering, 2d,	37	04

Three-Mile Bicycle.

B. W. Hanna, 1st,	10	26 1-2
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One-Mile Bicycle.

Geo. M. Hendee, 1st,	3	06 1-2
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One-Mile Tricycle.

Geo. M. Hendee, 1st,	3	57 1-2
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CAPITAL BICYCLE CLUB.

The fifth annual race meeting of this club was held at Athletic Park, Washington, D. C., May 17. The weather was pleasant and the attendance quite large.

Five-Mile Race.

	MIN.	SEC.
H. Stewart, 1st,	17	38 3-4
J. M. Borden, 2d,		

One-Mile Race (novices).

G. Webber, 1st,	3	25
J. F. Runyon, 2d,		
C. D. Rhodes, 3d,		

One-Mile Race (club)."

J. M. Borden, 1st,	3	26
H. Y. Davis, 2d,		

Three-Mile Race.

E. F. Landy, 1st,	10	32
C. H. Chickering, 2d,		

Quarter-Mile Race.

B. W. Hanna, 1st,	46	3-4
H. Stewart, 2d,	47	1-4
J. M. Borden, 3d,		

Three-Mile Race.

C. D. Rhodes, 1st,	10	30
H. Stewart, 2d,	11	30 1-4
H. Y. Davis, 3d,	11	36

One-Mile Handicap.

E. F. Landy, 1st,	3	18 1-2
J. M. Borden, 2d,		

Two-Mile Race.

B. W. Hanna, 1st,	7	36 1-2
H. Stewart, 2d,		

Two-Mile Scratch Club Race.

B. W. Hanna, 1st,		
H. Stewart, 2d,		

THE SURREY BICYCLE CLUB.

The annual spring meeting was held at Kennington Oval, London, Eng., April 26, over eight thousand persons attending, although the weather was far from favorable. The principal event was the ten-mile open race for a silver challenge cup, to be won three times before becoming personal property. Not one of the former winners—G. L. Hillier, J. F. Griffith, C. A. Palmer, H. W. Gaskell, or C. E. Liles—was a competitor.

	MIN.	SEC.
H. F. Wilson, 1st,	36	27 3-5
F. Prentice, 2d,		
H. H. Smith, 3d,		

YALE ATHLETIC ASSOCIATION.

The sixth spring meeting of the Yale Athletic Association was held May 14, at New Haven.

Two-Mile Bicycle Race.

	MIN.	SEC.
L. B. Hamilton, 1st,	6	57 3-4
W. Maxwell, 2d,		

COLUMBIA COLLEGE.

The annual field meeting of the Columbia College Athletic Association was held May 17, on the grounds of the New York Athletic Club.

Two-Mile Bicycle Race.

	MIN.	SEC.
C. A. Reed, '84, 1st,	7	59
F. Thayer, '86, 2d,	9	02 1-5

YALE BICYCLE CLUB.

The second annual meeting of the Yale Bicycle Club was held on Hamilton Park, New Haven, Thursday, May 29.

One-Mile, 3.20 Class.

	MIN.	SEC.
W. C. Tracy, 1st,	3	26 3-4
Geo. Leffinwell, 2d,	3	27 1-4
W. C. Tracy, 3d,		

One-Mile College.

L. B. Hamilton, 1st,	3	05 1-5
E. Norton, 2d,	3	10 3-4
W. Maxwell, 3d,		

Five-mile Handicap.

L. B. Hamilton, 1st,	18	02
A. Palmer, 2d,	18	02 3-4

One-Mile Open To All.

Geo. M. Hendee, 1st,	3	24 1-2
E. Norton, 2d,	3	26

One-Half Mile Without Hands.

Dr. N. P. Tyler, 1st,	1	56 3-4
E. B. Kimberly, 2d,		

Club Consolation Race.

C. Adams, Jr., 1st,	3	40 1-2
E. B. Kimberly, 2d,		

Two-Mile Handicap.

W. C. Tracy, 1st,	6	39
R. F. May, 2d,	6	39 2-5
C. S. Fiske, 3d,		

Three-Mile Inter-Collegiate.

L. B. Hamilton, 1st,	MIN.	SEC.
W. Maxwell, 2d.	11	05 1-2

Five-Mile Open To All.

Geo. M. Hendee,	17	40 3-4
Chas. F. Frazier,	17	43

Half-Mile Consolation.

C. S. Fiske, 1st,	1	41 1-5
A. Palmer, 2d.		

Two thousand people witnessed the Rambler's races at the Union Grounds, Boston, on Memorial day and the meeting was voted the most successful ever held in that city. Nearly a fourth of those present were wheelmen, and the clubs of many towns and cities were represented. The half-mile race, two heats, was won by Charles F. Frazier of Smithville, N. J.; the one mile, three heats, by H. A. Edgerly of Cambridge; the one mile club championship, by N. G. Norcross of the Ramblers; the race with hands off, by H. M. Sabin of Newton; the club handicap, two miles, by N. G. Norcross; the five mile open handicap, by H. M. Sabin; the tandem bicycle race, the first ever run in this country, was contested by two teams from the Ramblers and won by Arthur Whittaker and R. F. Stahl; Frazier won the two mile race; the ten mile was won by E. P. Burnham of Newton; the five mile professional by R. A. Neilson of Boston.

The April issue of the *Canadian Wheelman* allows Karl Kron a full page in which to explain that his proposed book needs only to secure 3,000 advance subscribers to make its appendix of their names as valuable as the indexed reports of roads. He also writes a note to the editor concerning the new United States customs decision classifying bicycles as personal effects of a tourist, (which was one of the results of his recent trip to Bermuda), and urges that the authorities of the Dominion be persuaded to take similar action. In the same paper, Mr. Donly, secretary of the Canadian Wheelmen's Association, urges all patrons of his own road-book of Canada, for whose pages Kron contributed a 600 mile report, to subscribe for "X. M. Miles on a Bi." Recommendations of "Ten Thousand Miles on a Bicycle" appear in the English cycling journals for April—such as the *Cyclist*, the *Tricyclist*, the *Bicycle News*, and the *C. T. C. Monthly Gazette*. The editor of the latter agrees to mail copies of Kron's prospectus to all applicants.

As many readers of the GAZETTE may not yet have received the prospectus of Karl Kron's road-book, we append the full list of titles: On the Wheel, essay; After Beer, verse; White-Flannel and Nickel-Plate; A Birthday Fantasia, verse; Four Seasons on a Forty-Six; Columbia, No. 234; My 234 rides on "No. 234"; Around New York; Out from Boston; The Environs of Springfield; Shore and Hill-top in Connecticut; Long Island and Staten Island; Coasting on the Jersey Hills; Lake George and the Hudson; The Erie Canal and Lake Erie; Along the Potomac; The Hills of Kentucky; Four hundred Miles; Winter Wheeling; In the Down-east Fogs; Nova Scotia and the Islands Beyond; Straightaway for Forty Days; A Fortnight in Ontario; From the Thousand Islands to the Natural Bridge; The Coral Reefs of Bermuda; Bone-Shaker Days; Crul, the Best of Bull-Dogs; Castle Solitude in the Metropolis; Routes of Long-Distance Riders; The Transportation Tax; Concerning Hotels and Parades; The League of American Wheelmen; Literature of the Wheel.

A HOGASTROPHE.

Adown the sloping country lane
The wheelman wheeled him on his wheel,
With speed of a wild hurricane,
As spun the pedals like a reel.

Crouched in a corner of the fence,
The ambushed foe lay low in wait,
Ready to suddenly spring thence
And hurl the victim to his fate.

The wheelman came—"Boo-hoo! oo-hoo!"—
The old hog jumped into the way;
Full ninety feet the wheelman flew,
And heeled his wheel no more that day.

NEW GUIDE BOOK.

The "Canadian Wheelmen's Association Guide Book" contains descriptions of Canadian roads, hotels, consuls, etc., with the constitution and by-laws of the Association. Published by order of the board of officers, April, 1884. H. B. Donly, W. G. Eakins, J. S. Brierly, editors. To members of C. W. A., free; non-members, fifty cents. This little book of 120 pages, of which ninety-six make up the part devoted to description, etc., is a valuable addition to the literature of the wheel and is an excellent example of what the State Divisions of the L. A. W. might with profit undertake. In their modest preface, the editors request that critics be lenient and "*dare veniam, primum experientibus*," as the "difficulties they have had to contend with have been many, and the task an arduous one." The greatness of the undertaking is at once apparent in consequence of the lack of models and the inability to secure full and detailed information of the roads of a country which claim the allegiance of only about 600 members to its cycling association. But the information given of the highways most capable of being traversed is in nearly every case sufficient. A map is shortly to be issued to accompany the "Guide-Book," and with it, the selection of a route will be a much easier and pleasanter duty. As it is at present, one unacquainted with Canadian territory might find much difficulty in hitting upon the proper course, and especially is this the case between Guelph and Stratford, where no definite road is given. The following may be quoted as a specimen of the "Guide," inasmuch also as the route is part of that which will be traversed by the Chicago cyclists in July:

NEWCASTLE TO COBOURG, reported by R. H. McBride, Pres. C. W. A.—To NEWTONVILLE 5 miles E., fine gravel. A fine hill for coasting just E. of Newcastle, 2 miles further on a very long hill is encountered, good surface and rideable by experienced wheelmen. From NEWTONVILLE to WELCOME 8 1-2 miles, fine gravel. Just E. of NEWTONVILLE there is a patch of sand impassable to riders, 3 miles further E. there is a beautiful winding hill for coasting. At WELCOME turn S. at toll-gate and run 3 1-2 miles to PORT HOPE. Macadam is now met with and road is poor and rutty. There is some good path riding close to fence, but it necessitates frequent dismounts. Care must be taken in descending the long hill which forms the principal street of Port Hope. From Port Hope 7 miles E. to COBOURG, road is fine gravel, no hills, in full view of Lake Ontario. Arlington Hotel. Rain improves this road if there is not too much of it.

All routes are thus briefly described, but we are sorry to say that in reality only two portions of Canada are detailed—Ontario and Quebec. New Brunswick and Nova Scotia have several clubs, and we see that there are no representatives of the Association in those sections and, consequently, with the exception of Karl Kron's trip, no mention of Maritime Province highways.

The "Guide" contains the officers and members

of the C. W. A., up to April 1, '84, we suppose, as for example the active membership of the Torontos is put at 75 when 100 would be nearer the number; also a sketch of the C. W. A. as well as of the first meet, English, American, and Canadian records, hotels, abridged portions of Karl Kron's "Fortnight in Ontario and Nova Scotia," and various other matters of interest. On the page of Canadian records, we are disposed to discredit the record assigned R. J. McKee in his ride to Bellville. It has been generally supposed that Messrs. McBride and Ryvie accomplished the distance in as good time as McKee, besides a "record" made, as it was, has no right to be accounted one.

In the preparation of a new volume, the editors, to whom the highest credit is due, may well profit by the experience gained in their first venture. The indexing should be a special feature and contain the name of every place mentioned, besides, if possible, the distances between neighboring towns should be scheduled. The proof-reading should be much improved, as there is evidence of hasty work in such errors as "inconvence," "al," "McKiee," etc., for "inconvenience," "at," "McKee." The binding is capital and, above all, durable. We must congratulate the editors upon their labors and the Association upon the production of the first official "Guide-Book" issued on this side the water, and for the energy and activity in contributing so practically to the encouragement of touring.

S. B. C'S. THIRD ANNUAL.

The third anniversary banquet of the Springfield Bicycle Club at the Warwick hotel, Tuesday evening, May 6, was a great success and a most enjoyable occasion, though many of the invited guests were unable to be present. The dining hall was handsomely decorated, and a very elaborate bill of fare claimed the attention of the nearly 80 wheelmen and their friends who were present. The menu cards were very elegant, being on rich silk plush with "S. B. C." in gilt letters on the outside. Several of the out of town men who had been expected to respond to toasts were absent, but most of the vacancies were creditably filled by others. F. A. Egan, president of the Ixion Bicycle Club of New York, was toast master and contrived to keep the company in a roar of laughter a large share of the time. William V. Gilman of Nashua, N. H., treasurer of the League of American Wheelmen, responded briefly to the toast, "The Springfield Bicycle Club," speaking in a very complimentary manner of its past record and of his confidence in its success in the future. The toast, "The L. A. W.," was responded to by Stephen Terry, of Hartford. He said that the League was now firmly established and that its success during the coming year was already assured. Charles T. Higginbotham, vice-president of the club, answered for the "City of Springfield," Mayor Phillips, who was to have responded, having been obliged to leave early in the evening. Other toasts were: "The Connecticut Bicycle Club," responded to by Captain Chase of Hartford; and "The Greenfield Club," responded to by Mr. Eggleston. Brief remarks were also made by Warren I. Lyman, the oldest member of the Springfield Club, who expressed the hope that the superintendent of streets would sometime be obliged to ride a wheel and so see the need of better roads, and by President Ducker, who alluded to the prosperous condition of the club, and of the good prospects of success in the coming tournament.

DEFINING AN AMATEUR.

The National Association of Amateur Athletes held a special meeting at New York, May 24, to consider a proposed amendment to the definition of "an amateur." The Association's former definition read as follows:

An amateur is any person who has never competed in an open competition, or for a stake, or for public money, or for gate money, or under a false name, or with a professional for a prize, or where gate money is charged; nor has ever, at any period of his life, taught or pursued athletic exercises as a means of livelihood.

The following was the substitute proposed.

An amateur is a person who has never, directly or indirectly, competed for a staked bet, or for public money, or for gate money, or under a false name, or with a professional for a prize, or where gate money is charged; nor has ever, at any period of his life, directly or indirectly, taught, pursued or assisted at athletic exercises for money or for the purpose of obtaining the means of livelihood, nor has ever sold or pawned any prize received in any athletic event.

The delegates at the meeting were foolishly instructed to vote on the definition as a whole, and as opinions were divided upon parts of it, the whole matter was referred to a special committee. The trouble, it appears, is that certain persons who have claimed to be amateurs have disregarded the definition and are actually professionals in practice. As to the sale or pawning of prizes, while amateurs ought not to make a practice of that, the rule is rather too rigid. Circumstances beyond a man's control might compel him to sacrifice his prizes, and if so, he ought not to be punished for it by being thrown out of the ranks of amateurs.

As a rule, we believe that amateur wheelmen can be placed upon their honor in this regard, but it is well to have the term "amateur" well defined and understood.

KINGS COUNTY WHEELMEN

This organization can justly be proud of its standing to-day as a club; originally organized some four years ago with a membership of only eleven men, it has gradually risen to the first ranks. Like most of our successful and foremost bicycle organizations, it has seen its "ups and downs," and has grown at times in numbers, at expense of hard money and good fellowship; but to-day finds the Kings County Wheelmen where it would be our great pleasure to see many sister organizations, incorporated, re-organized, a good balance in the treasury, good officers, and, best of all, a harmonious solid membership of *forty men*, brought about by re-organization, its membership having during the four years run considerably over this in number; men whom it is a pleasure to meet, who have the best interests of their brother wheelmen at heart, and make the most of their presence with them. Such an organization cannot fail to be active. Their race meeting, to be held June 21, comes at a good time, following as it does the Philadelphia meet of the 19th and 20th, giving our eastern fliers a chance of stopping over at Brooklyn on their way home from Philadelphia, and certainly some will avail themselves of the opportunity. The races will be run on the *new* five lap track of the Williamsburgh Athletic Club, undoubtedly the best in the State, which we are assured will be in its best possible condition. In connection with the K. C. W. races, advertised in another column, the Brooklyn Bicycle Club and Heights Wheelmen will each run its club championship race of one mile; this will add to the interest of the meeting. Great local interest is taken in this race meeting, and no expense will be spared to make it an entire

success. The grounds and grand stand have splendid seating capacity, and other first-class accommodations, and racing men and others can be sure of good care and usage at the hands of the K. C. W., and last, but not least, the medals are a model of neatness and value.

We wish the K. C. W. its share of due success in this undertaking and hope that our racing friends will not let the chance go by to share K. C. W. hospitality.

TELEGRAM.

Philadelphia, Penn., April 9, 1884.

MISSOURI WHEEL COMPANY, St. Louis:—Express immediately 50 Duryea Saddles, and 50 more early next month. They sell well. H. B. HART.

I use the Duryea Saddle in all my road rides; also in racing prefer it to all others, and feel confident I can make better time on it than with any Saddle made.

(Signed) E. F. LANDY, Cincinnati Bicycle Club.

I cheerfully recommend the Duryea Saddle. Would not ride any other under any consideration, and think the Duryea a great boon for wheelmen. Have ridden over 1000 miles in 1883 on my Duryea. *It is the boss!*

CAPT. C. F. A. BECKER, Missouri Bicycle Club.

San Francisco, Cal., March 12, 1884.

The Duryea Saddle gives perfect satisfaction. Send one dozen more at once. H. C. FINCKLER.

Portsmouth, N. H., March 29, 1884.

MISSOURI WHEEL COMPANY, Gentlemen:—The Duryea Saddle sent me last fall has given me better satisfaction than any of the numerous Saddles I've tried during the past five years. Send three more, per express, immediately.

C. H. HAZLETT.

MISSOURI WHEEL COMPANY, Gentlemen:—We have both ridden the Duryea Saddles bought of you last summer, and think so well of them that we shall ride no other in future. Please send us two new ones for our transcontinental ride from New York to San Francisco. Yours truly,

WILLIAM M. WOODSIDE,
WILLIAM J. MORGAN.

The Duryea is the best Saddle made.

T. W. ECK, Champion of Canada.

Boston, Mass., March 4, 1884.

Have used the Duryea Saddle exclusively for the past three months, and like it very much. H. D. COREY

In four years' riding I have tried all kinds of Saddles, but none suits me like the Duryea; it is *par excellence*.

HENRY E. DUCKER.

Chicago, May 26, 1884.

I have tried every Saddle that I could get, all kinds, sizes and shapes, but was never truly happy until I received the Duryea, the first one ever used in Chicago, and last season rode about 4000 miles on it. It leaves nothing to be desired. I recommend it on all occasions.

Yours truly, FRANK E. YATES.

From Miss ANNIE SYLVESTER, THE GREATEST LADY TRICK RIDER IN THE WORLD:

2949 Mich. Ave., Chicago, Ill., June 1, 1884.

I use the Duryea Saddle exclusively on my 52-inch Expert, and think it simply perfection. ANNIE SYLVESTER.

ZACHARIAS & SMITH,
Newark, N. J.

Bicycles and Tricycles
Of all the leading makes.

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Of our own make.

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For the American Star.

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THE WHEELMEN'S GAZETTE,

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Sale and Exchange.

We propose to open 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. The following example shows the style:—

52-INCH BICYCLE (bright except spokes), *Aeolus* balls, both wheels, hollow forks, movable step, long-distance saddle, King of the Road lamp, stand, etc., \$50; cost \$90 last year. L. C., SPRINGFIELD, MASS.

Such an announcement would cost 32 cents, each insertion. We believe that this feature may be made very useful.

WANTED—A Second-Hand 48 or 51-inch Star Bicycle, in or out of order. L. M. TYRRELL, MONTROSE, PA.

FOR SALE—52-inch British Challenge, full nickeled, nearly new, used less than one month; price \$115. Address Z, CARE OF GAZETTE, SPRINGFIELD, MASS.

WOULD EXCHANGE 50-inch Sanspareil Roadster for new Victor Tricycle. TRICYCLE, Box 628, SPRINGFIELD, MASS.

FOR SALE—52-inch American Club, full nickeled, \$155, new. Or would exchange for other wheels. CLUB, Box 477, SPRINGFIELD, MASS.

52-INCH BRITISH CHALLENGE BICYCLE FOR SALE CHEAP. All nickel-plated except fellos; ball bearings and in first-class condition. Address P. O. Box 764, CHICOPEE, MASS.

STOLEN—From Barnes Block, Wednesday night, June 4, between 10-30 and 12-30, a 50-inch Yale Light Roadster Bicycle. Had Duryea saddle and Overman ball pedal. Painted black, with nickel trimmings. A suitable reward will be given for information. A. O. MCGARRETT, 214, 216 Main Street, SPRINGFIELD, MASS.

\$110 WILL BUY a Full-Nickeled 52-inch Harvard, in perfect order; has been used but very little. Address H. R. BRYAN, HUDSON, N. Y.

FOR SALE—A 56-inch Standard Columbia, new last August, direct spokes, 70-inch front wheel, balls, Expert pedals, dropped handle-bars, vulcanite handles, all nickeled except wheels, which are nicely painted and gold striped, Boston automatic alarm; too small for owner; price \$85. GEO. L. KNIGHTS, AMESBURY, MASS.

FOR SALE—A 50-inch 'Xtra, full nickeled except rims, in good condition; cost \$177.50 last summer, tire shows no wear, balls all round; Hancock tire; lowest price, \$140. H. ALLERTON, East End, PITTSBURGH, PA.

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RACE MEETING
OF THE
Kings County Wheelmen

WILL BE HELD ON

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\$300.00 IN PRIZES!

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One-Mile Scratch, open to all Amateurs.

Two-Mile Handicap, open to all Amateurs.

Three-Mile Handicap, open to all Amateurs.

Twenty-Five-Mile Scratch, open to all Amateurs.

Entrance Fee of One Dollar for Three Miles and Twenty-Five Miles, and Fifty Cents for other Events, may be sent to CHARLES SCHWALBACH, Box 2683, New York City, closing June 14, 1884.

HENRY E. DUCKER, *President.*
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Incorporated January 23, 1884.

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THE SPRINGFIELD BICYCLE CLUB.

THE THIRD ANNUAL

MEET AND TOURNAMENT

OF THE

SPRINGFIELD BICYCLE CLUB

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ON WHICH OCCASION

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AND

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The Springfield Bicycle Club will spare neither pains nor expense to make this the

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Upwards of 50,000 people witnessed the great event of 1883, and both press and public pronounced it the greatest sporting event of the year.

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Tangent Spokes, wound with wire, besides brazed; the only Machine having this feature. Warwick Hollow Rim. Detachable Cow-Horn Handle, and Detachable Cranks. Bown's Æolus. Andrews Head. Full Enamel. Narrowest Tread in the Market. A Light, Rigid Roadster.

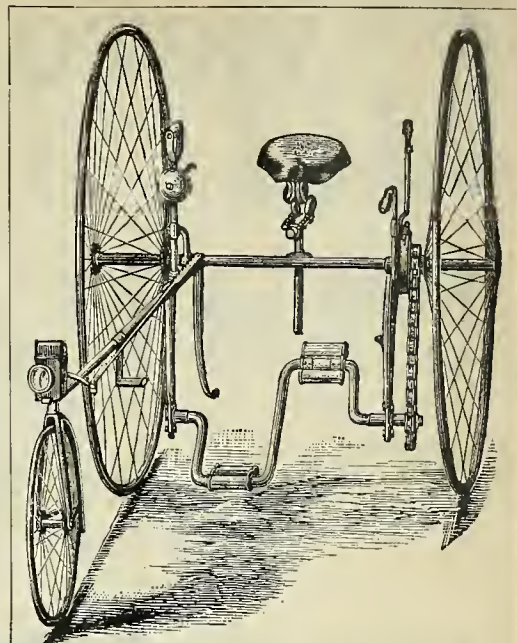
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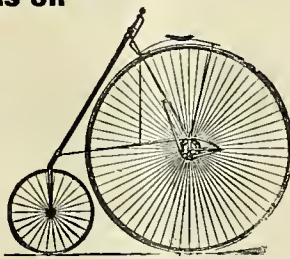
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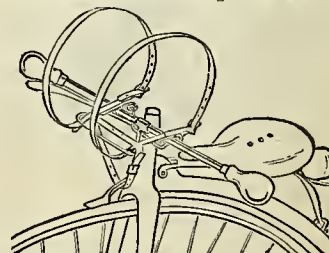
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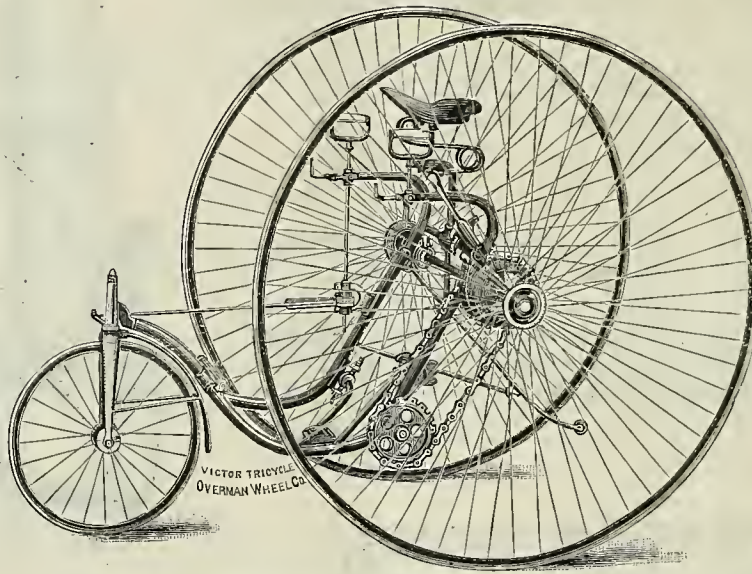
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