

THE SPRINGFIELD WHEELER'S GAZETTE.

A JOURNAL OF CYCLING.

PUBLISHED MONTHLY.

PRESS OF SPRINGFIELD PRINTING COMPANY.

VOL. II.—NO. 4.

SPRINGFIELD, MASS., AUGUST, 1884.

PRICE 5 CENTS.

IT IS ON BACK PAGE.



ON THE ROAD.

WE PUBLISH THIS YEAR

TWO CATALOGUES,

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

THE CUNNINGHAM COMPANY,

ESTABLISHED 1877.

Importing Manufacturers of Bicycles and Tricycles,

ODD FELLOWS' CORNER,

BOSTON, MASS.

THE SPRINGFIELD WHEELMAN'S GAZETTE.

PRIZE * CUPS

MADE BY THE

MERIDEN * BRITANNIA * COMPANY,

MANUFACTURERS OF

* ELECTRO * GOLD * AND * SILVER * PLATE. *



For Spoons, Forks, Etc., "1847—ROGERS BROS.—A.I.",
For Sectorial Plating, "1847—ROGERS BROS.—XII."

TRADE MARK ~~~~~

PRICES FROM \$10.00 TO \$250.00.

SPECIAL DESIGNS FURNISHED IF DESIRED.

A COMPLETE ASSORTMENT OF CUPS ALWAYS ON HAND.

No. 46 East Fourteenth Street, Union Square, NEW YORK (Three Doors from Broadway).
No. 154 State Street, CHICAGO. No. 134 Sutter Street, SAN FRANCISCO.
AND AT THE FACTORIES.

Main Factories, Meriden, Conn. Branch Factories, Hamilton, Ont.

COMMUNICATIONS SHOULD BE ADDRESSED TO MERIDEN, CONN.

S A L E S R O O M S : —

A WHEELMAN'S AUTOGRAPH ALBUM!

MY CYCLING FRIENDS.

CHICAGO, June 24, 1884.

WILL C. MARVIN, Esq.
DEAR SIR:—Yours of the 22d and the Wheelman's Autograph Album, entitled "My Cycling Friends," is at hand. I think it is the very best, and most appropriate thing of the kind that I have yet seen, and well worth double the price asked for it. Enclosed find two dollars, for which please send me two more of them, having sold them to-day to C. P. VanSchaack, and J. O. Blake, Chief Consul of L. A. W. for Illinois. Both are members of the Chicago Bi Club. Hoping that you will forward same at once I remain,

Yours respectfully,

W. H. VANSICKLEN.

C. Bi. C.
C. T. C.
L. A. W.Champion State of Ill.
Chairman Racing Board of Ill.
Division L. A. W.

IT IS
HANDSOMELY BOUND IN CLOTH
—WITH—
Gold and Black Markings.

*It has One Hundred pages— gilt edge.**Three hundred selections from the poets as regards the wheel.**Three hundred cards or spaces for the autographs of Cycling friends.**Three hundred Engravings, illustrating each quotation.*

"MIDLAND ATHLETIC STAR," Birmingham, Eng., Says:—It is the most interesting book of its kind that we have seen.

"THE CANADIAN WHEELMAN," London, Canada, Says:—It supplies a long felt want in this country among the growing army of wheelmen whose friendly relations may now be strengthened between each other by the addition of an autograph.

"SOCIETY," London, Eng., Says:—The increasing popularity of cycling fully warrants the publication of that nicely gotten up little volume for autographs, compiled by Mr. C. Alan, Palmer, and called "My Cycling Friends." The pages for receiving autographs are tastefully arranged, and facing each are three pretty little engravings of cyclists on the road coupled with well chosen quotations.

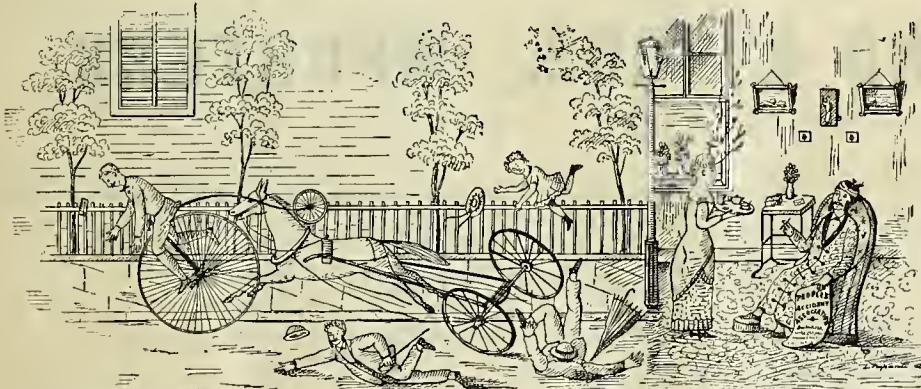
Price, - - - - \$1.00, postpaid.

WILL C. MARVIN, - - Ovid, Mich.

SOLE AGENT FOR THE UNITED STATES AND CANADA.

ACCIDENT INSURANCE AT COST.

\$10 to \$25 a Week; \$200 to \$500 for Loss of Limb or Eye, \$2,000 to \$5,000 at Death for less than \$12 a Year.



An indispensable part of the Equipment of all Cyclers and Sportsmen is a Certificate in the People's Accident Association.

This Association was formed to meet the popular demand for accident indemnity at actual cost, and embodies some valuable and special features not found in any other plan.

No medical examination is required.

Every Dollar raised by Assessments is placed in the Indemnity Fund, and cannot be used for any other purpose.

Any member losing a leg, arm or eye by accident, shall be paid TEN PER CENT. of the Death Indemnity he is entitled to by his Certificate, in addition to the weekly indemnity.

By our plan a member can secure less than the maximum amount of indemnity in his Classification at a corresponding less cost.

HOW TO BECOME A MEMBER.

Persons residing where we have no Local Agent, who may wish to become members of the Association, by writing to the Secretary will receive blanks which they can fill. The application, with the admission fee, \$5.00, may be sent to the office, and if accepted, a certificate of membership will be forwarded by mail; if declined, the money will be returned at once.

The Assessments will never exceed \$2.00 each. The Admission Fee of \$5.00 is paid but once. The charge is the same from 18 to 65.

The mistake of a lifetime is often the result of postponing a duty. In an important matter of this kind not a day should be lost. To-morrow you may be too late. Apply at once for membership.

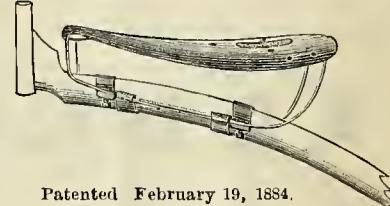
PEOPLE'S ACCIDENT ASSOCIATION OF SPRINGFIELD, MASS.

Incorporated under the Laws of Massachusetts in 1882.

Office, 438 Main Street, Opposite Post Office, - - - SPRINGFIELD, MASS.

NOYES W. FISK, President, (Fisk Manufacturing Co.) CHAS. E. BROWN, Vice-President, (West, Stone & Co.) JOHN SHARROCKS, Secretary.

Duryea Saddle and Spring.



Patented February 19, 1884.

Used by Hendee, Prince, Woodside, Corey, Landy, Jenkins of Louisville, Eck, Morgan, Higham, Yates, also Miles, Armaindo and Sylvester, and all the flyers. Can be used also on Star bicycles.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable and Cheap. Why suffer on the Road any Longer? Try it once and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELED, \$3.75. SPECIAL TERMS TO DEALERS.

MO. WHEEL CO.

210 & 212 N. 12th St., St. Louis, Mo.

Send postal for list of new and second-hand Machines.

JOSEPH WHITCOMB & CO.

MANUFACTURERS OF

FINE CIGARS,

AND DEALERS IN

Imported Cigars and Smokers' Articles,

258 Main Street,

SPRINGFIELD, MASS.

BICYCLING*OUTFIT.

The most indispensable article is a Policy in

THE TRAVELERS

LIFE AND ACCIDENT INSURANCE COMPANY
OF HARTFORD, CONN.



OF HARTFORD, CONN.

ITS ACCIDENT POLICIES

INDEMNIFY BICYCLERS and ALL OTHER CLASSES for TIME LOST from ACCIDENTAL INJURY, with PRINCIPAL SUM in CASE of DEATH.

\$5000 Insurance, with \$25 Weekly Indemnity, for only \$25 a year. Smaller or Larger Sums at proportionate rates.

ITS LIFE POLICIES

Are of all SAFE and DESIRABLE FORMS, at LOWEST CASH RATES, and EQUITABLE CONTRACT.

Paid Policy-Holders in 1883, \$1,154,000, or over \$3700 a Day, of which \$864,000 was under ACCIDENT POLICIES alone.

Assets, \$7,435,000. Liabilities, only \$5,567,000. Surplus, \$1,868,000.

JAMES G. BATTERSON, President.

RODNEY DENNIS, Secretary.

JOHN E. MORRIS, Assistant Secretary.

A. G. SPALDING & BROS., IMPORTERS,

NO. 108 MADISON STREET, CHICAGO, ILL.

Beg to call the attention of riders to the fact that they now have one of the largest and best assorted stocks of Wheels and Sundries in the United States, including the D. H. F. "PREMIER," the "ROYAL," the "POPULAR," and the celebrated "No. O PREMIER," (Hillman, Herbert & Cooper, Makers,) the lowest-price ball-bearing Machine on the Market.

We are also Sole Western Agents for the "HARVARD SPECIAL," "YALE," and "CORNELL."

THE McDONNELL CYCLOMETER.

(WARRANTED)

The smallest, cheapest, most accurate, and best Cyclometer ever made. Entirely out of the way of the Lamp. Price, \$4.00.

A Complete Line of Sundries, and the Latest Novelties. Send Stamp for our Catalogue.

A. G. SPALDING & BROS., 108 Madison Street, CHICAGO.

Eastern Office, 47 Murray Street, New York City; F. N. WHITE, Manager.

HYDE & CO., No. 50 Chauncy Street, Boston, Mass.

MANUFACTURERS OF

ÆTNA LABORATORY FIREWORKS,

Uniforms, Torches, Lanterns, and all Political and Illuminating Goods.

Estimates on Firework Displays or Illumination furnished on application.

PROCESSION FIREWORKS A SPECIALTY.

Flags, Bunting, and Decorating Goods at Lowest Prices.

The Fireworks and Illumination at Hampden Park, Springfield, Mass., September 18, 19, and 20, 1883, on the occasion of the great Bicycle Meet, were furnished by HYDE & Co.

THE SPRINGFIELD WHEELMEN'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

VOL. II.—NO. 4.

SPRINGFIELD, MASS., AUGUST, 1884.

PRICE 5 CENTS.

Terms of Subscription.

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

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

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

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

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

A MONTH OF TOURNEYS.

This number of the GAZETTE may fairly be termed a tournament number, on account of the many announcements of wheelmen's meets it contains. The suggestion in the July GAZETTE that advertising pays in connection with these events, appears to have been heeded. If you are going to do a thing, do it in a business-like way. It is folly to hide one's candle under a bushel. If you want people to find you, let them know where you are. Business isn't done on the hide-and-seek principle, nowadays; it is pretty much all seek.

Beginning with the Pittsfield, Mass., tournament which occurs August 14, and ending with that at New Haven, Ct., September 23, 24, we have a pretty full month of interesting and well planned bicycle meets. The tournament at Cleveland, Ohio, August 18, 19, will draw together large numbers of wheelmen in the interior States. Next in order is the meet at Hartford, Ct., September 9, then the Albany Bicycle Club's two days, September 11 and 12, and by the time the boys are rested they can go to the annual meet of the Pennsylvania division of the L. A. W. at Philadelphia and Germantown under the auspices of the Philadelphia, Germantown and Pennsylvania clubs, Saturday, September 13. Three days' breathing spell will follow, and then begins the great Springfield meet and tournament, September 16, 17, 18 and 19, followed in four days by the New Haven meet. These great events will not detract from each other in the least. The more the merrier. One advantage of them is to show the public that bicycling has become a great interest, and has rights which are bound to be respected.

We wish our friends the most signal success in their undertakings, and shall watch the outcome of their announcements with the greatest interest.

WHAT IS A HANDICAP?

Handicap, or hand in the cap, is the etymology of the word, and its original signification was the drawing of lots from a cap, for a choice of position in a race or athletic contest. From this, it came to mean a system of arbitration by which the inequalities of contestants should be removed. The word is now used in various games and sports to denote the placing of competitors, good, bad,

and indifferent, on such a footing, that all shall have, as nearly as possible, an equal chance of winning. Thus in horse racing, when one horse is found to be greatly superior to his contestant he is made to carry extra weight enough to reduce his speed to that of the other. The *best ideal* of a handicap would be such a nice discrimination as to the merits of the contestants, and such an adjustment of these drawbacks, that there would result a "dead heat." But in practice, this is impossible; but the official handicapper becomes very acute in his discrimination, and his decisions are regarded as law. In horse racing, according to an English authority, no jockey with his saddle, etc., must weigh less five stone, seven pounds, but the maximum is left in the hands of the handicapper, who apportions to each horse a weight corresponding to its public performance, age, or sex. No appeal is allowed from his decision. He has arbitrary power, and must be a person of sound judgment, unquestioned integrity, and thorough experience. When the handicaps have been announced no change can be made. Each jockey is weighed with his saddle, before starting, and the extra weight to be carried is made up of lead strips let into the saddle flaps. The weights range from three pounds up to fifty or sixty pounds.

The principle of handicapping is applied to many other sports than horse racing, though the adjustment is made in different ways. In pigeon shooting, the more skillful the marksman, the farther he must stand from the mark in comparison with the less skillful. In chess, certain "men" are given to equalize the players. In billiards "points" are given. In yachting, pedestrianism, etc., a "start" is allowed. When a yacht of large tonnage is handicapped with a lesser one, extra time is allowed for the performance of the race. For instance, if a 50 or a 30 ton yacht start for a race, the former allows the latter, say, five minutes. They start together, and the heavier yacht reaches home, say, three minutes in advance of the other. In that case the lighter yacht's handicap of five minutes gives her the race by two minutes, though she was the last to reach home. Whatever the method of adjustment used, the principle is the same, to equalize by certain drawbacks, the good, bad, and indifferent in the race.

In bicycle races in England the system mentioned above as applied to yachting is sometimes used. But such races are uninteresting to spectators, as they cannot readily follow and time the races. What the crowd likes to see is a grand struggle on the home run, and in an accurately adjusted handicap race, so arranged, the struggle is very exciting. This is affected in the system most in vogue in this country, the "distance handicap" and the "time handicap." In the distance handicap, ten yards to a second are allowed between contestants of different records. For instance, A, with a record of 3 min. is matched with B, with a record of 3.10. A is placed at the scratch and B at 100 yards in advance, and both

start at the same instant. The disadvantage of this is that B does not run a full mile.

In the time handicap, which is adopted by the Springfield Bicycle Club for its races, the contestants all start from the scratch, but not together. The man with the slowest record is started first, and he with the best record last. Thus A with a record of 3 min., will wait at the scratch ten seconds after B with his 3.10 record has started. This method of handicapping is perfectly fair, and has the advantage of being easily understood by the spectators. Every contestant is obliged to run his full mile, and the difference in time is a much more accurate handicap than a difference in distance. Thus at the finish the contestants, if they are equal to their records, are well bunched together, and the spectators know that the first man under the line, wins.

RECREATION VERSUS SPORT.

The tendency of our hurrying American life is to make men old before their time. We do not stop to think that our bodies are delicately-constructed machines which are all the time wearing out, and which need oiling and repairing, and even rebuilding, as much as the product of the machinists' shop. The time comes when we become low-spirited. Things go wrong. Even our morals seem likely to topple over. Physical and mental dyspepsia make the world look blue. In nine cases out of ten this is because we have failed to lubricate ourselves, or to repair or rebuild our wasting machinery.

To accomplish this rebuilding men have various expedients. Any proper use of mind or body which changes the action of either, or both, helps to do this, but mere amusement is not enough. A game of billiards, the latest novel, an evening at the theater, a hand at cards, looking on at a horse race or a regatta, or a base-ball match, are diverting, and often resting and stimulating to the jaded mind, but they fall short of one's full needs. What are technically called sports also have their uses in this direction, but when they are actively engaged in, the competition and excitement are apt to lead to over-exertion, which is harmful rather than beneficial. What is needed is summed up in the word *recreation*, the re-making of one's self, physically and mentally. Sport may do this and amusement may do it, in some cases, but both fall short of the exact needs of the body and mind. A writer in the Providence *Journal* puts the exact truth regarding the best kind of recreation very pleasantly and forcibly as follows:

All those accustomed to sedentary pursuits, or shut up in the counting-room, *must* have some *uniform daily exercise* or the day of reckoning will surely come. Walking is not enough. The gymnasium is good when driven in-doors, but nothing can supply the place of open air and sunshine. Our choice must be between ball, boating, tennis, and the saddle. The first is one of the noblest pastimes ever developed in our country, and one of high ancestry, ascending even to ancient Grecian times. Would those happy days might return when we so enjoyed in the country village the healthful sport of

four-hole-cat, or, if limited numbers compelled, *one-hole-cat*, gotten up at a moment's notice, at recess or between dinner and work. From this game, however, the great majority in our cities are practically shut out by the system now in vogue. Tennis gives excellent development to all parts of the physical system, as all who practice it know, but its requirements of time and place and partners limit its utility as an exercise for the general public. Boating has great advantages for those who can daily afford the time to reach the point of departure. The saddle has all the advantages of these various exercises and none of their restrictions. If there be any difference between the horse and the wheel, we think it is in favor of the latter, and certainly the expense is much less. After the first outlay there is practically no expense. Consuming nothing but five cents worth of oil per annum, needing but little care, standing in the back hall or in the woodshed, the silent steed is ever ready and eager to carry its master whithersoever he may desire, even without the ordinary moment's notice. It brings into play every muscle, expands the chest and fills out the unused air cells in the lungs, steadies the nerves and brings them into harmonious action with the muscles, purifies the blood and sends it tingling along the flaccid limbs, improves the digestion, increases the appetite, and gives a new tone and fresh vigor to all the vital parts. One of the keenest delights about the whole exercise is the after-glow. We often take a ten or fifteen mile spin at the top of our speed without dismounting, and return well nigh exhausted and with perspiration streaming from every pore, just to enjoy the result which follows a bath, first in tepid, then in cold water, and a complete change of clothing. If at evening, the underclothing should be a trifle heavier than those worn during the ride. The hours that follow will be the happiest of life. One feels as if newly made. As Goethe puts it in the Easter hymn in *Faust, Er ist in Werdelust Schaffender Freude nah*, in the bliss of becoming, the joy of development into new being, he is near to creative joy, the joy which creative power gives. There is no excitement about this feeling, but a quiet relaxation, and one may lie down and sleep without the movement of a muscle until long after the next sunrise. I must acknowledge, however, that if one sits down at his desk for work, he is tempted to remain there far into the small hours, so long does the delightful glow last. To enjoy all this and to secure the benefits that are to be derived from the wheel, it must be used systematically and with a proper attention to details. The young may disregard many things which those in mature life *must* observe. Always wear woolen underclothing; always carry along a woolen blouse, strapped to the handle bar or backbone when going any distance, and never fail to put it on when you dismount under a shade, or in a breeze, or even upon entering a house; and never neglect to bathe and take other proper precautions on your return. If any one feels a general letting down of the whole system, and cannot get away for the summer to the sea-shore or mountains, or better still take a trip to Liverpool and back, let him mount an "Expert" and follow the course above indicated, and unless my experience is deceiving, he will at the opening of winter feel a general strengthening of all the guys, and a new life pulsing through the vital parts that will carry him gallantly through the storms to a new spring.

TOURNAMENT COSTUMES.

The Springfield Club received much credit last year, for insisting that the men who entered for the tournament races should make a respectable and decent appearance as regards costume. Without exception the amateurs were neatly dressed, and not an accident occurred to mar the pleasure of the most sensitive spectator. A series of races was never given elsewhere in this country, which was witnessed by so many ladies. Not only was the most respectable and refined female society of Springfield represented, but many ladies came from a distance, and the interest of that portion of the attendance was so great that it is certain to be more than repeated this year. The fact that these people expect to witness a contest of gentlemen of good taste, who know how to demean themselves in good society has given the coming tournament a good character in advance, and the Springfield Club purposes to keep that good character if possible, consequently it proposes that those who enter the races shall be properly dressed. Last year proved that good races could be run

without bare legs and with costumes to which no one could take exception. Let the same prove true this year.

The costume we suggested last year, consisted of a loose woolen shirt, and drawers and stockings of the same material, made in two pieces. These are elastic, comfortable and cool, entirely unobjectionable in every respect, and not liable to accidents in a sharp contest. These are not to be confounded with fancy circus tights. They are furnished by Ira Perego of New York, and we presume by other bicycle goods furnishers. We trust our friends will appreciate and approve our position in this matter, and come to see us with the idea of being as good looking as they know how. We know by experience that the ladies of Western Massachusetts are very fond of handsome men.

PAINTING THE TOWN RED.

"Has any brother anything to offer for the good of the order?"

Well, we think we have a little timely good advice which we hope will be received in as good a spirit as that in which we offer it.

Firstly—Boys will be boys.

Secondly—Men will also be boys, sometimes.

Thirdly—We confess to a gentle hankering to be a boy ourselves occasionally.

Fourthly—The man who thinks he has got beyond the period in life, when it is good to be a boy, once in a while, is too old and too fresh to keep.

Fifthly—He should put himself at once into pickle.

Sixthly—But—

Seventhly—A boy, or a man, can be a boy without a too liberal use of a vermilion paint brush.

Eighthly—Bicycle boys have thus far sustained an excellent reputation for gentlemanly conduct.

Ninthly—On account of the peculiarities of their recreation, it is necessary for them to be very steady fellows.

Tenthly—The bicycle has no accommodation, whatever, for a scarlet paint pot, and consequently,

Eleventhly—No truly good and properly ambitious wheelman ever goes on a tour for the purpose of "painting the town red." But

Twelfthly—This is not the case with some other organizations of young men.

Thirteenthly—Some old codgers who ought to know better, and who are competent to set a good example, are as bad offenders as anybody, so that the blame mustn't be all laid upon the young men.

Fourteenthly—There is no class of men who are now touring about the country in such numbers as wheelmen. They go everywhere and are found in railroad trains, steamboat cabins and hotel parlors.

Fifteenthly—It is very important that they should sustain the good reputation they have already achieved. The credit of the whole fraternity is at stake. The report of a grand, hilarious, alcoholic, cowboy "bum" enacted by a company of wheelmen anywhere is sure to be circulated everywhere, to the injury of everybody that rides a wheel.

Sixteenthly—We call no names and mention no instances, but we have noted a tendency to "halcyon and vociferous" conduct on the part of some wheeling tourists, and the purpose of this article is to utter a timely word of caution.

Seventeenthly—The advice of Punch regarding getting married applies here. That advice is

Eighteenthly—Don't!

Having reached the point in the teethlies where the noted Joseph Cook sometimes pauses, we pause. It is not our purpose to be severe, but we are in earnest in this matter of retaining the good opinion of the public, and there is no way to do it but for every wheelman to determine to have himself like a gentleman, and see that his brother wheelmen do the same.

Don't paint the town red!

The color is not popular.

If you do we shall feel blue.

We believe the wheelman is wise, and a word to the wheelman is sufficient.

OUR DISAPPOINTMENT.

In a note to the London *Cyclist* of July 9, Mr. Henry Sturmy, whose visit to this country and to this city was anticipated with the greatest pleasure, thus explains his disappointment and ours:

THE PROJECTED AMERICAN TRIP.—With reference to the above trip, which I proposed to undertake, I am sorry that the postponement of the Springfield meet, together with other unforeseen circumstances that have since arisen, will prevent my carrying out the trip as intended. I am the more sorry for this because there was every prospect of a good party being formed, and I have already received many letters of welcome from the States. Of course, my being unable to go need not prevent others of the party doing so, and I shall be happy to put any one desirous of taking the trip in communication with those gentlemen who have intimated to me their intention of going. Although unable to carry out the projected trip this year, I have hopes of doing so next season, and if other riders intend going I shall be pleased to form one of a party then.

HENRY STURMY.

Here is the way we go: Off to Pittsfield, August 14; on the way to Cleveland, August 18 and 19; returning in time for the Hartford races, September 9; stopping at the races of the Albany Club, September 10 and 11; on the way to the Philadelphia meet of the P. G. and P. Clubs, September 13; arriving home for a little rest preparatory to the Springfield meet, September 16, 17, 18, 19; and for a dessert we end with the jolly New Haven boys, September 23, 24. What better bill of fare could the average cycler ask? Seven courses, and either one good enough for a square meal.

It is with feelings of sadness and deep regret that we feel called upon to chronicle the visit once again of Death's grim messenger to the beautiful home of our faithful and highly esteemed division treasurer, F. P. Kendall of Worcester. It seems but a short time since a promising child was taken from them to the land of flowers and perpetual childhood, and now another pure and innocent spirit has been removed from their hearth, leaving behind aching hearts and sympathizing friends. Roger Cheney, only child of Frank P. and Florence C. Kendall, aged 5 months and 9 days, died in Worcester, July 10. Every wheelman whose pleasure it has been to form the acquaintance of Mr. and Mrs. Kendall will be deeply pained by this sad affliction, and from all sections of the country they will unite in expressions of sympathy and esteem. We will still trust in Him who ruleth over all in ways often far beyond our finding out, so profound is His wisdom. *

THE COSTS OF BOOK-MAKING.

BY KARL KRON.

"The publication of 'Ten Thousand Miles on a Bicycle,' said my prospectus of January 15, 'is made conditional on my ability to secure in advance the pledges of at least a thousand wheelmen that they will purchase copies at a dollar each.' I had no intention, however, of thereby conveying the idea that the securing of that number would in itself ensure the success of the book; but only that it would bring the achievement of such success into the region of probability,—would make the chance attractive enough to be fairly worth fighting for. The pledged support of a thousand wheelmen was needed as a basis to work upon,—as a guarantee of good faith in respect to the assumed demand for an American road book,—as an assurance that my attempt to produce so elaborate a volume for a dollar would not be laughed at as chimerical and ridiculous.

No man can afford to take counsel of his own vanity, in deciding as to the promise and merits of a business enterprise in which he is disposed to embark; and, though the praise which many people gave me for my published road-reports was very pleasant, and though the suggestions occasionally offered that the same ought to be preserved and made accessible in book-form were very gratifying, I never was thereby blinded to the truth of the proverb that "fine words butter no parsnips." Talk is cheap, however agreeable its nature; but there seemed to be enough substance behind this particular sort of talk to justify me in risking a month of time and a hundred dollars of cash in discovering whether that substance represented as many as a thousand wheelmen who were willing to "talk money." Had I failed to find them, it would have behooved me, as a sensible man, to give no further attention to the siren voice of the flatterer, singing pretty songs about the universal, popular demand for such a guide-book. Having proved that there was no such demand, I should have quietly pocketed my losses, with a feeling of gratitude that I had escaped involving myself more disastrously, and should have resolutely refrained from dreaming any more dreams about giving a monumental impetus to American wheeling by the erection of a "colossus of roads." But since, as a matter of fact, my prophetic soul did not deceive me,—since the fine words of a year ago have already been justified by the enrollment of nearly 1,550 names upon my subscription list,—it may be worth while to say something about the chances of profitable publication.

I do not know the exact authority on which rests the general belief that the great majority of books fail to find as many as a thousand purchasers, but I do know that publishers insist that no money can be made upon a book until after a thousand have been sold. These two circumstances explain why they are very slow about consenting to publish any book which is not written by an author of acknowledged popularity; and why, if they do consent to publish, the best terms they will ever give the writer is "ten per cent. of the retail price, after the first thousand." Hence, if I had persuaded some prominent publisher to issue my book, and if he had succeeded in disposing of 2,000 copies at a dollar each, my entire reward would be \$100; if he should sell 3,000, it would be \$200; if 4,000, \$300; and so on. Thus, even such a phenomenal and unlooked-for popularity as might cause a sale of 10,000 copies would only bring me \$900 in cash. But even the smallest of the above estimates makes

altogether too favorable a showing; for if I had sought a publisher in January, instead of making a direct appeal to wheelmen, the probability is that I should not even yet have found one; and, if by any good luck I found one,—even the best and most energetic one in the country,—the probability is that he would never be able, through the ordinary machinery of "the trade," to get rid of as many as a thousand copies of my book. In other words, the enterprise would not be likely to yield me as much as a penny!

The simple fact that, under the usual conditions of publication, there would seem to be "no money in it," for either author or publisher, explains the non-appearance as yet, in any part of the world, of any book devoted to cycling that can compare in quantity and quality of its typography (I say nothing of its literary quality) with the one which I have undertaken to produce for a dollar a copy. The same fact explains why all existing books of the sort have relied upon the support of advertisers rather than of readers for pecuniary success. As was remarked to me, in a letter of April 24, by Mr. A. M. Bolton, author of "Over the Pyrenees," and several other successful touring reports: "English riders can seldom be induced to spend more than one shilling on any one literary production; and in order to meet them, by reducing the cost, advertisements have to be resorted to. The price fixed for your book (four shillings) would, I think, be regarded as prohibitory in England; but I wish you every success in the venture, for the book, if published, will assuredly give cycling a tremendous impetus, and be wonderfully serviceable to all riders." One of my Australian supporters, Mr. T. A. Edwards, editor of the cycling column in the *Melbourne Bulletin*, likewise wrote to me, on March 12: "An experience of some three years in Southern wheel life has permitted me to form, with tolerable certainty, an estimate of the mind of the average colonial cyclist. Consequently I can say: Be not sanguine of disposing of many copies of your book in this part of the hemisphere. If you obtain twelve subscribers I shall be most agreeably surprised. However, I shall do my level best to procure you what you desire." Similarly, Mr. H. Sturmy, editor of the *Cyclist*, in a letter of July 3, says: "I think you are getting on well with your subscription list; in fact, very much better than I should have anticipated,—though I must give you every credit for your energy and perseverance in pushing it." To this testimony I will only add the prediction of a Boston publisher, written January 23, in acknowledging an advance copy of my prospectus (and these cheering words were the first response which I received to the prospectus from any quarter): "I have been selling bicycling literature for nearly three years, and I know a little about the market. Let me say, then, frankly, that you cannot sell 1,000 copies of a bicycling work at \$1 each, no matter how good it is, nor how much it commends itself. The market will not absorb that quantity of books. I place the outside limit of your sales at 300 copies, and I can't believe you will sell that number."

These authoritative opinions, from men preëminently qualified to speak as experts on the subject, all combine to show that the attempt to make profitable publication of an elaborate piece of cycling literature, without the help of "advertising patronage," but solely by the sale of 5,000 copies at a dollar each, would be—if the ordinary methods and machinery of the book-trade were relied

upon—not simply hopeless, but wholly visionary and absurd. Understanding this perfectly at the outset, and seeing clearly not only that my success as an "author" could only be secured by my personal assumption of the role of "publisher," but also that the role of publisher could only be played successfully by acting in disregard of the established traditions, I devised the scheme of attempting to combine a half-dozen different interests in such a way as to make them help themselves and help one another by the very act of giving their help to me. Experience shows that the scheme itself was well and wisely planned; the difficulty lies in the practical execution of it. If I can only manage to wake up these several interests to a full realization of the magnificent scope of the enterprise, and of the ultimate benefits which must accrue to them from its success, there is no doubt that they will push it to success. The problem is, How to overcome the natural inertness and lethargy of men in respect to advantages which are at all remote; how to overcome the natural indifference and distrust of men towards an enterprise whose novelty compels their minds to travel outside the usual grooves of thought in order to comprehend it? When I ask a man for a subscription, the fact that I shall be directly benefited by getting a dollar from him, is so obtrusive as to make him distrustful of any logic which proves that he will be indirectly benefited far more than a dollar's worth by pledging it to me. The suspicious frame of mind which a man habitually entertains about the good intentions of another, who proposes to lighten his pocket-book, often blinds him to his own true interests.

The basis, of course, to all my hopes of carrying the plan through to final triumph, is my belief in the existence among cyclers of a general friendly interest in one another, and a general enthusiasm for the conversion of the uninitiated to the pleasures of cycling. Their general approval and support may be safely assumed for any scheme which is plainly designed to add to the "solidarity" of the fraternity, or to increase the size of it. The cash value of the sentiment may vary in individual cases, as from five dollars to five cents, but its existence in some degree is very nearly universal. It is hard to imagine a wheelman so entirely indifferent as not to take pleasure in seeing "the cause" advance and in helping it advance, though many a one may be too selfish to go out of his way to help it. In order, therefore, to derive all possible advantage from this friendly sentiment, I adopted the idea of printing "an appendix containing an alphabetical list of subscribers' names, accompanied by residences, and also an alphabetical list of these residence towns, accompanied in each case by the name and exact address of every subscriber living there." I called this "a permanent token of the coöperative character of the enterprise," because each man who adds his name makes a definite, however small, contribution to its completeness and value as a personal directory; he bears lasting testimony to his own enthusiasm for wheeling; and he offers the most genuine and impressive recommendation possible for the patronage of the book by others.

In explaining the condition of things which forced me to be my own publisher, and to adopt the usual publishers' rule that at least a thousand copies must be bespoken to indicate the probability of any profitable demand for such a book, I said nothing about the relief which a large subscription-list would give to the awkwardness of

my position as "the author," though that was a not unimportant element in the case. When a man prints his own book, the presumption is that, like the celebrated writer of "Something, and Other Poems," he is forced to do so out of inability to secure a publisher for it, because of a prevalent belief among publishers that there are no readers waiting to buy such a book. Hence, the names of at least a thousand volunteer patrons were needed at the outset to effectually "take off the curse" from this appearance of weakness, and give me something more tangible to point to in justification of my course than my own necessarily prejudiced belief of the prospective value of the book. Hence, also, the ability to name 3,000 subscribers in my appendix would be very gratifying, simply to the sentiment of literary pride, because it would prevent the utterance of silly slurs and sarcasms against my assumed foolishness in having wasted a year upon so puerile an enterprise. Nothing succeeds like success; and a book which showed upon its face that 3,000 people had pledged to purchase it in advance could not be "laughed out of court" by any combination of critics. It would be too substantial a phenomenon for any one to attempt to ridicule, however little he might be able to appreciate or approve of the sentiment which made its production possible.

This suggests why the appendix seems likely to have a pecuniary value to me as an advertisement, directly in proportion to its size. Each wheelman who authorizes me to put his name there in advance of publication will by that act definitely help me to sell another copy after publication has been made. I do not expect to make much resort to the advertising columns of the public journals, for I doubt if, in a peculiar case of this sort, it will prove remunerative; but I anticipate that those serried columns of names and addresses in my appendix will prove to be a most valuable advertising medium for the conversion of such procrastinating ones as "want to see the book before they buy it, you know." As regards the great outside world, if by chance my book should attain any degree of popularity there, I shall attribute the fact entirely to the imposing nature of the appendix; and to the same inspiration will be due the sermons which literary critics may be moved to deliver on "the wonderful increase in bicycling,"—using my book as a text. The 3,000 names will be likely to command respectful treatment of the subject, whatever treatment may be accorded the book itself. As a "publisher," however, it will be seen that I at best labor under the disadvantage of being unable to praise the literary work of the "author" whom it is my duty to push, since that person happens to be myself. This shows still another reason why I needed to add a "directory of subscribers' names," for that is a feature whose value I can proclaim without any appearance of impropriety. I can fairly solicit subscriptions on the plea that it alone is worth more than the price of the entire book. Thus, for a list of League members, roughly printed on broad sheets, arranged by States and towns, but without any attempt at alphabetical or geographical order, a charge of \$3.50 is made; whereas my appendix, containing nearly as many names, in two carefully classified lists, is to be a minor feature in a volume whose entire price is a dollar. Or, make a comparison with the newly issued half-dollar guide-book of the Canadian Wheelmen's Association (which I recommend every tourist in the Dominion to procure of the Secretary, H. B. Donly, of Sim-

coe); and it will be seen that the number of pages in my book is to be four times as many, and the quantity of printed matter is to be at least ten times as great.

In my chapter on cycling literature, I shall freely announce the names, publishers and prices of all periodicals, books, and pamphlets relating to the subject which I can anywhere discover; but, without regard to this direct assistance given them, I assume that cycling editors and writers all over the world will be sagacious enough to see that, as the success of my book (by giving an impetus to the sport and enlarging the number of their possible patrons) will redound to their own ultimate advantage, it deserves liberal treatment at their hands both in public and private. My anticipations in this respect have been thus far very generally fulfilled; and I allude to the matter as showing one important interest gained for my proposed "combination" by my refusal to enter my book in competition for the advertising patronage of tradesmen,—no matter how great the promise of immediate gains. All I ask of "the trade" is that each man who deals in bicycles, or cycling supplies, should in the first place pledge a dollar to insure the insertion of his name and address in my appendix of subscribers, where its appearance will be equivalent to a permanent business-card, worth more to him than any ten-dollar advertisement he ever invested in (as he could easily sell the book after publication day, especially if the price of it is then raised to \$1.25, the card need really cost him nothing at all); and in the second place that he should actively exert himself to get other subscribers to a book whose success will tend directly to put money in his own pocket. The profits on the sale of a single bicycle, which the perusal of my book might be the means of bringing about, would amply repay the slight trouble implied in securing subscribers. The most surprising thing to me about the canvass, thus far, has been the slowness of "the trade" in improving the unique opportunity thus offered. Except for the inability of men to see their own interests, when presented to them in a novel light, I should already have had 500 bicycle dealers upon my subscription list.

I propose to make a definite appeal to the last named class, as soon as I have 2,000 wheelmen enrolled, and I wish also to have that number on my list before I attempt using it as an instrument for stirring up the hotel-keepers to a realizing sense of the rare chance which my scheme affords them for effectively advertising their houses.

Another source of support which I can address myself to, when I have 2,000 names behind me, is supplied by the leading public libraries. Still further, it may fairly be presumed that a certain proportion of the men—numbering 2,000 or more—who have graduated at Yale College since I did, in 1869, and most of whom are familiar with the book which I then prepared for them, may be induced as a matter of personal curiosity to subscribe for the new venture, especially if the appeal in its behalf is able to show the advance support of the 2,000 people best acquainted with its probable character.

I have indicated in a general way the four sources of support from which I expect to derive the last third of the 3,000 subscribers, needed to insure the sale of an edition of 5,000 copies. What I want now, therefore, is to have 600 more wheelmen promptly send me their dollar pledges of support. There are a much larger number than

that who I know would say yes, if I were to hunt up their addresses, and make a direct individual appeal to them. But I cannot do this at present, for the need of putting the unfinished chapters of the book into shape will absorb all my time until September. I am only able to say now, in this general, public manner, that I hope any reader of this article on book-making, who may be disposed to assist the making of this particular book, will hesitate no longer about forwarding his name for enrollment. Forced as I am to neglect the canvass for the present, it seems likely that, unless hesitating ones now step forward, and my early patrons bestir themselves to secure new names, the day of publication will have to be postponed until December.

The University Building, N. Y., July 28, 1884.

Correspondence.

ROME, N. Y., July 3, 1884.

Springfield Wheelmen's Gazette:—We formed a club January 29th, although there was but little interest. We recognized at once the importance of headquarters or rooms, and secured one room in the business part of the city, having at that time thirteen members. July 1st we moved into new quarters, occupying a suite of seven rooms on James street with a total membership, active and associate, of thirty-two. April 10th we gave an entertainment with Burt Pressy as the leading feature which was very successful. Some fifteen new machines have been purchased so far this season including two Victor triycles. Our publication and adoption of street-riding rules has gained us the favor of the citizens. July 4th we participate in the parade, inviting all wheelmen from surrounding places to join us. Our new suits will be "brought out" at that time. They consist of navy blue coat and knickerbockers, stockings same color, low shoes, electric-blue shirt, white duck cap and belt. The general interest in cycling is on the increase here. This is our record so far, and we do not intend to stop now. THE SPRINGFIELD WHEELMEN'S GAZETTE meets with more general approval from our fellows than any other cycling paper.

H. J. ROWLAND,
Secretary Rome Bicycle Club.

MINNEAPOLIS, MINN., June 30, 1884.

Editor Springfield Wheelmen's Gazette:

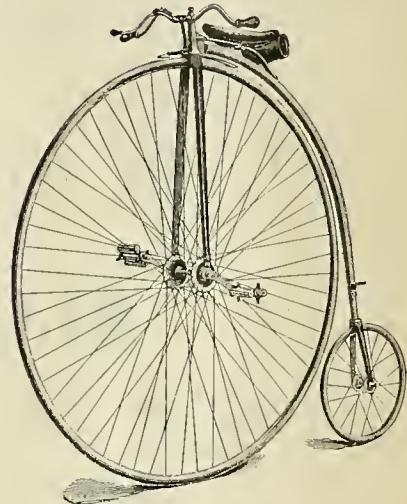
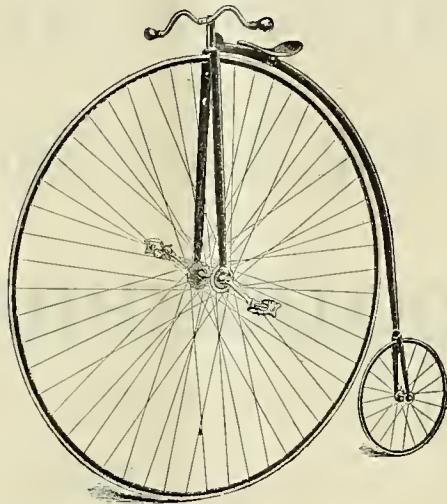
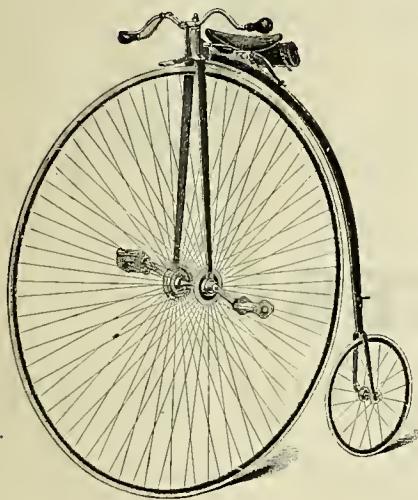
The old "Minneapolis Bicycle Club" lately reorganized and now flourishes under the name "Citizens Wheel Club," a name which fits it very well indeed, as many citizens of standing and reputation are joining our ranks. People in the western world, or this part of it at least, have just discovered that the wheel can be used to facilitate business, consequently are looking upon it with more favor day by day. I should except one class of business men, the liverymen, one of whom purposely ran into one of our club a short time since, wrecking the bicycle and injuring the rider; when the matter was broached to the horseman he said it was his intention to do that thing whenever the opportunity offered. He has been given the opportunity to say that in court, and as it is the first case out here wheelmen are deeply interested.

We are just now preparing for a grand parade, drill and races on July 25 for the entertainment of the members of the "G. A. R." who hold their national encampment in Minneapolis during that

WHEELMEN, ATTENTION!

All the records, from ONE to TWENTY miles, broken on a

RUDGE.



AMERICAN RUDGE.

THE ONLY
FIRST CLASS ROADSTER
AT A MODERATE PRICE.

Rudge's Unequalled Ball Bearings to both wheels.
Hollow Forks and Backbone.
Direct Spokes (eighty to front wheel).
Curved Handle-bars.
Parallel Pedals, nickeled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickeled, \$105.

RUDGE RACER.

ONE MILE RECORD OF THE WORLD,
2 Min., 40 $\frac{1}{2}$ Sec.

Net Weight 53-in. Rudge Racer,
23 POUNDS.

Price, 50-in., Enameled and Nickeled, \$140.

RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.
The only Regular Bicycle ever ridden up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

Weight, 36 pounds.

Price, 50-in., Enameled and Nickeled, \$140.

SOLE AGENTS FOR THE UNITED STATES,

STODDARD, LOVERING & CO.

10 Milk Street, BOSTON, MASS.

SEND FOR THE LARGEST CATALOGUE YET PUBLISHED, BEFORE ORDERING.

RELIABLE AGENTS WANTED EVERYWHERE.

THE SPRINGFIELD WHEELMAKER'S GAZETTE.

—* THE *

→ New Haven Bicycle Club ←

WILL HOLD THEIR

FIFTH ANNUAL FALL RACES

ON

HAMILTON PARK, NEW HAVEN, CONN.

ON

Tuesday and Wednesday, Sept. 23 & 24, 1884.

\$1,000.00 IN PRIZES !

CONSISTING OF GOLD, SILVER AND BRONZE MEDALS,
SILVER WARE, ETC., ETC.

* Programme.*

First Day, 2 P. M.—1-Mile Novices' Race ; \$15.00 Gold Medal to first, Silver to second. 2-Mile Club Championship ; \$25.00 Gold Medal to first. 1-Mile Scratch ; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 5-Mile Tricycle ; \$25.00 Gold Medal to first, Silver to second. 1-Mile Boys' Race, 50-in. wheels and under ; \$15.00 Gold Medal to first, Silver to second. 5-Mile Handicap ; \$25.00 Prize to first, \$15.00 to second, \$8.00 to third. 1-Mile 3.20 Class ; \$15.00 Gold Medal to first, Silver to second. 10-Mile Scratch ; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 2-Mile Handicap, \$20.00 Prize to first, \$12.00 to second, \$6.00 to third.

SECOND DAY, 10 A. M., GRAND PARADE.

Second Day, 2 P. M.—3-Mile State Championship ; \$50.00 Gold Medal to first. 5-Mile Scratch ; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 1-Mile Tricycle ; \$25.00 Gold Medal to first, Silver to second. 3-Mile Handicap ; \$25.00 Prize to first, \$15.00 to second, \$8.00 to third. 20-Mile Scratch ; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 1-Mile Consolation ; \$10.00 Prize to first, \$5.00 to second.

Second Day, 8 P. M.—Entertainment at New Haven Skating Rink, Dwight Street, near Whalley Avenue, consisting of Club Drills, Amateur Fancy Riding contest, and Professional Fancy Riding. To conclude with Presentation of Prizes.

* SPECIAL RECORD MEDALS *

Will be presented to the winners of the One Mile, Five Mile, Ten Mile and Twenty Mile Scratch Races, provided the present mile record is lowered, the five miles made in fifteen minutes or less, the ten miles in thirty minutes or less, and the twenty miles in one hour or less. Record medals will also be given for broken records in other races.

Entrance Fee for each race, \$1.00, to be returned to all riders finishing races, and those starting who are prevented finishing by accident or injury. Entries close Saturday evening, September 20, at 8 P. M. All entries to be made with or sent to

THEO. H. MACDONALD, Sec'y Race Com. N. H. B. C.
Drawer 10, New Haven, Conn.

FOR FURTHER PARTICULARS SEE "NEW HAVEN BICYCLE HERALD."

week. The state meet of Minnesota wheelmen will be held sometime about September 1, at what place has not yet been decided.

As far as I know there is no tricyclist in Minnesota at this time, but rumor has it from good authority that Minneapolis will soon have one and that one is to be a lady.

Wheelmen, if you want a good spin on roads that will afford you every variety of riding come to Minneapolis; we will show you beautiful lakes, we have them by the dozen, among them Minnetonka, and waterfalls, St. Anthony, Minnehaha, the latter a favorite resort of wheelmen.

S. F. H.

DUNKIRK, N. Y., July 13, 1884.

Editor Springfield Wheelmen's Gazette:—

The July number of GAZETTE just at hand. Glad to see that you endorse my caution to cyclers in regard to excessive effort.

Your "point to remember" is a very good point (perhaps?). I wanted to try it, and got only a curt rejoinder from the Overman Wheel Co., that "we do no job work in compressed tires."

By the way, let me give *you* a point. Offer a copy of the "*Wheel World and Cyclists' Annual*," as a premium to clubs of subscribers. If one glance at the coarse paper, wretched wood cuts, and imbecile stories don't make every wheelman appreciate the fine paper, exquisite press work, and "brains" that go to make up THE SPRINGFIELD WHEELMEN'S GAZETTE, then may I be obliged to ride a bone shaker, a Facile, or a Star, for the rest of my days.

And now I have a good mind to order my copy of your tormenting sheet stopped. Why? Well, every why. I can't go to Springfield this year, and I know it, and yet every time the GAZETTE gets around I find myself coveting my neighbors' goods, wishing I had this one's money, or that one's leisure, so that I could go to Springfield and see the boys.

I don't race, and I don't want to race, and I don't care much to *see* races, but it would be worth a trip to Springfield to see a club with the pluck and push of the S. Bi. C., and to meet President Ducker and ex-(alas that I should have to say *ex*) treasurer Gilman, and to gaze with awe on Mr. Pratt who runs things in the L. A. W., just the same as if he was still president. Oh dear, it's too bad to be reminded of these things every month and know you've got to miss them. I don't believe, though, I will stop the GAZETTE just yet. I like to hear about these things even if I can't see them. So send on the GAZETTE, and here's success to the Springfield Bicycle Club in all their undertakings.

Yours, "CYCLOS."

BRATTLEBORO, Vt., July 16, 1884.

Editor Springfield Wheelmen's Gazette:—

Your June number, containing notice of our election of officers, received. A few items about the club, and cycling in general about here, may interest some readers of the GAZETTE. We started off with twelve members, five joining us since, have hopes of more during the season; have adopted a uniform consisting of helmet hat, Norfolk jacket, knee breeches, and stockings, all of dark blue.

A number of young ladies known as the Red Letter Day Club have presented us with a very handsome red and blue satin banner, with the club letters embroidered theron. A. W. Childs, local agent for the Pope Manufacturing Company, and a club member, has also presented us with a hand-

some gold medal, to be raced for by club members twice each season, and to be won three times in succession before becoming the personal property of the winner.

At a 5-mile race held at Chester, Vt., on the Fourth, our boys took all the prizes, valued respectively at \$25, \$15, and \$10; they raced on a very poor turf track with some sand intermingled to break the monotony of the turf, and one of them a good part of the way with a broken machine.

One of the machines still has some traces of green where it was handled by the natives, and the looks of astonishment when the boys gave our war-cry on coming away, rather took "the blooming bun," to use an *Owl'd* expression.

Should nothing prevent, we hope to have some races before long, and see who is going to wear that club medal for the first time. Two Springfield wheelmen, Messrs. McGarrett and Breck, on their way to the White Mountains, stopped here over night. They looked first-rate after their 60-mile run, Will's shaved head adding a good deal to his appearance, especially when playing in the band that night. If I survive after this, may write you again in the future. With best wishes for you and your paper,

I am, yours very truly,

"THE TRAMP."

HARTFORD, July 21, 1884.

Editor Springfield Wheelmen's Gazette:—

At last Hartford has arrived at the point from which it is to be seen that to be a successful city it is necessary to have a bicycle meeting. The Connecticut Club has taken the matter in hand, and although a little late in the day for a first race meeting, it proposes to at least equal, if not surpass, anything ever given in the way of a one day's meet.

By looking over the list of prizes as published on another page, it will be seen that the list is not only varied, but valuable, and one that may tempt our most fastidious fliers. The Hartford sewing machine offered in the tricycle race is the very best that can be made, and all cyclists will appreciate the value of ball bearings. It will make an elegant prize, and if the winner does not happen to really need it himself, he may rest assured that "his sisters, and his cousins, and his aunts" will all think it a most charming affair. The diamond stud offered for the one-mile is, to use a cant phrase, "a dandy," and one that any wheelman would be pleased to wear. The Colt's gun and Expert bicycle it is unnecessary to speak of, as they are both celebrated, not only in this country, but throughout the world.

A number of fast men have already signified their intention of being present, and we think it safe to predict that some of the records will be broken. To struggle for the diamond medal offered for the five-mile state championship, there are such men in the State as L. B. Hamilton, William Maxwell, W. C. Palmer, R. F. Way; and whoever gets first place will have to work for it. We doubt if there are four men in the country more evenly matched. There are several "dark horses" in training for this race, who have, it is reported, already made some very good time, and perhaps some of them may get the coveted trophy. The track on Charter Oak park, which has always been called the fastest in the country, has been greatly improved this season, and we doubt if it would be possible to construct a more perfect dirt track. The people here are already getting worked

up over the proposed meet, and when Springfield puts out her big banner across our streets, we think the enthusiasm will be well nigh boundless. While we do not expect to draw many people from Springfield outside of the club, we do expect that every one who goes to our meet will not be satisfied till they have been up the river and seen the manner in which such things are done in the Armory city.

Vours, J. E. Y.

LARAMIE CITY, WYO., July 14, 1884.

Editor Springfield Wheelmen's Gazette:—

Bicycling in Laramie, thus far this summer, has not been quite as active as in the two years last past. The main reason for this want of energy is business, which must always be attended to before sport can be thought of. However, in other parts of the Territory where there are wheels, wheeling and touring seem to be on the increase, and with the dry season and most excellent roads which we are now enjoying, the probabilities are that before the season of '84 is over more trips and visits per wheel will be recorded than ever before.

On the morning of the 9th of June last, Kirby Sinclair and myself made a run over to Cheyenne to see Mrs. Langtry in Pygmalion and Galatea, this being the first appearance in this Territory of the Lily so greatly renowned. Three members of the club went over on the cars, but two of us were vain enough to imagine the trip could be made on wheel. Accordingly we left here at 4.20 A.M. to make the trip on bicycles if we had to walk all the way. For eight or ten days previous to our departure considerable rain had fallen, and some misgivings as to our ability to make the trip were entertained. As usual, we walked the first eleven miles up the Black Hills, and as usual enjoyed a delightful coast of eight or ten miles from the summit. But from the base of the main hill to Cheyenne was nothing but mud and "gumbo." Your Eastern readers may not know what gumbo is, and it is to be hoped they never will if they have to wheel through it to find out. In several places we were compelled to carry our wheels bodily for three or four hundred yards, and even when we could ride no speed could be made. Before leaving Laramie our three friends who took the cars over, made us a wager of ice-cream for the entire party, ladies included, that we would not reach Cheyenne in time to meet them at the train on their arrival. We took the bet and won, but only by about eight minutes. It required five hours and forty minutes to make the trip, which on two previous occasions had not consumed more than four hours. The writer is in receipt of two letters from D. L. Davis of the Salt Lake Bicycle Club and F. J. Chamard of the Colorado Wheel Club respectively, the first containing the information that ten members of the Salt Lake Club are making arrangements for a tour of the Yellowstone Park, for which point they will leave on the 15th of August next. That they will have a glorious time, and that their party will be a set of jolly boys, no one who has seen the Park and knows the Salt Lake Club will for a moment doubt. Under the care and wise supervision of Captain Davis the entire success of the trip, whatever may arise, is assured. The other letter tells us that on or about the 21st of this month three members of the Colorado Wheel Club, including Mr. Chamard, will pay the Laramie wheelmen a visit. If their visit here be not an enjoyable one, it will be because we don't know how to make it so.

W. O. OWEN,
Laramie Bicycle Club.

FORT WAYNE, IND., July 18, 1884.

Editor Springfield Wheelmen's Gazette:—

Though Fort Wayne has been acquainted with the bicycle for nearly five years, from all that I have ever seen in the cycling press (to which I have been a general subscriber for several years), outside wheelmen can have but a slight acquaintance with our city from a cycling point of view.

To be brief, our first rider was C. W. Edgerton, who commenced in the winter of '79, and for a year he rode alone. Prejudice and opposition to the wheel were gradually overcome, until at present some thirty wheels are in daily use, and in the evening from five to eight o'clock, they are to be seen in all directions throughout the city and suburbs, silently gliding along.

This spring, the Fort Wayne Bicycle Club was organized with a membership of eight (now increased to twelve). The officers are: George A. Ross, M. D., president; C. W. Edgerton, captain and vice-president; Charles McLain, secretary; S. D. Bond, lieutenant. The uniform is a very neat and complete one, of navy blue throughout, and has invariably drawn complimentary remarks from outside wheelmen met with. Club runs are called regularly once a week, and are well attended. The average age of the members—who are all engaged in active business—is 27 1-2 years. Our roads are about like the average in this State. Owing to the lack of material for building good roads, they are inferior to those found in our neighbor State, Ohio. Still we have 65 miles of fair pike which is rideable during six to seven months of the year. No very long single day rides have been taken, 53 miles being the longest, but this would be equivalent to 75 or 80 miles in many parts of Ohio or your State of Massachusetts.

Captain Edgerton and Lieutenant Bond toured over 226 miles of Ohio roads during the last week in June, and it is hoped that a larger party from our club will go again in September. We have a weekly paper here that devotes a column each week to local wheel news, and is doing good to the cause.

I have read the first three numbers of your second volume with interest, and as I wish to read the succeeding numbers, I enclose 50 cents, for which please enter my name as a subscriber for one year. Enclosed find list of our club men. If you will mail each a copy of your next issue, I believe our club will add several names to your subscription list.

CAP.

EXCURSION TO BINGHAMTON, N. Y.

CANANDAIGUA, N. Y., July 1, 1884.

Editor Springfield Wheelmen's Gazette:—

It is not my purpose to enter into detail of the contest of the second annual race "meet" of the Binghamton Bicycle Club, as they will be furnished to the bicycle journals by other contributors, but simply narrate a few of my pleasures and impressions. The city of Binghamton, situated on the Susquehanna river, is distant fifty miles east of Elmira, and also in some respects a rival of the latter. Arriving at the depot too late to participate in the parade, I went directly to the grounds of the driving park, where I received a very cordial welcome. Having been appointed one of the judges in company with F. C. Hand, P. F. Oudn, and C. E. Kattel, the races were soon called. There were present a very goodly number of wheelmen and also spectators. The Scranton Club was well represented. The prizes offered were very

beautiful medals, and the programme, consisting of twelve events, furnished a very clever afternoon's entertainment. C. E. Litchener of the Binghamton Club proved himself not only a fast rider but a racer. W. H. Stone also showed he could mount his wheel on a very lively run. His time should have been 5.21. Brooks proved rather too fast for most of the riders, and it was soon evident that he would capture all the medals offered for races he had entered. Had Frazier been present the contest would have been more lively. From my observation of these races I am more than ever convinced that there is but little fairness in such contests. Many prizes that should be won by members of local clubs competing, are captured by those who make bicycling almost their entire business, and are being trained by professionals. It is my opinion that such competitors should carry their record the same as a horse, and enter in a class corresponding. The fairness of such an arrangement has been forced upon my mind on very many occasions. The last event—"one mile consolation race for those not winning prizes in previous contests"—seemed a very fitting and appropriate termination of a pleasant afternoon's sport. The run-and-ride race, alternating, one-eighth of a mile, was one of the most amusing events. In the evening H. W. Tufts entertained a large audience at the roller skating rink with his very clever tricks and fancy riding. Boarding an early train, the following morning, I reached Elmira in time to meet my friend, Captain H. S. Kidder, who is employed in the office of the Tioga Railroad Co., and who had made all necessary arrangements of papers, etc., to furnish me with a very enjoyable day's entertainment by taking me up to Arnot for the purpose of inspecting the Blossburg Company's coal mines. As it was my first experience, it was truly novel. Owing to an election the miners were enjoying a half-day holiday; but the superintendent placed at our disposal a faithful mule-driver and his mule "Jumbo," who furnished the motive power for our party, consisting of Captain Kidder, Mr. Brooks, his trainer Mr. Morgan, and myself. The driver, with several boys, occupied the front car, while we were crowded in one of the palace cars, such as they draw out coal in. Aided by the dim light from three miners' lamps we enter the drift. On, on we go, penetrating the earth and the darkness with silence as profound as that I experienced in the Egyptian pyramid. The monotony of our ride of six miles was varied by an occasional shower bath, the sight of huge props placed to sustain the roof of the tunnel, or the opening of an offshoot, sometimes open and often closed up. Feeling quite satisfied when the three-mile station was reached, we stopped, inspected the mine, and then started back. The gait of our mule on the return was very lively, and in a few minutes we experienced the change to dry, hot air and sunshine. The vein of this drift is about five feet deep, and 1,400 tons of soft coal are often taken out in a single day. We visited the ovens for converting the fine dust washed off from the coal into coke. This has been proven to be a great saving and profit.

We stopped at Blossburg for supper on our return, where I was approached by a stranger who had been informed that I was Mr. Morgan who trains Brooks. I told him it was a mistake; but the fact had been impressed so strongly upon his mind, and his tongue ran so glibly telling me that Mr. Morgan and he were from the same place in Wales, that it was some time before he could be

satisfied that I was not the veritable Morgan. We saw from the cars Brooks's private track, which is inclosed and looked to be in very good shape. I had no intention of extending the recital of the pleasures of this trip to such a length when I took my pen in hand. Yours truly,

A. G. COLEMAN.

THE HOTEL QUESTION.

Editor Springfield Wheelmen's Gazette:—

It has always seemed to me a great misfortune that, in the absence of any other model, the "C. T. C. plan" has been so generally allowed to guide the utterances and actions of such League officers as have attempted to say or do anything in regard to getting together a select list of American hotels for the patronage of bicycle tourists. As I have done more touring on this continent, and visited more hotels here with my wheel, than any other rider (or than any half-dozen riders combined, if I exclude from these our English visitor, now driving along "from San Francisco to New York"), "the hotel question" comes straight home to me; and my opinion about it may perhaps be worth listening to.

The first shot in the right direction was fired by the present editor of the *Bicycling World*, when, acting as "League Consul for Boston," he published a report in that paper, of November 4, 1881, showing that, as a result of a personal examination of the system in England, he had become convinced of the folly of attempting to adopt these British notions and standards, over here. "What we want," said Mr. Dean, "is *good* food and beds, at a fair rate. The main thing is to have in each town and village some place where suitable refreshment can be secured. I should recommend that consuls in small places select *the best*, regardless of any reduction. Hotel keepers should be made to understand that bicyclists want good fare and good attendance, for which they are willing to pay." The sound, practical sense of this was in such refreshing contrast to the silly talk of previous triflers, who had prattled drearily about "how to get special rates," that I at once offered my congratulations, saying (*Bicycling World* of November 25): "Yes, indeed! What the touring wheelman wants of the country tavern-keeper is not a 'reduction of rates' but an increase of comforts. The League ought to issue a list of the hotels known to be 'the best' in the smaller towns visited by bicyclists, and the proprietors thereof should be made to pledge themselves, in return for the advertisement thus given them, to provide 'the best' in their power for the accommodation of wheelmen. They should be made to understand that these persons have a liking for bath rooms, or, in lack of them, large wash bowls and pitchers and plenty of towels, that they often want their damp clothes dried, or their dirty clothes washed, in very short order; that they prefer to sleep in large, and quiet rooms, to which the air and sunlight have ready access; that they can all appreciate good food; and that most of them consider good milk the best drink wherewith to satisfy their raging thirst. If innkeepers could be convinced that the attraction and retention of wheelmen's patronage depended upon paying attention to things of this sort, they would soon get into the way of providing better accommodations than are now usually met with. If 'reduction of rates' is sought for at all, it should be only in the large cities, where 'an increase of comforts' is not a crying want."

Four years' additional experience of hotel horrors, "in twenty-four different States and Provinces," has only confirmed my belief in the truths above expressed, has only intensified the bitterness I feel towards those misguided youth,—those stay-at-home tourists,—who think they are "fulfilling their official duties," and rendering real aid to "the cause," when they wheedle some backwoods tavern-keeper into making "reduction of rates to League men." Heaven save the mark! What the country towns need is better hotels—not cheaper ones. The curse of Canadian touring is the difficulty of finding a tavern which charges more than a dollar a day. The accommodations offered there for that price are sometimes as good as one gets in the United States for two dollars,—while on the other hand, the last-named rate often ensures here (as it always does in Canada) a thoroughly comfortable treatment. It is the standard daily price all over the Union,—outside the large cities,—and is usually assigned equally to the four items, lodging, breakfast, dinner and supper. What sensible traveler will pretend that either one of these, if really *good*, can be profitably supplied by a hotel-keeper for less than half a dollar? Some very bad meals and rooms are supplied at that rate by many hotels, and these are naturally the ones which will consent to a pitiful "reduction," of five or ten cents on an item, "to League men." Believing this, I take special pains to avoid all places where "reductions" are announced; and no traveler of experience needs any assertion of mine as to the wisdom and economy of doing so.

"The 'best' is always the cheapest," that is the simple rule for transient patrons of hotels to follow. Were they planning to stay a week or a month at a place, they might contrive to save money by choosing a second-rate hotel; but for a single meal or lodging they will save money, as well as their self-respect, by patronizing the "best." Let the League, therefore, lend its influence not to the breaking down of rates, which are already too low, but to the building up of the standard of the poorest of the two-dollar houses to the very creditable level now held by the best of them. The price is really a fixed quantity, and any appearance of "cutting under" simply ensures to the assumed beneficiary the poorest accommodations which the hotel-keeper can palm off upon him. If it is known that the "League hotel" is always designed to be "the best" one in its locality, its owner will have a motive for keeping it up to the standard; and he will welcome touring wheelmen to enjoy its choicest comforts, as being a class of patrons who expect to have good things and to pay the full price for them. On the other hand, if the picayune policy of seeking "special rates" be persisted in (in stupid disregard of the different conditions of hotel keeping in England and America), the man who "reduces" a half-dollar dinner to forty cents will take good care that he reduces the cost of it to half that, and he will despise the cycler as poverty-stricken or penurious.

It seems to me very unlikely that hotel-keepers can be persuaded to make any practical distinction between those of their cycling patrons who wear the badge of "L. A. W." or "C. T. C.", and those who do not. It also seems unwise as well as undignified in the League to ask the hotel men to give favorable treatment only to such tourists as display its membership ticket, whether those favors are to take the form of a very undesirable "reduction in rates" or of a very much needed "increase in comforts." I have elsewhere said my

say against the League's policy of allowing outsiders any recognition in purely ornamental matters like its annual parade; but for such a society, which exists avowedly for helping on the cause of cycling, to refuse its help to an occasional tourist seems petty and absurd. As regards hotels, the proper function of the League is to discover and proclaim "the best" for the patronage of all wheelmen, and to exact of hotel-keepers that they will in return give *all* wheelmen the best of treatment. My own scheme, as exhibited in the appended "circular," for putting a select list of hotels within reach of all readers of my projected road book, could easily be carried through to a high degree of success if local consuls, or subscribers who are friendly to the enterprise, would take the trouble of persuading the hotel men of their neighborhood to really read the argument which I have addressed to them. It seems to me a convincing one, but I fear it would be in many cases thrown away unread, if I forwarded it by mail. Will my friends, therefore, verbally persuade their local landlords to consider the unique opportunity offered below?

CIRCULAR TO HOTEL KEEPERS.

Your attention is hereby asked to a scheme which will allow you, by pledging the payment of a dollar, to introduce the name of your house to no less than twenty-five thousand American bicycle riders. If I can convince you of the truth of this fact, you will be bound to admit that the value of the patronage thereby ensured to you cannot fail to exceed the sum invested, by at least ten fold, and that it may possibly exceed it by more than a hundred fold.

There are now upwards of four thousand members enrolled in the "League of American Wheelmen" (as against the less than two thousand members of two years ago, and the one hundred members at the time of its organization four years ago); while the membership of the "Canadian Wheelmen's Association" has doubled within the past year and now exceeds seven hundred. Inasmuch as only the most active and public-spirited riders take the trouble to join these national societies, the quoted figures indicate the presence on this continent of more than thirty thousand bicyclers, and also show the remarkable rapidity with which their number is increasing. It is an entirely reasonable prediction to say that there will be one hundred thousand of them here, long before the arrival of the year 1890. In England, I believe that statistics show the increase of riders in each of the past ten years to have exceeded the increase of the previous year, and that the whole number of machines in use is getting well along towards a half million. The "Cyclists' Touring Club," of Great Britain (with its branches in the United States, Canada, Australia, and other parts of the world) has a present membership of about twelve thousand; and its sole object is to promote the comfort of those who travel, either for pleasure or business, by means of bicycle or tricycle.

The age of the vast majority of American cyclers ranges between twenty and thirty-five years; and they are not only young men, but, from the nature of things, they are active and enterprising men; they are men who travel (by train and boat, as a matter of business, as well as by bicycle as a matter of pleasure), and whose family friends and connections also travel; they are men who, if not wealthy, are as a class distinctively well-to-do; and, as such, they not only spend money themselves

but they are influential in shaping the direction in which their numerous acquaintances spend money. In a word, they are a set of people whose patronage and good-will are specially worth securing by any respectable hotel keeper. I am told that in Great Britain more than one old country tavern, left in the lurch when the railroads put an end to coaching, has been brought back again to prominence and prosperity as a result of its appointment as a rendezvous for the "C. T. C."

Now, my scheme is the encouragement of bicycling touring in America by the publication of an elaborately-indexed guide to the six thousand miles of roads in the United States and Canada which I have personally explored (in driving my bicycle more than eleven thousand miles, within the last five years), and to the four thousand miles or more of such roads which other riders have explored and prepared reports about. The book will be a handsomely printed one, of some four hundred pages, securely bound in cloth, with gilt-top and side-stamp; but no advertisements will be admitted to it. Instead of attempting to derive a profit from that source, or from the sale of a few hundred copies, at the high price which its expensive character would justify, I have decided to rely for success solely upon my ability to sell the extraordinarily large edition of five thousand copies, at the low price of a dollar each.

By the ordinary laws of the book-trade, the ability to secure advance subscriptions for three thousand copies would be a guarantee of the sale of the remaining two thousand copies after publication day; and I therefore began a canvass, six months ago, which has already brought me half the needed number. My subscription list now has enrolled upon it the names of fifteen hundred people (residents of nearly four hundred towns, representing every State and Territory of the Union, save four, and also a dozen foreign nations or provinces), who have pledged themselves to pay a dollar for my "Ten Thousand Miles on a Bicycle." Hence, according to the accepted rule that a great majority of all books that are printed never succeed in finding as many as one thousand purchasers, my book has already done exceptionally well; and, according to the rule that each book-buyer represents five readers, it already has secured a hold upon the attention of seven thousand five hundred people. If, now, it can be shown that the pledge of a dollar-bill will bring your hotel to the notice of these people, will not the investment be worth making? I can promise that on publication day the book shall have the three thousand advance subscribers which will ensure it fifteen thousand readers; and I can safely predict the sale, within a year afterwards, of the other two thousand copies which will increase its readers to twenty-five thousand, as mentioned in my opening paragraph. But, setting aside entirely these things which pertain to the future, and simply considering the actual audience of seven thousand five hundred people now at my command, is not the chance of capturing their patronage worth risking a dollar upon?

The machinery for attempting it is chiefly supplied by the appendix of my book, which will consist of two lists of all who have pledged a dollar to purchase it. The first list will contain their names in a single alphabet, accompanied by town and State of residence; but the second list will have more of the character of a geographical directory, and will present (alphabetically arranged by States) the names of towns where the book is

owned and the exact residence of each owner in those towns. Thus, beginning with the "State of Maine," I shall name Augusta, Bangor, Belfast, Biddeford, Lewiston, Paris Hill, Portland, Saco, Searsport, Waterville and York, with the subscribers residing at each place; then the towns of "New Hampshire," "Vermont," "Massachusetts," and so on through the roll of States. The hotels which are mentioned in the two lists of this appendix, as owners of the book, will be rendered prominent by italics. In addition to these two mentions, however, I shall print at the end of my special chapter "Concerning Hotels," an alphabetical list of "houses where this book may be found." As a specimen of this, the names of the few hotels already enrolled (by casual effort, in advance of any general and systematic canvass), are hereby appended and given the benefit of the fifteen thousand circulation of this month's GAZETTE. It will be seen that the thirty-three names represent fourteen different States and Provinces:

Academy, Pa., "Gen Wayne."
Allentown, Pa., "American."
Ardmore, Pa., "Ardmore."
Ardmore, Pa., "Red Lion."
Augusta, Ky., "Taylor."
Boston, Mass., "International."
Birmingham, Ct., "Bassett."
Cazenovia, N. Y., "Stanton."
Cheyenne, Wy., "Inter Ocean."
Columbia, Pa., "Franklin."
Easton, Pa., "United States."
Gettysburg, Pa., "Eagle."
Hagerstown, Md., "Baldwin."
Halifax, N. S., "Halifax."
Kingston, Can., "Windsor."
Newark, N. J., "Continental."
New Britain, Ct., "Bassett."
Philadelphia, Pa., "Lafayette."
Port Jervis, N. Y., "Delaware."
Princeton, Mass., "Wachusett."
St. George's, Ber., "St. George's."
Shepherdstown, W. Va., "Entler."
Somerville, N. J., "Moore's County."
Stamford, Ct., "Depot Restaurant."
Staunton, Va., "Virginia."
Strasburg, Va., "Chalybeate Springs."
Warrenton, Va., "Warren Green."
Washington, N. J., "St. Cloud."
Waynesboro, Pa., "National."
West Orange, N. J., "Llewellyn Park."
West Point, Ga., "Clark."
Weymouth, N. S., "Forbes Jones."
Windsor, N. S., "Victoria."

I am unable to offer any statistics as to the proportion of America's thirty thousand wheelmen who may occasionally engage in long tours on their bicycles; but it is safe to say that there must be several hundred of them, and that their number will be vastly increased as soon as my book shall be issued and shall open up the continent to bicycling, by spreading broadcast an elaborate description of its roads. It is evident, too, that each one of the five thousand owners of the book, or of the twenty-five thousand readers of the book, who may plan to take a tour, will (in the absence of any other personal knowledge or preference) decide to patronize those hotels on his route where he can consult that book. The hotel which has the reputation of being "the best," or "the leading," or "the highest priced," in each town is distinctively the one in whose office I wish my book to be kept on file; and in no town which has less than twenty-five thousand inhabitants shall I endeavor to secure more than one hotel for my list. In a few of the largest cities it may perhaps be arranged that my patrons shall find the book accessible in two or three of the public resorts besides the ones of highest price; but my general

wish is to direct them only to one, and that one "the best."

Were it not for my belief that the attacks continuously made on landlords, in behalf of countless crazy projects for "advertising," have so deadened the sensibilities of many of them as to prevent their being able to recognize "a good thing" when really offered, I should confidently expect to place my "road and hotel guide" in the offices of one thousand hotels. But assuming that I do secure the support of only a quarter of that number, will not the simple presence of the book in the chief hotel reading rooms of two hundred and fifty towns ensure each of those hotels enough general patronage, from the transient guests of all the others, to make it an excellent investment,—entirely independent of its power to attract the special patronage of wheelmen? The description of roads will be of service to riders and drivers of horses and wagons as well as to bicyclists; the appearance of the book will be quite as ornamental as that of the "city directory," and the "railroad and steamboat guides," which it will lie among; and the novelty of its title will compel the perusal of it in preference to them, by travelers who are engaged in killing time. Some of these, noticing the book's list of hotels, will naturally be attracted to make trial of one or another of those mentioned there.

It is for the evident interest of each hotel which subscribes for the book that the hotels of as many other towns as possible should have it; for the copies thus placed will be consulted by a much larger number of people than those which are privately held. It is for the interest of each private owner, who may be tempted to do any touring, that the book should be thus kept publicly accessible to him in as many towns as possible, in order that its information as to roads, hotels and clubs should always be at his command, without the need of dragging about the heavy volume itself. It is for my own private interest, as calculated to assist the sale of the book after publication, that a very large hotel list should add to its value in the eyes of possible purchasers, by giving them a knowledge of as many places as possible to which baggage, letters and telegrams may safely be sent, in advance of their own arrival. Still further, though it is conceivable that some tourists might be deterred from purchasing the book by a knowledge that they could consult it "for nothing" at every hotel on their route, the mere presence of the book in all these public resorts could not fail to secure for it a great many private purchasers.

Of the four hundred and seventy-five cities and towns in the United States to which the census of 1880 accredited a population in excess of five thousand there is not one which does not possess a hotel that would be benefited more than a dollar's worth by having its name inserted in the triple list of my road-book (fifteen thousand repetitions); and there is an equally large number of country villages whose inns might be enrolled for the scheme if their owners could be made to see the significance of it.

These five thousand books, it should be remembered, are not going to be hastily read and then thrown away, like a newspaper or a novel. They are going to be kept a great many years, for consultation and reference, whenever their owners or their owners' friends undertake any traveling. I probably, therefore, speak with entire moderation when I express the belief that nothing even approximately as valuable as this in the shape of a

permanent advertisement or business-card has ever before been offered to hotel-keepers anywhere, in return for so slight an outlay. I prove my good-faith in the matter by announcing the rule that I ask for no money until the book itself shall be actually delivered, free of any charge for postage or express, at the house of the man who subscribes for it. The promised one-dollar bill is then to be mailed to me at the University Building, on Washington Square, New York City. Should any one attempt to personally collect the price of the book, either before its delivery or afterwards, or in any way ask favors of hotel men, by professing himself to be me or my representative, I hereby warn them that he must needs be a swindler and a liar. Local wheelmen may in many cases favor me by calling attention of landlords to the advantages of subscribing, or even by offering to forward to me their subscription pledges; but no money payments in the book's behalf can be made to me in any other way than through the United States mail. I can probably print names that are pledged to me as late as December, though I hope my lists may be completed earlier.

In connection with the foregoing scheme of my own for persuading hotel keepers to encourage the spread of bicycle touring, and attract the patronage of bicyclers, by announcing the names of their houses in my forthcoming road-book, I desire to offer a few opinions as to the value and significance to landlords of having their places "officially appointed," or "recommended by authority," of the central organizations which are described in the second paragraph of my circular, but which are usually referred to, by the initial letters of their titles, only as "L. A. W.", "C. T. C." or "C. W. A."

Such appointment undoubtedly has influence in attracting the patronage of bicyclers, for it is announced once or twice in the cycling journals, and it causes the hotel to be advertised among tourists in their letters of enquiry and their talks with one another. If the appointment could always be made judiciously, in accordance with a fixed rule of selecting "the best" hotel in each locality and of asking that the landlord should in return give bicycle tourists special comforts and attention, but not a "reduction in rates," my opinion is that a very valuable special patronage might in a few years be built up by numerous hotels, on all the chief touring routes. The "appointed" hotels which may subscribe for my book will be designated as such in my printed lists. The "C. W. A." has already issued a hand-book containing the names of all its ninety "recommended hotels," and I believe the "L. A. W." is preparing soon to issue a similar publication. The defense of my own individual policy of always patronizing the highest-priced hotel of each town I visit, as being practically the cheapest, and of usually avoiding those hotels which announce "reduced rates to bicyclers," forms an introduction to the present circular, and I recommend it to your careful consideration.

KARL KRON.

Washington Square, N. Y., July 28, 1884.

We have received THE SPRINGFIELD WHEELER'S GAZETTE for July. This number is unusually full of interesting bicycle notes and news about the country. It is one of the finest bicycle papers we have yet seen, and we look forward with much interest to its publication day every month.—*Lynn Union.*

Among the Clubs.

SPRINGFIELD BICYCLE CLUB.

THIRD ANNUAL BICYCLE TOURNAMENT—FULL PROGRAMME—LIST OF RACES, PRIZES, ETC., ETC.—HAMPDEN PARK, SPRINGFIELD, MASS., SEPTEMBER 16, 17, 18, 19, 1884.

"Pluck and perseverance accomplish many things." The Springfield Bicycle Club, encouraged by the results of its past achievements in endeavoring to advance the cause of the *wheel*, has completed the plans of what promises to be the greatest "cycling" event of the world, to which all *wheelmen* are cordially invited. The Springfield Bicycle Club being a League club, all races will be run under L. A. W. rules.

THE OBJECT.

The large meetings of the Springfield Club were promulgated in order to increase popular interest in the *wheel*, to be a prime factor in disarming prejudice, to bring the harmless and healthful sport up to a popular standard with all classes; and it can be truthfully said, that the great tournament of last year advanced cycling at least three years. The *wheel* to-day is a *recognized* power in the land; it commands the respect of all classes as a means of travel, recreation, and sport.

THE CLUB.

The Springfield Bicycle Club was organized May 6, 1881, by nine members, with S. J. Billings, president, Charles K. Ferry, secretary and treasurer. Like most clubs, the first year of its existence was little more than a myth, it holding a few irregular meetings, with very little enthusiasm. The second year opened more auspiciously, and from this time the club has had a continued series of successes, rising step by step, till to-day, probably no club in the world is better known; one whose every action is watched by the cycling press and public; and the old motto, "We lead the way, let those follow who can," was never more applicable than it is to-day to the Springfield Bicycle Club. The club was incorporated under the laws of Massachusetts, January 23, 1884, with the following officers: President, Henry E. Ducker; vice-president, Charles T. Higginbotham; secretary, Sanford Lawton; treasurer, A. Lester Fennessy. The above, with Charles A. Fisk, constitute the board of directors.

SPRINGFIELD

was settled in 1636, and is located on the east bank of the Connecticut; has a population of about 36,000, and is one of those pretty New England villages that delight the eye, and just the place to spend a week from the rush and turmoil of every-day life. It is easy of access, being reached from New York by the New York, New Haven, and Hartford railroad; the running time from New York on the fast express is three and one-half hours; from the west the Boston and Albany connects with the various western routes that have a terminus at Albany. Boston, on the east, is also connected by the Boston and Albany; the running time from Boston is two and one-half hours. Canada, on the north, is met by the Connecticut River road; the Athol and New England roads also enter here. Springfield being a railroad center, passengers can go and come almost any hour of the day and night.

HAMPDEN PARK,

which is fast becoming known throughout the world as the scene of the great bicycling events, is

situated on the banks of the Connecticut river, and contains sixty acres of level land surrounded on three sides by a high fence. On the river front is a dike, forming a fine promenade. The park is fitted up with all modern conveniences for racing of all kinds. There are judges' and music stands, also a fine grand stand holding four thousand people; while upon the top of this stand are some sixty private boxes holding eight persons each. There are two racing tracks, one a half-mile, the other a mile track. The half-mile track has been built especially for bicycle racing by the Springfield Club, and is a very hard and smooth track, well adapted to the needs of bicycling. The home stretch is 80 feet wide for 800 feet, tapering off one foot in 50 on the turns (which are very easy and raised two feet) to the back stretch, which is 20 feet wide. The track is enclosed on both sides by a solid and substantial fence, set two feet away from the track; it is surveyed 18 inches from the pole, which is a wooden curb 6 inches high around the entire course, which will place *all* records made beyond dispute. Fine spring water in abundance, plenty of room for exercise, and being situated within five minutes walk of the depot, less than ten minutes walk to the business part of the city, makes it easy of access.

HOTELS

are world wide in their reputation for excellent cuisine and hospitality. Wheelmen will do well to order rooms in advance, or notify the reception and hotel committee, stating accommodations desired, with price wishing to pay, and their wants will be attended to. The Hotel Warwick is the L. A. W. and C. T. C. hotel; also the headquarters of the tournament. Hotel Warwick is about 100 feet north of the depot.

Hotel.	Accommodate.	Rates.
Massasoit House,	250 to 300	\$3.50 to \$4.00
Hotel Warwick,	200 to 250	2.50 to 3.00
Haynes Hotel,	200 to 250	2.50 to 3.50
Cooley's Hotel,	100	2.00
Belmont House,	50	1.50 to 3.00
Pynchon House,	75	1.50
Evans House,	60	1.50 to 2.00
Exchange Hotel,	30	1.50 to 2.00
Hotel Gilmore,	100	2.00
Mansion House,	35	1.50 to 2.00
U. S. Hotel,	12	1.00
Lerche's Hotel,	15	1.50 to 2.00
Germania Hotel,	26	1.00 to 1.25
Leonard House,	60	1.25
Blackman House,	50 to 100	1.00 to 2.00
Revere House,	70	1.25
Drew House,	table only	0.75

NEWSPAPERS.

The city is well supplied, they one and all have from the start favored cycling, and been a great factor in the success of the club, always having a good word in its favor, give all cycling news in their regular daily columns, in a generous and faultless manner. The club has always appreciated the kind words spoken in its behalf, with a feeling that should a dispute arise, feel that it will have at least a good word spoken in its behalf by the press of the city.

The Springfield Republican, the oldest paper in the city, is issued every morning, and will give the full particulars of the great meet every day; will be mailed post-paid to any address for the week upon the receipt of eighteen cents.

The Union (evening paper) is published daily and will give each evening the full account of the day's sport up to about five o'clock; is one of the

best evening papers in New England; mailed post-paid upon receipt of twelve cents.

Two other evening papers complete the list of dailies, the Democrat and Daily News, both one cent papers.

The New England Homestead, weekly, price five cents, has a large circulation and will publish a summary of the meet.

Parties wishing any of the above papers should send their orders in advance to the publishers direct.

MUSIC.

A first-class military band of thirty-five musicians will give a choice concert day and evening.

COMMITTEES.

The following gentlemen have been appointed upon the various committees. All matters pertaining to the various committees should be addressed to the chairman, (the first named of each being chairman). The work has been divided as much as possible in order to facilitate business. *Executive Committee*, Henry E. Ducker, Charles T. Higginbotham, Sanford Lawton, A. Lester Fennessy, Charles A. Fisk. *Music*, A. O. McGarrett, Charles Clark, C. J. Wetzel.

RECEPTION.

Charles T. Higginbotham, P. Harvard Reilly, H. C. Norton, W. I. Lyman, A. O. McGarrett, to whom address all communications as to hotel accommodations, etc., giving time you expect to arrive. All wheelmen giving notice will be met upon arrival of train and escorted to quarters.

PRESS.

A. R. H. Foss, J. H. Foulds, Jr., G. H. Foss. Members of the press will have suitable quarters, badges, etc., and every facility afforded to assist the journalist. Blanks for reports furnished upon application.

RAILROAD AND STORAGE.

Wilbur N. Winans, H. J. Winans, F. L. Moody, C. W. Parks, E. T. Leonard. Wheelmen sending wheels in advance by express or freight, will upon application have same taken care of. Send full description of wheel with number of same, with name of hotel or place to deliver wheel.

TICKETS.

Charles A. Fisk, H. W. Bowman, Eugene Smith, Charles R. Haradon. Regular tickets, 50 cents each day, evening tickets, 25 cents. Wheelmen's season tickets \$1.50, to be procured only of Mr. Fisk. Regular season tickets, good for four afternoon and evening admissions, \$1.75.

RACING BOARD.

A. Lester Fennessy, chairman, to whom all entries should be addressed. Entry blanks mailed to wheelmen upon application. Entries close September 10.

OFFICERS OF THE DAY.

REFEREE—ABBOT BASSETT, Racing Board L. A. W., Boston.

JUDGES—DR. N. M. BECKWITH, President L. A. W., New York; HAL B. DONLY, Secretary and Treasurer Canadian Wheelmen's Association; F. W. WESTON, Chief Consul C. T. C., Boston; LELAND HOWARD, President Capital Club, Washington; B. B. AYERS Chairman R. R. Committee, Chicago.

STARTER—CHARLES E. WHIPPLE.

CLERKS OF COURSE—F. W. WESTERVELT, D. E. MILLER, F. E. RIPLEY.

SCORERS—GEORGE S. MILLER, E. M. WILKINS, J. H. FENNESSY, JR.

TIMER—O. N. WHIPPLE.

POLICE—W. H. JORDAN, L. E. ZUCHTMANN, LYMAN FLYNT.

PROGRAMME.

First Day—Tuesday, Sept. 16th.

Park open at 12.30; band concert 1.30; races 2.30.
 1—2.30 o'clock—One-mile professional handicap, purse of \$100.
 2—2.45 p. m.—Ten-mile amateur, open to all, 3 prizes, value, \$300.
 3—3.25 p. m.—One-mile 3.20 class, 3 prizes, value, \$100.
 4—3.40 p. m.—Two-mile tricycle, 3 prizes, value, \$125.
 5—3.55 p. m.—Three-mile tandem, 6 prizes; 2 first, 2 second, 2 third, value, \$150.
 6—4.15 p. m.—One-mile time; race time, 3.16; three prizes, value, \$100.
 7—4.30 p. m.—Three-mile professional, purse of \$150.
 8—4.50 p. m.—Three-mile tug of war, 6 prizes; 3 first, 3 second, value, \$100.
 9—5.15 p. m.—Two-mile class, race time 6.25; 3 prizes, value, \$125.

Second Day—Wednesday, Sept. 17th.

Assemble on park at 9 a. m., sharp, for grand parade.

Afternoon.

Park open at 12.30; band concert 1.30; races 2.30.
 1—2.30 p. m.—Ten-mile professional, purse, \$500.
 2—3.10 p. m.—Two-mile, open, 3 prizes, value, \$125.
 3—3.25 p. m.—One-mile, without hands, 3 prizes, value, \$100.
 4—3.40 p. m.—Three-mile class, race time 9.50; 3 prizes, value, \$150.
 5—4 p. m.—Five-mile Victor, tricycle, 3 prizes, value, \$300.
 1st prize, Victor tricycle, presented by the Overman Wheel Company.
 6—4.30 p. m.—Half-mile dash, 3 prizes, value, \$50.
 7—4.40 p. m.—One-mile professional, purse of \$100.
 8—4.45 p. m.—Five-mile record, 3 prizes, value, \$200; additional prize of a \$75 gold watch to the winner.
 9—5.20 p. m.—Two-mile tandem, 2 first prizes, 2 second prizes, value, \$125.

Third Day—Thursday, Sept. 18th.

Rendezvous on park at 9.30 A. M., for run to Holyoke, 8 miles; fine road along side of the Connecticut river.

Afternoon.

Park open at 12.30; band concert 1.30; races 2.30.
 1—2.30 p. m.—Three-mile professional record race, purse, \$150.
 2—2.30 p. m.—Half-mile class, time 1.40, 3 prizes, value, \$50.
 3—3 p. m.—One-mile ride and run, 3 prizes, value, \$100.
 4—3.15 p. m.—Five-mile, class time 16.40, 3 prizes, value, \$200.
 5—3.40 p. m.—Five-mile professional, purse of \$200.
 6—4.05 p. m.—One-mile tandem, 2 first prizes, 2 second prizes, value, \$100.
 7—4.20 p. m.—Ten-mile record, 3 prizes, value, \$300; additional prize of \$150 gold watch to winner.
 8—5 p. m.—One-mile tricycle, three prizes, value, \$100.
 9—5.15 p. m.—One-mile, open, 3 prizes, value, \$100.

Evening.

Park open at 7 p. m.; band concert 8 p. m. Grand display of fireworks furnished by Hyde & Co., of Boston, consisting of 90 pieces, many relating to bicycling. Full programme in September issue of GAZETTE.

Fourth Day—Friday, Sept. 19th.

Park opens at 12.30; band concert 1.30; races 2.30.
 1—2.30 p. m.—Five-mile open, three prizes, value, \$200.
 2—2.55 p. m.—Five-mile professional, purse of \$200.
 3—3.20 p. m.—Half-mile class, time, 1.32; three prizes, value, \$50.
 4—3.30 p. m.—One-mile tug of war, three first prizes, three second prizes, value, \$100.
 5—3.45 p. m.—Three-mile record race, three prizes, value, \$150; an additional prize of a \$50 watch to the winner.
 6—4.05 p. m.—Five-mile professional, record race, purse, \$200.
 7—4.30 p. m.—Three-mile tricycle, three prizes, value, \$150.
 8—4.50 p. m.—Three-mile open, three prizes, value, \$150.
 9—5.10 p. m.—One-mile consolation, five prizes, value, \$100. To clubs having the largest number of men in parade Wednesday, Sept. 17, three prizes, value, \$100.

Entries close Wednesday, Sept. 10, to A. L. Fennessy, chairman Racing Board.

All prizes and purses are divided, 50 per cent. to first, 30 per cent. to second, 20 per cent. to third.

TIME RACES are for the one coming nearest the time given. No coaching or carrying of a time-piece allowed.

CLASS RACES are for those who have never beaten the time given.

RECORD RACES are won as follows: The man winning the largest number of intermediate half-miles wins the race, and as the running of a race of this kind means the lowering of existing records, the man winning the last mile and making a

record will get in addition on a three-mile race a \$50 watch; five-mile race, \$75 gold watch; ten-mile, \$150 gold watch. These prizes do not interfere with the other prizes but are in addition if record is broken.

The following fees will be adopted:

AMATEURS.

All 1-2 and 1-mile events,	- - - - -	\$1 each event.
" 2-mile events,	- - - - -	2 " "
" 3 and 5-mile events,	- - - - -	3 " "
" 10-mile events,	- - - - -	5 " "

PROFESSIONALS.

1 and 3-mile events,	- - - - -	\$3 each event.
Five-mile events,	- - - - -	5 " "
Ten-mile events,	- - - - -	10 " "

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

THE BUCKEYE BICYCLE CLUB, always in the highest degree successful in their festal occasions, eclipsed all previous efforts at the formal opening of the new club-house on East Gay street, Thursday evening, July 3. The superior enjoyment of the evening was largely due to the presence of ladies, who have heretofore been uninvited when banquets were spread, and the neat and cosy apartments of the building, with their gay decorations, presented a charming scene. The new club headquarters, dedicated to the pleasure of the organization under circumstances so auspicious, were built especially for the purpose by President Miller and Luther Donaldson, at a cost of \$2,000. The club has recently been reinforced by the acquisition of new members, and now has a numerical force of thirty-seven. The possession of a place of meeting so attractive will strengthen the bond of union between the members, and the future outlook of the club is most auspicious. The club-house is the only one built especially for the purpose west of New York.

THE BERKSHIRE COUNTY WHEELMEN (Pittsfield), offer \$600 in prizes and medals at their tournament, August 14, and will present the following programme: Half-mile dash for bicycles, open to all; mile tricycle race; two-mile bicycle, open to all; half-mile bicycle, novelty race, with one pedal; five-mile club cup race; one-mile bicycle without hands, open to all; five-mile bicycle, open to all; two-mile county championship; ten-mile bicycle, open to all; mile race for boys 17 years and under who have never won a prize; half-mile consolation, 100-yards' dash and half-mile foot race; hose-race for teams of 8 to 14 men, running 60 rods, and laying 200 feet of hose.

THE CITIZENS BICYCLE CLUB, Minneapolis, is drilling every Friday night, and will give the G. A. R. a club drill. About thirty thousand veterans from all parts of the United States will participate in the G. A. R. encampment to be held here next week. The club will drill at the fair grounds, where the encampment is to be held the 25th inst.

THE BROCKTON BICYCLE CLUB's entertainment was a success every way. The fancy riding was well applauded, and the participants were tendered handsome bouquets at the close of the entertainment. The affair was highly successful, financially.

THE RUTLAND BICYCLE CLUB dedicated its new and handsome rink on July 4, and was serenaded afternoon and evening. The riding of the club was greatly admired, while the fancy riding of Master George Nash was generously applauded.

THE TORONTO CLUB had eighty-two men at the parade of the Canadian Wheelmen's Association, July 1. This is the best representation ever made by a club on this continent. In the races the club captured eleven out of the eighteen races.

THE BOSTON BICYCLE CLUB's annual tricycle road race, open to all amateurs, will be run August 11, starting from Bailey's hotel, South Natick, at 5.30 A. M., and finishing in front of club-house, 87 Boylston street.

THE FITCHBURG BICYCLE CLUB will move into its new and commodious club-rooms this week. The club has increased greatly in members of late, and is now on a very firm basis.

THE CITY CLUB of Brockton is a lively organization, and is rapidly absorbing into its ranks most of the wheelmen of the town, regardless of their membership in other clubs.

THE NASHVILLE BICYCLE CLUB is alive to the interest of wheeling, and is, without doubt, the most enterprising club south of Mason's and Dixon's line.

THE KINGS COUNTY WHEELMEN are heard from in many ways; their entertainments are features of cycling long to be remembered.

THE COLORADO WHEEL CLUB is making arrangements for a grand bicycle tournament, to take place early in September.

THE ORANGE WANDERERS have lady members, and have chosen Mrs. J. N. Smith secretary and treasurer.

THE WORCESTER BICYCLE CLUB is planning for a tournament to occur early in September.

THE KINGS COUNTY WHEELMEN now boast of a lady tricyclist as one of their members.

THE DORCHESTER BICYCLE CLUB has joined the League of American Wheelmen.

THE BOSTON RAMBLERS are about the liveliest club in the eastern States.

THE RONBURY BICYCLE CLUB has decided to re-organize.

THE LYNN CLUB will soon have a 100-mile road race.

CLUB ELECTIONS.

ALLENTOWN WHEELMEN.—President, H. C. Abbott; captain, O. E. Kline; secretary and treasurer, C. H. Moyer.

CANADIAN WHEELMEN'S ASSOCIATION held its annual meeting at Toronto, Tuesday, July 1, and elected the following officers: President, Horace S. Tibbs, Montreal; vice-president J. S. Brierly, St. Thomas; secretary, H. B. Donly. Messrs. W. J. McIntosh, London, and A. McBean, Guelph, were elected to the board of officers.

CHARLESTOWN BICYCLE CLUB.—President, Will S. Atwell; secretary and treasurer, Charles W. Howard; captain, Fred S. Nelson; first lieutenant, James Carey; second lieutenant, E. G. Frost; club committee, W. S. Atwell, C. W. Howard, F. S. Nelson, J. A. Webber and Arthur Smith.

ELGIN BICYCLE CLUB.—President, Charles Stearns; captain, T. Moxon.

ELMIRA BICYCLE CLUB.—President, L. H. Brown; captain, J. C. Zimmerman; lieutenant, H. C. Spaulding, Jr.; secretary and treasurer, H. S. Kidder; color-bearer, T. E. Fassett; executive committee, Dr. C. W. Brown, chairman; J. F. Lingle, J. G. Kingsbury, president and captain *ex officio*.

ESSEX BICYCLE CLUB, N. J.—President, Elwood C. Harris; vice-president, Walter J. Knight; secretary and treasurer, George H. Bailey; captain, Robert D. Mead; lieutenant, S. H. Sargent; bugler, William A. Brown; executive

committee, Herbert W. Knight, S. H. Sargent, George H. Bailey, E. G. Miller, Walter J. Knight, James H. Worden and Robert D. Mead.

JANESVILLE CLUB, Wis.—President, John Livingston; secretary and treasurer, F. C. Burssel; captain, Chas. F. Glass; first lieutenant, F. N. Webster; second lieutenant, F. J. Burr.

LA CROSSE CLUB, Wis.—President, Dr. C. A. Smith; vice-president, John Salyer; secretary and treasurer, Fred Easton; captain, Dr. C. A. Smith.

MERIDEN WHEEL CLUB.—President, Chas. L. Lyon; captain, T. S. Rust; first lieutenant, Wm. Collins; second lieutenant, J. E. Brainard; secretary, H. G. Miller; treasurer, J. E. Brainard; standard bearer, J. M. Hyde.

MERRIMAC, N. H., BICYCLE CLUB.—President, Frank E. Pease; captain, G. W. Smith; lieutenant, Herbert C. Oak; secretary and treasurer, George A. Oak; color-bearer, John Logan. The club starts with fifteen members.

ORANGE WANDERERS (Orange, N. J.)—President, L. H. Johnson; captain, H. C. Douglas; lieutenant, W. S. Benedict; secretary and treasurer, Mrs. J. W. Smith.

PASSAIC COUNTY WHEELMEN, N. J.—President, H. H. Everett; secretary and treasurer, E. P. Shepherd; captain, H. R. Jackson, Jr.; lieutenant, D. Romaine; bugler, E. Edgar; color-bearer, C. C. Hardwick.

PROVIDENCE BICYCLE CLUB.—President, Albert G. Carpenter; vice-president, Boyd Clarke; secretary, Howard L. Perkins; treasurer, Waldo Stewart; captain, Oliver M. Mitchell; first lieutenant, Frank B. Armington; second lieutenant, Walter A. Potter; guide, George McAuslan; bugler, Frank P. Barrows; executive committee, Albert G. Carpenter, Howard L. Perkins, Oliver M. Mitchell, Hugo Breul, Jas. A. Reaves.

QUAKER CITY BICYCLE CLUB.—President, Samuel Jackson; vice-president, B. F. Du Bois; secretary and treasurer, C. E. Updegraff; captain, J. H. Updegraff; first lieutenant, E. G. Updegraff; second lieutenant, M. F. Lenhart; bugler, George F. Kursh.

RIVERS CYCLING CLUB.—President, William Mitchell; secretary, G. D. McGuire; treasurer, E. G. Lybrand; captain, Fred Avory; lieutenant, J. Heimberger; bugler, R. G. Wight.

RIVERSIDE WHEELMEN, N. Y.—President, T. C. Stratton; vice president, J. B. Fischer; first lieutenant, Wm. Valleau; second lieutenant, F. Wing; secretary and treasurer, William A. Potter.

SALT LAKE BICYCLE CLUB.—President, Geo. J. Taylor; vice-president, H. S. Cutler; captain, D. L. Davis; sub-captain, Wm. Wood; secretary and treasurer, W. Jennings.

SOMERVILLE CYCLE CLUB.—President, Herbert E. Foot; vice-president, Charles H. Sanborn; captain, E. A. Bickford; secretary and treasurer, M. Steel; first lieutenant, Ellsworth Fisk; second lieutenant, Ernest W. Bailey; bugler, W. C. Hill.

VICTOR BICYCLE CLUB, (Corpus Christi, Texas).—President, Ed. H. Caldwell; captain, B. G. Barnes; secretary and treasurer, O. S. Caldwell.

WAKEFIELD BICYCLE CLUB.—President, B. A. Parker; vice-president, W. E. Eaton; secretary and treasurer, E. D. Albee; captain, F. H. Burhill; lieutenant, E. A. Wilkins; bugler, J. Muse; club committee, B. A. Parker, E. D. Albee, and F. Nichols.

News Notes.

Springfield, Mass.,

Rudge vs Royal Mail,

September 16, 17, 18, 19.

The *Western Cyclist* is the spice of cycling papers.

Dr. T. S. Rust, of Meriden, had his Expert Columbia stolen.

A new bicycle club has been organized at Winter Hill, Somerville.

A bicycle club has been organized at El Dorado, Dak., with ten members.

The Trojan Wheelmen cleared over \$150 at their recent race meeting.

The Riverside Wheelmen is the latest New York club. Was organized, July 16.

We understand that the *Mercury* is to be devoted hereafter exclusively to touring.

The *Western Cyclist* publishes a list of nine bicycle patents dated June 22, 1884.

Lotta is said to have become a convert to tricycling since her arrival in England.

Chambers, the one-mile champion of England, has won 34 out of 35 races this year.

A party of wheelmen are making an extended cycle tour of the northern part of Colorado.

The five-mile amateur bicycling championship of England, was won by R. Chambers, in 15m. 36 45s.

H. Rood received a bad scalp wound at the races of the Kings County Wheelmen, caused by taking a header.

A bicycle and a dog, instead of a horse and cart, form the equipment of the street letter box collector in Peterboro'.

Clinton S. White and Arthur W. Rice of the Millbury Bicycle Club recently rode to Gloucester, 81 miles, in eleven hours.

The Berkshire County Wheelmen propose to have a tournament, August 14, with \$600 worth of prizes to be contended for.

L. H. Johnson of the Orange, N. J., Wanderers Bicycle Club, recently rode 127 miles on a 72-pound tricycle in 17h. 5m.

In France they hold cycle race meetings in the evening with the aid of electric lights and the track covered with powdered chalk.

A tricyclist, a member of the Alpine Club, has recently made the journey round Lake Geneva, a distance of 112 miles, in 11 hours.

The wheelmen of Minneapolis gave the G. A. R. which encamped there on the 25th, a fine exhibition drill, which was much admired.

Capt. Fred T. Sholes of the Cleveland Club is in Europe, but will be back in time for the August meet of the Ohio division L. A. W.

On account of the good roads about Boston, there are probably more club runs in that vicinity than in any other section of the country.

Corey Hill, at Boston, is a tough one, and a great many wheelmen who try it are pretty well ex-Corey-ated before they get through with it.

The popularity of the wheel in Russia is attended by the fact that over 20,000 people paid to witness the first race meeting held in Russia.

A. A. Poole and F. H. Hayes of Washington have been making an extended cycle tour of the oil regions of Pennsylvania. From there they

ride to Cleveland, O., and possibly to Niagara Falls.

Mr. Richard Garvey, president of the St. Louis Bicycle Club, carries his two-year-old son on a specially constructed seat in front of his Star bicycle.

The New Haven track has been resurveyed this spring, and is now all right, and expects to keep up its former position of being the fastest track in the country.

Dolph, Brooks and Morgan will hereafter ride a Royal Mail. The Royal Mail is coming to the front, and from present appearances will be heard from this fall.

W. R. Crawford, who was known last season as Chicago's fast man and a member of the Hermes Bicycle Club, will be heard from on the path this year.

Elsa Von Blumen, the celebrated female bicyclist, gave several exhibition races at Narragansett park, Providence, on July 4, in all of which she proved victorious.

The Germans are cranky. The authorities of Berlin restrict bicycling to the roads on the outskirts of the city, and prohibit boys of sixteen from riding at all.

The Weed Sewing Machine Co. has presented the Connecticut Bicycle Club with a beautiful ball bearing sewing machine for a prize in one of the races, September 9.

Rev. S. H. Day, of South Abington, one of the oldest members of the Massachusetts Bicycle Club, recently came out on his new mount for the season—a 33-pound Rudge.

A new grip for tightening the direct spokes of a bicycle has recently been invented. It is lighter than an ounce, but is strongly made, and is said to do its work effectively.

The Pope Manufacturing Company has presented the Connecticut Bicycle Club with a full nickel Expert Columbia bicycle as a first prize in one of its races, September 9.

"There is plenty of room at the top," is the motto of the Lynn *Saturday Union*. This paper is alive to the interests of everybody, publishing a lively bicycle column every week.

The Dutch Cyclists' Union has been formed with nearly 400 members to look after the interests of the wheel in Holland. It would be fun to see the bikes and trikes going over the dikes.

London cyclists are to be permitted to pass through Victoria park, part of Regent's park, and Battersea park, "on condition that they do not there engage in racing or processioning."

"Ramblers" seems a popular name for bicycle clubs, as newly-organized clubs in all parts of the country are adopting it. The Boston Ramblers were the first to introduce the name into America.

June 1, the Ohio division of the L. A. W. had 420 members in 64 towns, Cleveland leading with 77; Cincinnati, 60; Columbus, 30; Springfield, 28, and so on down to a solitary League member in some towns.

A project is on foot to use electricity as a motor for tricycles. Each machine will be made to accommodate two persons, and fitted with motor and battery sufficient to propel it on level ground at six miles an hour.

An elderly lady living in the country, upon being told that a young man of her acquaintance in Springfield had purchased a bicycle, remarked,

"Good land, what does he want of a bicycle? He ain't got any ear for music."

Outing and The Wheelman for August more than fulfills expectations. "Tricycle Trips through Japan" is an interesting article, well illustrated, and the magazine is one which all wheelmen should have on their list of cycling literature.

English tricyclists are kindly invited to subscribe \$250 apiece for electric tricycles which are promised to pull themselves along at the astonishing speed of six miles an hour. By which it appears that legs are quicker than lightning on wheels.

The Massachusetts division L. A. W. will hold a reunion at Boston, September 5. The programme will include a parade in the morning and a run in the afternoon. The Ramblers Club will probably hold a race meeting on the same day.

The *Bicycling World* notices that "a great many wheelmen are afflicted with heart troubles, and they are not all among the racing men. The marriage calendar tells the story." It shows, also, what means they take to get cured of their troubles.

Eliot Norton, who is one of the best bicycle riders among the college boys who have entered races during the past year, and is now a junior in Harvard, will spend his summer vacation at Springfield, studying law in the office of Leonard & Wells.

Rev. Henry Ward Beecher has just purchased a tricycle. He is very enthusiastic on the subject of tricycling, and contemplates heartily enjoying himself cycling over the beautiful roads, near his summer residence, at Peekskill-on-the-Hudson, this summer.

A. Dolph, of New London, O., is the coming man. Before the Philadelphia tournament he rode a mile in 2m. 38s. In personal appearance he is of very light build, weighing 135 pounds. He rides a 54 Rudge racer, and has a very easy movement in riding.

It has been suggested that those who are in search of novelties for the racing path get up a twenty-mile race, and let the one who wins the greatest number of intermediate miles take the trophy. This would make an exciting race throughout, and the time would be likely to be good.

The September tournament in this city will be an international one as far as racing men are concerned. The best English and American riders will be pitted against each other, and from present appearances the Rudge, and Royal Mail bicycles will contest for the honors of the path.

Photographers have had hard work to find a position to place a wheelman in with his wheel while having a picture taken. O. E. Dewey has solved the question by having his photo taken in the act of taking a header over the garden wall. The picture is a first-class one, and creates considerable merriment where shown.

Messrs. Frank E. Higgins and E. K. Hill of the Worcester Aeolus Club, have started for a European trip. They meet Claffin of the Harvard Club in London, and make a tour of Great Britain on their bicycles. Before returning they propose to see something of France and Switzerland. The trip will consume about three months.

A party of Salt Lake City bicyclists will start about the middle of August upon a tour of the Yellowstone Park. The heavy camp equipments will be conveyed in a four-horse wagon. The wheelmen expect to be absent twelve or fourteen

days, and would be happy to be accompanied by any eastern wheelmen who can spare the time to make the trip.

The Long Branch District and Messenger Company has established a night patrol for the purpose of taking care of the cottages. The patrolmen make a circuit of the cottages under their charge every half hour, sending in an electric signal every half hour, which is registered at the central office. The messengers will all use bicycles while making their rounds.

The Pennsylvania division L. A. W. is following in the footsteps of the Massachusetts division and will soon issue a hand-book of the roads in the State. Excellent route slips are now being sent out by Sec. Charles M. Miller to all local consuls. The same slips would be convenient for all wheelmen to carry and note conditions of roads traveled, for future use.

The Travelers Accident Insurance Company of Hartford, which issues the best and only kind of accident policy which all wheelmen should carry, also distributes the best court plaster free, and it can be obtained by calling on any of the company's agencies, which may be found in every city and town in the United States. At the same time don't forget to take out a policy.

A gentleman of Elmira, N. Y., recently sent his Columbia tricycle to the factory to have attached to it the new power gear. In the accompanying letter he says: "Send back my 'Doctor' as soon as you can, for 'he' has given me more health and happiness than all medicine and physicians I have ever seen put together, and it is no less than \$2,000 I have spent on these."

Will C. Marvin, the champion of Michigan, president of the Ovid Bicycle Club, secretary of the Michigan division L. A. W., editor of the western *Cyclist*, and, well! we east would be led to think that there was nothing else west but Mr. Marvin. But the fact is, no more enthusiastic wheelman lives out west having the interests of cycling at heart than Will C. Marvin of Ovid, Mich.

About 400 wheelmen took part in the procession at the second annual meeting of the Canadian Wheelmen's Association at Toronto, July 1, including men from all parts of Canada, Buffalo and Rochester, N. Y. C. F. Lavender of Toronto, won the one-mile Canadian championship race in 3m. 10s. The five-mile race was won by W. G. Ross of Montreal in 17m. 14s., nearly a minute faster than the best record.

All evils have their compensations, and among them the dreaded header. We are told of a man who had his nose broken by a base ball, some years since, and when it healed, the proboscis looked like a parrot's beak. Some time ago, he took a bad header from a bicycle, and landed on his nose chiefly, with the result of breaking it again, so that it has healed up the second time as straight as ever it was.

"My Cycling Friends," is the title of a wheelmen's autograph album, containing three hundred cards for autographs of our cycling friends, each card with an appropriate illustration or verse of poetry, printed in a neat and compact form, bound in full cloth, gilt sides. Should be on every club-room table as a visitor register and in every wheelman's home. Published by Will C. Marvin, Ovid, Mich., price, post-paid, \$1.00.

Mr. George Fisk, a graduate of Amherst, and of the Yale medical school, class of '84, who is

now in Germany perfecting his education for the work of a physician and surgeon, has lately astonished the Germans by his bicycling feats, and particularly by riding inside of 24 successive hours a distance of 210 miles. He is constantly taking prizes, also, for expert bicycle riding. The young man is stepson of Rev. Mr. Kelsey, of New Haven.

Richard Howell was the winner in the first race for a gold chronograph watch, a cash prize and the championship at twenty miles, at the Belgrave-road Grounds, Leicester, Eng., June 21. The finish between him and F. Wood and Fred Lees (who led at the finish of every intermediate mile except the tenth) was very exciting, Howell having but a foot the best of Wood at the close. The last mile was ridden in 2m. 50 2-5s., and the full distance in 1h. 1m. 2-5s.

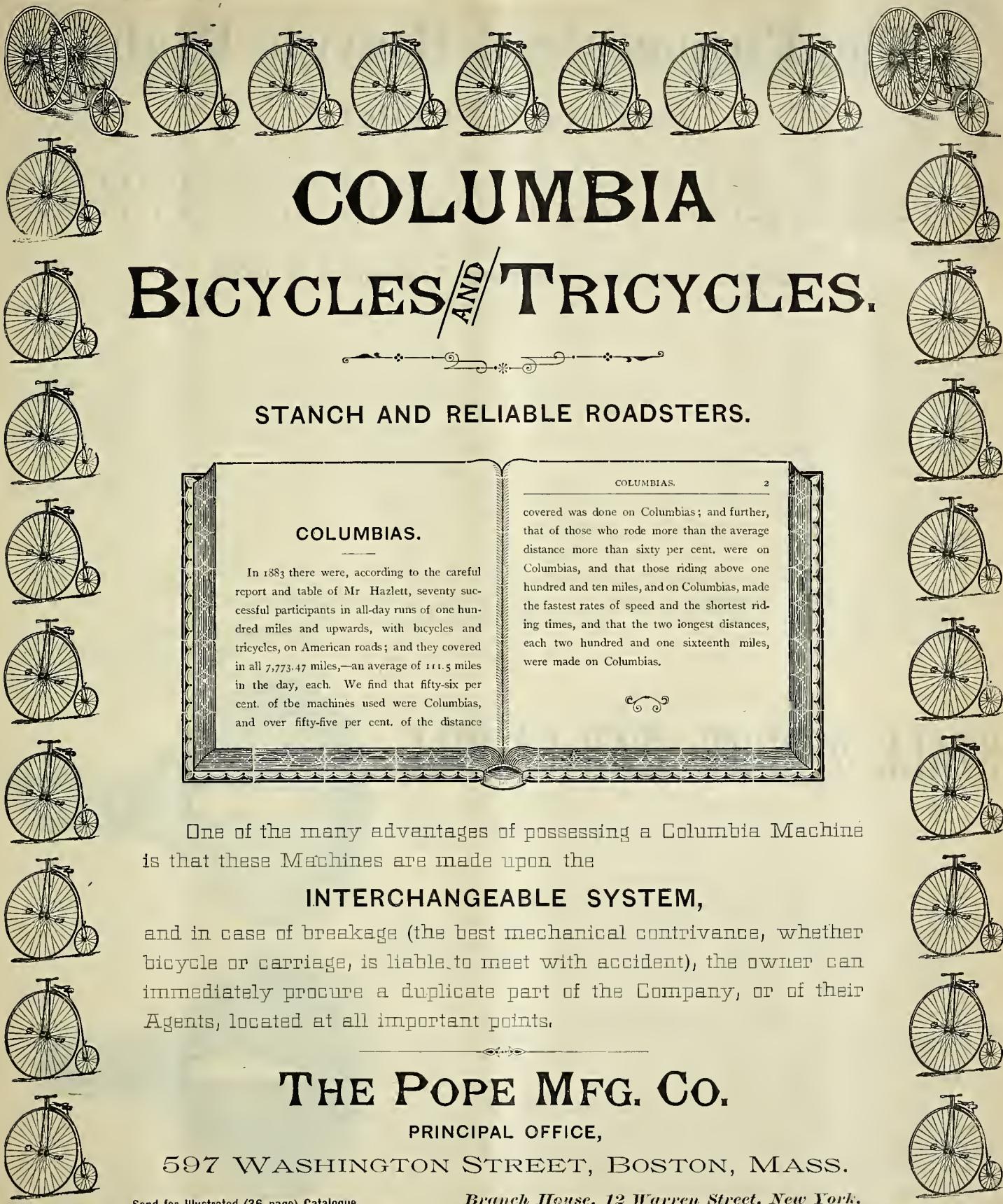
John S. Prince, the champion rider, turned up at Washington, July 6, looking as if he had run afoul of the distinguished John L. Sullivan. A professional race was to be run at Blossburg, Pa., between Prince, Higham and Woodside, with Morgan as starter, on the 4th of July. On the day previous Prince was practicing, and while spurring at a two minute and a half gait, his wheel buckled and he took a fearful header. He was insensible for two hours, and was very badly and generally bruised up.

The "Hand Book" of the Massachusetts division L. A. W. has been distributed to members, is a handy book and a model of its kind. This being the first hand-book issued by any of the various divisions, others may be expected to follow the lead of Massachusetts. The roads are well described; list of League hotels, places of repairs for each town are given; list of consuls, in fact everything pertaining to state work. Great credit is due E. K. Hill for the perfect manner in which the book is gotten up.

The *Cycling Times* in speaking of the cycling literature and the increased interest in the sport says "that our American brethren of the wheel are actually—of course, comparatively speaking—making as rapid headway as are we, the real originators and promoters of the sport." Strange but true, and before another year has gone we will have a clear lead of our English brethren; in fact we are now ahead of them in the size of our tournaments, value of prizes, attendance at same, and the interest manifested.

A frightful bicycle accident occurred at Newcastle, Eng., June 13, to a wheelman named William Crothers, who, while riding down a steep hill, lost control of his machine, which flew down the hill with lightning speed to the bottom, where it struck against a board fence. The rider was thrown over the top, alighting upon his head in the road beneath. The bicycle itself was thrown over the fence, and fell upon the rider, who was quite unconscious from injuries to his head, which it is feared will prove fatal.

"Wheel Songs—Poems of Bicycling," is the title of S. Conant Foster's new book. It is a neat quarto book of about one hundred pages, printed on heavy toned paper, illustrated with fifty fine engravings, and bound in silk cloth, with appropriate cover designs. "A Midnight Ride" is a pretty little poem, while "On Wings of Love" needs no introduction to old readers of bicycle literature. "Si Plunkett" is pictured in all his glory; and about twenty other poems and sonnets complete the list, ending off with "Loose Spokes,"



COLUMBIA BICYCLES//AND//TRICYCLES.

STANCH AND RELIABLE ROADSTERS.

COLUMBIAS.

In 1883 there were, according to the careful report and table of Mr Hazlett, seventy successful participants in all-day runs of one hundred miles and upwards, with bicycles and tricycles, on American roads; and they covered in all 7,773.47 miles,—an average of 111.5 miles in the day, each. We find that fifty-six per cent. of the machines used were Columbias, and over fifty-five per cent. of the distance

COLUMBIAS.

2

covered was done on Columbias; and further, that of those who rode more than the average distance more than sixty per cent. were on Columbias, and that those riding above one hundred and ten miles, and on Columbias, made the fastest rates of speed and the shortest riding times, and that the two longest distances, each two hundred and one sixteenth miles, were made on Columbias.

One of the many advantages of possessing a Columbia Machine is that these Machines are made upon the

INTERCHANGEABLE SYSTEM,

and in case of breakage (the best mechanical contrivance, whether bicycle or carriage, is liable to meet with accident), the owner can immediately procure a duplicate part of the Company, or of their Agents, located at all important points.

THE POPE MFG. CO.

PRINCIPAL OFFICE,

597 WASHINGTON STREET, BOSTON, MASS.

Send for Illustrated (36 page) Catalogue.

Branch House, 12 Warren Street, New York.

The Connecticut Bicycle Club,

OF HARTFORD,

WILL GIVE THEIR

FIRST ANNUAL RACE MEETING!

AT

Charter Oak Park, Hartford, September 9, 1884.

THE EVENTS WILL BE

1-Mile, 3.20 Class.—FIRST PRIZE, Gold Medal, value \$25.00. SECOND PRIZE, Silver and Gold Medal, value \$15.00.

2 Mile Tricycle.—FIRST PRIZE, a Hartford Ball Bearing Sewing Machine. The most elegant machine ever put upon the market; an entire work cabinet in itself, nickel plated and handsomely ornamented, value \$70.00. SECOND PRIZE, a handsome Imported Vase Lamp of the celebrated Longwy porcelain, value \$25.00.

½-Mile, Boys under 16.—FIRST PRIZE, Silver and Gold Medal, value \$10.00. SECOND PRIZE, Pair of Hammered Solid Silver Cliff Buttons, value \$5.00.

1-Mile Club Race, for Gold Club Medal, value \$50.00.

1-Mile.—FIRST PRIZE, Elegant Diamond Stud, value \$100.00. SECOND PRIZE, Engraving of Schreyer's celebrated picture, "The Imperial Courier," handsomely framed in bronze and gilt, value \$40.00.

1-Mile, Ride and Run.—FIRST PRIZE, Gold Medal, value \$25.00. SECOND PRIZE, Stevens' Bicycle Rifle, value \$13.00.

ENTRANCE FEE, \$1.00 for each Event.

At 10 o'clock in the morning there will be a short PARADE through the principal streets of the City, and to the visiting Club having the largest number of men in line will be given a very handsome Clock most suitable for Club headquarters.

To all who intend participating in the Springfield Races, we would say: Leave home a little earlier; come to Hartford, September 9; stay over, and do your training on Charter Oak Park, which has the finest track in the country. A good Hotel on the Grounds, where board may be had at \$6.00 per week for Bicyclists.

Address Entries and for further particulars to

5-Mile State Championship.—Open only to Conn. L. A. W. men. PRIZE, Diamond Medal, value \$80.00.

5-Mile.—FIRST PRIZE, an elegant "Colt's" Double-barreled Shot Gun, finished to order for this occasion, value \$100.00. SECOND PRIZE, Engraving of Schreyer's celebrated picture, "The Cavalry Engagement," handsomely framed in bronze and gilt, value \$40.00.

Tug-of-War (1-Mile).—FIRST PRIZE, Silver Cup, chased with gold, value \$35.00. SECOND PRIZE, Handsome Picture, value \$20.00. THIRD PRIZE, Florentine Statuary, "Tug-of-War," value \$5.00.

Exhibition of Fancy Riding by Prof. D. J. CANARY.

10-Mile.—FIRST PRIZE, Full-nickel Expert Columbia Bicycle, value \$145.00. SECOND PRIZE, French Marble Clock, value \$40.00. THIRD PRIZE, Seth Thomas Traveling Clock, plush case, value \$10.00.

Consolation.—Handsome Seal Ring, value \$15.00.

GEORGE H. BURT,

P. O. Box 414, Hartford, Conn.

THE FAMOUS STALL & BURT STAR SADDLE.

Designed especially to fill the demand for a comfortable saddle for the American Star Bicycle. Price, \$4.00 Plain; \$5.00 Nickeled. Send Check, or P. O. Order, and obtain solid comfort.

STAR TOOL AND AMERICAN DON BAGS.

These bags are splendidly made of best leather, are in one piece, and are nicely lined. Each has a brass frame to keep it in shape, and contains a series of pockets easily accessible, in which the tools are retained free from rattle. Sent by mail, prepaid, for \$2.00 at your risk, or registered for \$2.10.

PATENT OIL RESERVOIRS,

To hold supply of oil for bearings of wheels and levers of Star machine. A hot box is impossible with these indispensable articles. Price, 50 cents each, or set of four \$1.50 by mail postpaid. registering 10 cents extra.

THE STAR CONTINUOUS ALARM

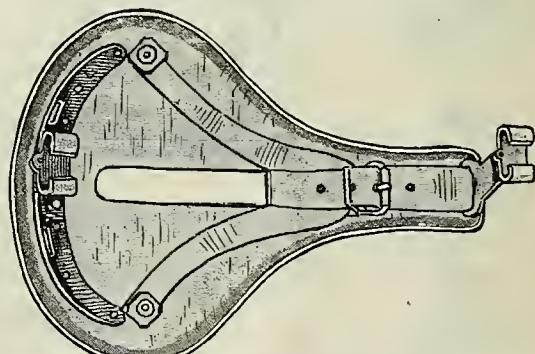
Is the best of this style in the market, giving a loud alarim, consisting of a very musical chord repeated ad. lib. No clock work, no winding up, no swinging on to the tire, getting loose or rattling. Sent on receipt of \$2.00 postpaid, registering 10 cts. extra.

We make a specialty of supplying Agents and Dealers throughout the country with sundries at greatly reduced prices, which will be sent on application.

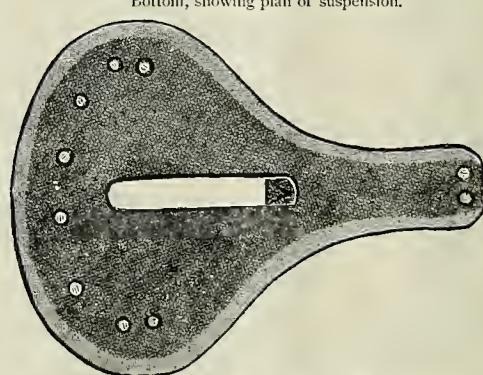
We handle all the well known makes of Bicycles and Tricycles, and make a specialty of the Special Improved Star. 28 page catalogue sent on receipt of 2 cent stamp.

STALL & BURT,

509 TREMONT STREET, BOSTON, MASS.



Bottom, showing plan of suspension.



Top of Saddle, showing seat.



Side view, showing height of front standard.

STALL & BURT STAR SADDLE.

a series of humorous lines. Published by White, Stokes & Allen, 182 Fifth avenue, New York. Price, post-paid, \$1.75.

The interest in THE SPRINGFIELD WHEELMEN'S GAZETTE far exceeds our most sanguine expectations, and the words of cheer received from all quarters would more than fill a paper itself. But the following from a leading daily paper shows how we are appreciated by the outside world: "Editor Gazette:—Some individual of laudable tastes, but depraved morals, abstracted the July number of the GAZETTE from our editorial room half an hour after I had removed the wrapper, obliging me to ask the favor of another copy in order to enjoy its contents."

Tricycling is beginning to be the fashion among Washington women. For a long time Mrs. Lockwood, who has a lawyer's license to practice, has bowled over the smooth asphalt streets on a tricycle; but latterly two or three ladies have appeared, one riding a tricycle while her husband accompanied her on a bicycle. Two young women recently appeared on Pennsylvania avenue, mounted on a double tricycle, and the wife of an admiral is trying to form a club of well-known society women to bring the machine in fashion. She will in all probability succeed.

That there should be a really interesting international wheeling contest, here in England, needs no lever to heighten its importance in the eyes of all actual lovers of the sport. Nothing could possibly prove more beneficial to every one concerned. We want to see, and know such men as Hendee, Burnham and Frazier here in our own little island, pitted in amicable combat against, say, Speechley, Gaskell, Thompson, Liles and others.—*Wheeling*. No better place for an international meeting than Springfield, September 16 to 19. Send along your fliers, and then come and witness the greatest bicycle event of the world.

The Maori king, Tawhaio, when on his visit to the exhibition at Melbourne, was docile until he reached the Sports Depot exhibit, when he beheld a tricycle for the first time. After poking it in the ribs, and otherwise critically examining it, a rider was procured, and the king treated to a private séance. He smiled quietly at first, but the more the tricycle gyrated, the more the king smiled, faster went the machine, broader went the smile, until, at last, fearing some dreadful consequences, the rider was stopped, and a town clerk trotted out, until the king recovered his usual equanimity, in the presence of so great a personage.

A lady in a suburban town was called to the front door the other day by the ringing of the bell. She saw the "deliverer" of an encyclopædia publishing house, who asked: "Does Dr.—live here?" "Yes," was the reply; "what do you want?" "I have an encyclopædia for him in my wagon," said the young man, "and would like to leave it." "Is it a big one?" asked the lady. "Yes," was the reply. "Well," she murmured, "I don't know what the Doctor bought that thing for. I am sure he will never learn how to ride it. And a big one, too! Well, well, some men are fools."

A NOVELTY IN RACING.—An "umbrella race" and "a cheroot and saddle-up race" were two novel contests introduced at a recent up-country meeting in India. In the former each competitor opened an umbrella sharply in the face of his pony, then mounted without assistance, and rode round the

course with his umbrella open. For the latter the conditions were: "Competitors with saddle, bridle, cheroot, and box of matches, to be formed up ten yards in front of their ponies, which will be picked; to light cheroot, saddle up, and ride out to flag and home. First past the post with lighted cheroot to win." An "Amazon" race followed, ridden by ladies.

The Connecticut Bicycle Club, of Hartford, leads off the eastern circuit with a grand tournament on Charter Oak park, Tuesday, September 9. Seven hundred dollars' worth of prizes will be offered for the following events: One mile, 3.20 class; two-mile tricycle; one-mile club; half mile, boys under 16; one mile; five-mile state championship; one-mile ride and run; five-mile; one-mile tug of war; fancy riding; ten-mile; one-mile consolation. For further particulars see advertisement on another page and September issue of THE SPRINGFIELD WHEELMEN'S GAZETTE. As this is the maiden effort of the club, let us all turn out and wake up Hartford, the home of the bicycle.

Karl Kron writes, June 21: "As nearly five months have been expended in securing the 1,404 subscribers now enrolled, I fear there is small chance of my publishing the book before the close of the year unless the remaining 1,600 names needed to ensure success come in at a faster rate. As I shall be obliged to devote the next two months to writing five or six chapters of the book, I can pay little attention to canvassing; but, if each subscriber already enrolled would promptly send in one additional name, I might still be enabled to issue the book in October. The number of pages promises to be so large as to oblige me to put the price of the book at \$1.25, except to those who pledge their names and dollars in advance."

The *Mirror of American Sports* of Chicago, having got a clear lead of all the sporting papers in giving "cycling news," is growing ambitious, and wants wheelmen of Chicago to do likewise. In speaking of the Chicago tour of wheelmen to Boston, it says: "Let us hope they will benefit by experience and observation. Next year Chicago should have a cinder-path; the League meet; and, possibly, a first-class international tournament. Think this over, gentlemen of the Chicago Bicycle Club, and when you return, let the bicycling world know that Chicago can take the front in the wheeling ranks." Of course the *Mirror* means next to the Springfield Bicycle Club, for we shall be up and doing next year, keeping the lead as of old.

The New Haven Bicycle Club will hold its fifth annual fall races on Hamilton Park, New Haven, Conn., Tuesday and Wednesday, September 23 and 24, 1884, when \$1000 in prizes will be offered, consisting of gold, silver and bronze medals, silver ware, etc., etc. Programme: First day, 2 P. M.—one-mile novices' race; two-mile club championship; one-mile scratch; five-mile tricycle; five-mile handicap; one-mile 3.20 class; ten-mile scratch; two-mile handicap. Second day, to A. M., grand parade; 2 P. M.—three-mile state championship; five-mile scratch; one-mile tricycle; three-mile handicap; twenty-mile scratch; one-mile consolation. 8 P. M.—entertainment at New Haven skating rink, Dwight street near Whalley avenue, consisting of club drills, amateur fancy riding contest, and professional fancy riding, to conclude with the presentation of prizes. Special record medals will be presented to the winners of the one-mile, five-mile, ten-mile and twenty-mile scratch races, provided the present mile record is lowered,

the five miles made in fifteen minutes or less, the ten miles in thirty minutes or less, and the twenty miles in one hour or less. Record medals will also be given for broken records in other races.

Items of Interest.

The L. A. W. cleared by its Washington race meeting \$636.

Scotland has 42 bicycle and tricycle clubs; Ireland 24, and Germany 18.

Howell, the English champion, is doing wonders across the water, and it is probable that before the season is over twenty-one miles in an hour will be accomplished.

H. W. Corsellis holds the best tricycle record for one-mile, having made that distance in the wonderful time of 3m. 3 2-5s. at the handicap race of the Pickwick Bicycle Club, held June 21 at London.

The annual meet of Scottish wheelmen was held in St. Andrew square, Edinburgh, June 14, 590 riders being present, or 105 more than in 1883, and over 300 more than in 1879, when the first meet was held.

W. Brown of the Brixton Ramblers Bicycle Club of London, England, lowered the quarter-mile record on June 26, by covering the distance in 40 2-5s., beating A. Thompson's record of 40 3-5s. made last season.

It is estimated by the *London Times* that in England there are over 300,000 cyclists, and that the capital invested in the manufacture of bicycles and tricycles is about \$15,000,000, employing from 6,000 to 10,000 men.

Canadian amateur records: One-mile, bicycle, C. F. Lavender, 3m. 6s.; two-miles, bicycle, R. W. Hamlin, 6m. 54 1-2s.; three-miles, bicycle, F. J. Campbell, 10m. 9s.; four-miles, bicycle, W. G. Ross, 13m. 55s.; five-miles, bicycle, W. G. Ross, 17m. 14 1-5s.; one-mile, tricycle, C. A. Motherill, 4m. 3 1-8s.

The hundred miles road trial of the London Bicycle Club was established in 1877, and the winners since then, with time, have been as follows:

1877, C. Walmsley, Sh. 23m. 3s. Head wind.
1878, F. E. Appleyard, 7h. 15m. 55s. Fair wind.
1879, A. H. Koch, Sh. 57m. 55s. Fair wind.
1880, A. D. Butler, 12h. 2m. os. Adverse gale.
1881, L. B. Reynolds, 7h. 55m. os. Fair wind.
1882, H. R. Reynolds, 7h. 26m. os. Fair wind.
1883, H. R. Reynolds, 7h. 28m. os. Fair wind.
1884, G. F. Beck, Sh. 26 m. 40s. Chopping wind.

The June number of THE SPRINGFIELD WHEELMEN'S GAZETTE was mailed to 9,059 wheelmen in 1,113 cities and towns in the United States and Canada; nearly 400 newspaper exchanges, and over 1,000 copies to wheelmen in twenty-six cities and towns in England, five towns in New Brunswick, seven towns in Nova Scotia, three towns in Germany, two towns in Scotland, one town in Cuba, two towns in Japan, one town in the West Indies, four towns in New Zealand. We would like to hear from other wheel papers. We don't like to boast of our popularity but feel a little proud of the above record.

A BICYCLE SIXTY YEAR'S AGO.—An old resident says: "Mr. Brakenridge's 'Egyptian chariot,' so called, is what was known in its day as a 'Stanhope' carriage. It was built by John Q. Cox of Norwich, and was purchased of him by the late Joel White." He says that "John Cox, the

father of the carriage builder, was a skillful blacksmith, and built and used a bicycle, with one large and one small wheel, sixty years ago." The fact is well authenticated, and it is more than probable that Norwich leads this country in the use of this popular vehicle, which is not such a modern machine as most people suppose.—*Norwich Bulletin*.

RACE MEETINGS.

CLEVELAND BICYCLE CLUB.

About a thousand spectators and over one hundred wheelmen witnessed the third annual races of the Cleveland club, on July 10, at the new Athletic park. The races were only intended to be local ones and really were the formal opening of the new park,—yet wheelmen from towns in Northern Ohio were present and added much to the interest. The following events were contested:

Quarter-Mile Dash.

	MIN.	SEC.
W. H. Wetmore, 1st,	43	1-2
F. P. Root, 2d,	44	1-2
W. F. Knapp, 3d.		

One-Mile Dash.

	MIN.	SEC.
Asa Dolph, 1st,	3	01 4-5

One-Mile Club Championship.

	MIN.	SEC.
Geo. Collister, 1st,	3	13 1-2

One-Half-Mile Dash.

	MIN.	SEC.
W. F. Knapp, 1st,	1	31 3-4
F. P. Root, 2d,		
G. E. Thackaray, 3d.		

Five-Mile Club Championship.

	MIN.	SEC.
J. H. Collister, 1st,	19	59 3-4
F. S. Borton, 2d,	20	01 2-5
A. E. Sprackling, 3d,		
B. F. Wade, 4th.		

Two-Mile Open.

	MIN.	SEC.
W. H. Wetmore, 1st,	6	56 1-2
A. Kron, 2d,	7	20
C. D. Kershaw, 3d.		

The track more than came up to expectations as the times by new men will show.

The following officials served: Referee, J. H. Wade, Jr.; timers, C. H. Potter, G. H. Potter, J. H. Wade, Jr., and Alfred Ely; judges, Blake Hendrickson, Medina; A. C. Rogers, Forest City Club; J. D. Pugh, Jr., Cleveland Club; starter, Harry Glidden; scorer, A. L. Garford, Elyria; clerk, Alfred Ely.

After the races about forty wheelmen adjourned to Coits for supper where the prizes were presented.

KINGS COUNTY WHEELMEN.

The second annual meeting was held on the grounds of the Williamsburg Athletic Club, Brooklyn, N. Y., on Saturday afternoon, June 21, and although the weather was extremely hot, they seemed to find much enjoyment in witnessing the races.

Two-Mile Race.

	MIN.	SEC.
William Maxwell, 1st,	6	49
N. P. Tyler, 2d,	6	51 1-2
M. L. Bridgman, 3d.		

One-Mile Race, Championship, Heights Wheelmen.

	MIN.	SEC.
T. G. Condon, 1st,	3	34 1-2
E. J. Milbau, 2d,	3	36
F. L. Dunnell, 3d.		

Half-Mile Run, Without Hands.

	MIN.	SEC.
H. J. Hall, Jr., 1st,	1	49 3-4
George E. Cain, 2d.		

Half-Mile Race, For Club Members.

	MIN.	SEC.
E. Candidus, 1st,	1	39
Charles Fuller, 2d,		
H. H. Stults, 3d.		

One-Mile Race.

	MIN.	SEC.
Edward Pettus, 1st,	3	45 1-5
Hermann H. Koop, Jr., 2d,	3	54

Three-Mile Race.

	MIN.	SEC.
William Maxwell, 1st,	10	31
H. J. Hall, Jr., 2d,	10	31 1-5
<i>One-Mile Race, Championship of Brooklyn Bicycle Club.</i>		
E. Annan, Jr. 1st,	3	30 3-4
F. B. Jones, 2d,	3	40
Charles J. Earl, 3d.		

Twenty-Five-Mile Race.

	MIN.	SEC.
Edward Pettus, 1st,	1	48 8 3-4
H. J. Hall, Jr., 2d,	1	48 9 1-5

MONTREAL BICYCLE CLUB.

The open amateur race meeting of this club was held at the Point St. Charles half-mile track, Montreal, Canada, June 21. The weather was fine, but the track was not in good condition.

One-Mile Race, Non-Winners.

	MIN.	SEC.
G. R. Angus, 1st,	3	39
J. R. Scales, 2d.		

Half-Mile Race, Heats, Two in Three.

	MIN.	SEC.
G. S. Low, 1st,	1	36 1-2
F. Campbell, 2d,		
J. H. Low, 3d.		

Three-Mile Race, Roadsters, 35 lbs. or Over.

	MIN.	SEC.
P. E. Doolittle, 1st,	11	
M. F. Johnston, 2d.		

One-Mile Race, Third Class.

	MIN.	SEC.
J. G. Ross, 1st,	3	42
J. T. Gnaedinger, 2d.		

One-Mile Race, Open.

	MIN.	SEC.
C. F. Lavender, 1st,	3	15
G. S. Low, 2d,	3	15 3-4
F. C. Holden, 3d,	3	16 3-4

One-Mile Sociable Tricycle Race.

	MIN.	SEC.
Merrill Brothers, 1st,	4	43 1-2
A. T. Lane and R. Smyth, 2d.		

Two-Mile Race, Second-Class.

	MIN.	SEC.
M. F. Johnston, 1st,	7	20
J. G. Ross, 2d,	7	21 1-2

Fancy Riding.

	MIN.	SEC.
Oliver Brumel, 1st,		
P. E. Doolittle, 2d,		
G. H. Hill, 3d.		

Five-Mile Race.

	MIN.	SEC.
C. F. Lavender, 1st,	17	41
P. E. Doolittle, 2d,	17	42
F. Campbell, 3d.		

OVID BICYCLE CLUB.

The Ovid club held a series of races, July 4. The races were run in the streets and were witnessed by a large audience.

Half-Mile Dash.

	MIN.	SEC.
Will C. Marvin, 1st,		
Robert Armour, 2d,		
L. D. Meinger, 3d.		

Half-Mile, Best Two in Three.

	MIN.	SEC.
L. D. Meinger, 1st,		
Robert Armour, 2d.		

Half-Mile Without Hands.

	MIN.	SEC.
Will C. Marvin, 1st,		
L. D. Meinger, 2d.		

PAWTUCKET, (R. I.), BICYCLE CLUB.

This club held its races at Roger Williams park, July 12.

Half-Mile Dash.

	MIN.	SEC.
Fred Binford, 1st,	1	42 1-2
Charles H. Wood, 2d,	1	43 1-4

One Hundred Yards Slow Race.

	MIN.	SEC.
F. F. Ames.		
<i>One-Mile Race.</i>		

	MIN.	SEC.
Fred Binford, 1st,	3	26 1-4
A. B. Mann, 2d.		

Three-Mile Championship.

	MIN.	SEC.
A. B. Mann, 1st,	11	18 1-2
Fred Binford, 2d,	11	19 1-2

TROJAN WHEELMEN.

The first annual meeting of the Trojan Wheelmen was held at Rensselaer park, Tuesday, June 24, in presence of a large audience and was a success every way.

One-Mile Bicycle.

	MIN.	SEC.
H. N. Strait, 1st,	3	42 1-2
W. J. Wyley, 2d,	3	43 2-5
Geo. S. Coutie, 3d,	3	44

Two-Mile Bicycle.

	MIN.	SEC.
C. H. Ross, 1st,	7	53 1-4
G. R. Collins, 2d,	8	11 1-4
F. S. Searl, 3d,	8	22

One-Half-Mile Bicycle.

	MIN.	SEC.
Chas. Seymour, 1st,	1	50 3-4
E. B. McMillan, 2d,	1	57 4-5

Three-Mile Club Championship.

	MIN.	SEC.
W. J. Wiley, 1st,	12	08 3-4
P. S. Haner, 2d,	12	12 2-5
Geo. S. Coutie, 3d.		

Five-Mile Bicycle.

	MIN.	SEC.
T. B. Collins, 1st,	20	51 3-4
H. N. Strait, 2d,	21	15
J. G. Burch, Jr., 3d,	21	19

One Hundred Yards Slow Race.

	MIN.	SEC.
H. N. Strait, 1st,	2	50 3-4
F. S. Searl, 2d,	2	48

THE BOSTON RACES.

A tremendous crowd witnessed the Fourth of July races on the Boston Common, under the auspices of the city government. The track was four laps to the mile and badly adapted to the requirements of a first-class race meeting. The events passed off successfully and punctually as follows:

One-mile, amateur, gold and silver medals.—C. F. Haven won easily in 3m. 26 1-2s.; C. I. Whitney, second. Eight started in the two-mile amateur race, for a gold and silver medal; C. F. Haven made the first mile in 3m. 37s., and two miles in 7m. 12 1-2s.; C. S. Whitney was second. Wilson, Harrison, Neilson and Young started in the five-mile professional race, Neilson won easily, Harrison second, Young third. The times were as follows: One-mile, Neilson, 3m. 42 1-2s.; two-miles, Harrison, 7m. 27 1-2s.; three-miles, Harrison, 11m. 13 1-2s.; four miles, Harrison, 15m.; five-miles, Neilson, 18m. 28 1-2s. The prizes were \$50, \$30 and \$20. E. P. Burnham won the mile tricycle race in 4m. 46 1-2s.; C. F. Haven second. The prizes were a gold and a silver medal. Burnham also won the five-mile amateur race, W. N. Finley second. The times were: Finley, one-mile, 3m. 48s.; two-miles, 7m. 29s.; three-miles, 11m. 10s.; Burnham, four-miles, 14m. 45s.; five-miles, 18m. 19s. The prizes were gold and silver medals.

SALT LAKE BICYCLE CLUB.

The bicycle races held at Salt Lake City under the auspices of the Salt Lake Bicycle Club were quite exciting and hotly contested throughout, the most interesting race being that for the championship of Utah, and the gold and silver medals. The gold medal is valued at \$50 and is a very pretty piece of workmanship. The silver medal is also a very neat medal valued at \$26. This race was for the best two in three one-mile heats. The first heat was won by William Wood, time, 3:30. Second heat by W. Jennings, 3:29 1-2. Third heat by William Wood, 3:26. The last heat was very closely contested, there not being a length's difference between the two wheelmen throughout the entire heat. After this came a handicap race best two in three one-quarter-mile heats. The positions of the riders were as follows: Jennings, scratch; Wood, 15 feet ahead; Silver, 30 feet; G. H. Cartright, 78 feet. The first heat was won by Jennings, second by Wood, on a foul, and the race was finally won by Mr. Cartright who captured the silver goblet that was offered as the prize. At the close of the exhibition Messrs. Wood and Jennings gave an exhibition of fancy riding.

CANADIAN CHIPS.

CONTRIBUTED BY P. E. D'ALPIN.

Westbrook, the Brantford crack, announces that he is about to join the ranks of the professionals.

Mr. W. V. Gilman of Nashua, N. H., ex-treasurer of the L. A. W., is now an honored member of the C. W. A.

A new club is said to have been formed in Hamilton to be called the Ramblers. J. Moodis is the leading spirit.

Since the appointment of Mr. Horan S. Tibbs as chief consul for the Canadian division C. T. C., the membership in the Dominion has been rapidly increasing.

H. B. Donly, secretary and treasurer of the C. W. A., who has been secretary and treasurer of the Simcoe Bicycle Club since its formation, three years ago, has resigned the latter office.

The Winnipeg Club held successful races on the 19th. This is a live, go-ahead club. It was represented at the C. W. A. meet in Toronto by Mr. W. A. Capon, its wheel sergeant-major.

The Montreal Club is the second oldest and one of the largest and wealthiest in America. It has an active membership of 103 with some 450 associate members, occupying a club house that cost \$28,000.

The report that the Forest City Club of London had disbanded is not true. The club has renewed its membership to the C. W. A. for the new year, and still retains the premier position in the Association.

Newton Myers, a member of the Forest City Club of London, has been protested and suspended from membership in the C. W. A. He ran, won, and accepted a money prize of \$2.50 at a village celebration on July 1st.

The Ramblers' Wheel Club of Belleville is reported to have decided upon joining the C. W. A. It is the most important Canadian club outside of the Association, and will be a decided acquisition to its strength.

The Newcastle Club is one of the most enterprising and enthusiastic in Canada. It has now

fifteen wheeling members, with some fifty honoraries. The club gave a promenade concert in honor of the Chicago tourists the night they stopped in the town.

Messrs. J. S. Brierly, J. A. Munhead, and H. B. Donly have been appointed a membership committee for the C. W. A. One of the first cases to come before them will be that of Fred Westbrook, who, in addition to being charged with throwing a race in Belleville, is said to have been guilty of crooked work in Kingston.

Perhaps no city on the continent, of the same size, can equal Toronto for wheelmen. There are two clubs,—the Wanderers with a membership roll of eighty, and the Torontos with upwards of 100 members, out of which they turned out on parade on the 1st of July eighty-four riders in uniform, which is the best record for America.

Fred Westbrook, a Canadian bicyclist of some note as a racer, is charged with having sold a race at Belleville, Ont., recently, in which he was a favorite. The charge is apparently well founded, and it is highly improbable that the "crooked" work can be repeated, as clubs throughout the Dominion will not admit Westbrook in any contest.—*Mirror.*

A company, principally composed of officers of the C. W. A., has been formed to purchase and conduct the *Canadian Wheelman* as the official organ of the Association. Mr. H. S. Tibbs was elected president, Mr. J. S. Brierly secretary and treasurer, Mr. W. K. Evans editor, and Messrs. Tibbs, Eakens, and Donly associate editors, the latter having charge of all Association matters.

A couple of closely contested races were run in Toronto on July 3. The prizes were offered by the Toronto Lacrosse Club. One mile—C. F. Lavender, Toronto Bicycle Club, first; W. G. Ross, Montreal Bicycle Club, second, by half a foot. Time: 3m. 6s.; being the best on record. The race was a hot one from start to finish. Three miles—F. J. Campbell, Toronto Bicycle Club, first; G. S. Low, Montreal Bicycle Club, second. Time: 10m. 9s.; another best on record for Canada.

The Detroit Club's touring party left that city on Sunday morning and rode to Dealtown, sixty-two miles for the first day's journey. The second day's run was to St. Thomas, sixty-three miles; Wallacetown had been the place on the programme, but an extra push was put on. A halt was made in St. Thomas until after dinner of the third day; London was reached in two hours. There they were entertained by the city clubs, and left next day for Goderich via the far-famed Goderich Road. The following gentlemen comprise the party: F. E. Hunt, Elkhart, Ind.; Fred Warner, Farmington, Mich.; O. E. Fleming, Windsor, Ont.; A. G. Mang, Buffalo, N. Y.; H. E. Ridley, Fairfield, Ont.; L. D. Munger, L. C. Fink, C. E. Alford, J. H. Johnson, R. R. Lansing, R. A. Jones, F. H. Tregaskis, Charles Kudner, R. H. Weeks, A. W. Ives, L. W. Day, W. L. Wilson, and C. E. Dudley, all of Detroit.

OUR MEET.

Upon this side of the broad Atlantic there have not been very many wheel meetings that can lay claim to a greater absolute success than the second annual meet of the Canadian Wheelmen's Association held in Toronto on the first of July (Confederation Day); while, if we take into consideration the size of the constituencies, its success

would seem to eclipse the greatest triumph of the L. A. W.

For a day or two prior to the eventful one wheelmen kept dropping off every train by twos and threes into Toronto; but on the evening previous, and early on the morning of the first they came with a rush that fairly placed the fifty-year-old-that-morning-city at the mercy of three hundred and fifty sturdy wheelmen that soon swarmed all over her streets and in and out of the parks, halls, hotels, restaurants, etc., etc. The first thing on the programme was the annual business meeting of the Association, which was held at eleven o'clock in the Philharmonic Hall. President R. H. McBride occupied the chair. The report of the secretary and treasurer was presented and received with applause. It told how, a year and a half ago, eight Canadian wheelmen met in Toronto and formed the Canadian Wheelmen's Association; how, six months later, the first annual meet was held in London, at which there were present 182 riders, representing fourteen Association clubs, having a total membership of 302 riders. It is but one year from that date, and we find the Association now with a membership of 706, comprising thirty-two clubs; a good showing, truly, for one year. At the conclusion of the reading of the reports, the election of president and vice-president was proceeded with, and resulted in Mr. H. S. Tibbs, the popular president of the Montreal Bicycle Club, being placed in the first place of honor in the Association; Mr. J. S. Brierly of St. Thomas, the first secretary and treasurer, was elected vice. This concluded the business meeting and a general rush was made for dinner.

Promptly on time, at 1:30 P. M., Chief Marshal A. F. Webster with his aides, T. H. Robinson of the Toronto Wanderers, and A. B. Donly of the Simcoe Club, arranged the different clubs in order on Clarence square. The bugle sounded the advance, and, following the lead of the chief marshal, the long procession silently wound its way around the square up on to King street with its broad, level pavements, lined on each side with immense crowds of people, and kept clear from curb to curb by a squad of policemen. By actual count the line contained close on to 350 wheelmen. It was headed by the Forest City Club of London, and contained representatives from some twenty odd clubs. Up King street the procession moved, with polished wheels glittering in the bright sun, and pennants gaily fluttering to the breeze, everywhere followed by thousands of admiring eyes, and ever and anon greeted with hearty applause. Out of King street the line turned on to Young, up Young to Queen, along Queen to College avenue, up the avenue to Queen's park, through the park and out on Grosvenor street, along it and Alexander street to Jarvis street, up Jarvis street to the magnificent grounds of the Toronto Lacrosse Club with its level quarter-mile, cinder track. Arrived there, machines were stacked and the races immediately proceeded with. Over five thousand people watched them; the grand stand alone contained over two thousand. The races resulted as follows:

One-mile, green, R. S. Wilson, Toronto B. C., 3m. 30s.; J. Egan, Woodstock B. C., 2, by one yard; J. Allen, T. B. C., 3; F. W. Monteith, T. B. C., fell on last lap, and F. W. J. Edgar, Wanderers B. C., Toronto, on first lap. Three miles, F. J. Campbell, T. B. C., 10m. 27s.; P. E. Doolittle, T. B. C., 2, by two yards; J. H. Low, Montreal B. C., 3. One-mile, championship of Canada, C. F. Lavender, T. B. C., 3m. 94s.; W. G. Ross, M. B. C., 2, by three yards; H. P. Davies, W. B. C., 3, by two feet; G. S. Low, M. B. C., 4; J. Lamb, Ariel T. C., London, did not finish; Davies was

handicapped by a heavy machine. Half-mile, without hands, P. E. Doolittle, T. B. C., 1m. 50 $\frac{1}{2}$ s.; L. Buckingham, Hamilton B. C., 2; M. F. Johnson, T. B. C., fell near the finish. Two miles, G. S. Low, M. B. C., 6m. 57 1 $\frac{1}{2}$ s.; F. J. Campbell, T. B. C., 2, by ten yards; P. E. Doolittle, T. B. C., 3; C. A. Smith, Rochester (N. Y.) B. C., 4. One-mile, tricycle, C. A. Mothersill, Ottawa B. C., 6m. 16s.; A. T. Lane, M. B. C., 2, by one yard; T. Fane, T. B. C., and T. Monk, T. B. C., did not finish. Two miles, roadsters, not under forty pounds, R. W. Hamlin, Oshawa B. C., 6m. 54 $\frac{1}{2}$ s.; M. F. Johnson, T. B. C., 2, by ten yards; C. E. Doyle, St. Thomas B. C., 3. Curiously enough, this race on heavy roadsters was the fastest two miles ridden in any contest during the afternoon. Five miles, championship of Canada, W. G. Ross, M. B. C., 17m. 14 1 $\frac{1}{2}$ s.; C. F. Lavender, T. B. C., 2, by three hundred yards; J. H. Low, M. B. C., 3; F. J. Campbell, T. B. C., and J. Lamb, A. T. C., did not finish. One-mile, Toronto wheelmen only, H. P. Davies, W. B. C., 3m. 15s.; F. J. Campbell, T. B. C., 2. Quarter-mile, over three hurdles, P. E. Doolittle, T. B. C., 1m. 35 $\frac{1}{2}$ s.; R. T. Blatchford, T. B. C., 2; M. F. Johnson, T. B. C., 3. Fancy riding, by P. E. Doolittle. Club drill, by Toronto, Buffalo, and Wanderers clubs. These races resulted in a new set of Canadian records, which are as follows: One-mile, bicycle, C. F. Lavender, 3m. 6s.; two miles, bicycle, R. W. Hamlin, 6m. 54 $\frac{1}{2}$ s.; three miles, bicycle, F. J. Campbell, 10m. 9s.; four miles, bicycle, W. G. Ross, 13m. 55s.; five miles, bicycle, W. G. Ross, 17m. 14 1 $\frac{1}{2}$ s.; one-mile, tricycle, C. A. Mothersill, 4m. 3 1 $\frac{1}{2}$ s.

In the evening a meeting of the new board of officers was held at the rooms of the Toronto clubs. H. B. Donly of Simcoe was unanimously re-elected secretary and treasurer, a handsome sum being voted to purchase a memorial to be presented to him for his past services. Mr. J. H. Low was appointed chief consul for the Montreal District in place of Mr. H. S. Tibbs elected president. Manitoba was set apart as a district, and Mr. W. H. Nourse elected chief consul. Representatives were elected to the board as follows: No. 1, Messrs. A. McBean, Guelph, and Lloyd Harris, Brantford; No. 3, W. G. Ross and J. D. Miller; No. 5, W. A. Capon. The next meet will most likely be held in Montreal.

ALBANY MEETING.

The third annual race meeting of the Albany Bi. Club occurs on the 10th and 11th of September, at Island park, midway between Troy and Albany, and accessible by railroad, steamboat, and horse cars. In connection with its tournament, will be held a meet of the New York state division L. A. W., the one-mile bicycle and tricycle, and five-mile bicycle, championships of which will be run on these two days. A business meeting of the division will be held at the commodious headquarters on the corner of Lancaster and Lark streets, the evening of the first day, and there will be a parade of visiting wheelmen in Washington park on the evening of the second day.

The races will be started promptly at 2 p. m. each day, and run under the rules of the L. A. W.

The track, which is one-mile in circumference, will be measured eighteen inches from the pole (which is a fixed one) the day before the races, by a surveyor, and his certificate taken, so that there may be no question of records if any are made. \$1,000 in prizes will be given for the eighteen events, of which the following is the programme:

First day.—Novices' race, 1-mile, Albany Bicycle Club; slow race, 100 yards; 2-mile tricycle race; amateur fancy riding; 5-mile race, club championship; 1-mile race, without hands; 1-2-mile dash; 1-mile race, 3.20 class; 5-mile race L. A. W., New York state division championship.

Second day.—1-mile dash, L. A. W., New York state division championship; 1-mile race, Albany Bicycle Club, 1st heat; 1-mile race, Albany Bicycle Club, 2d heat; 1-mile tricycle race, L. A. W., New

York state division championship; 1-mile race, Albany Bicycle Club, final heat; 3-mile handicap race; 1-mile ride and run; 10-mile handicap race; 1-2-mile consolation race.

The three League races will have elegant gold medals, with diamonds, given by the Albany Bicycle Club. The entries for these should be made to B. G. Sanford, secretary New York state division, the others to J. G. Burch, Jr., chairman of the tournament committee, closing September 5. The club now numbers about 170 members, and no effort or money will be spared to make this a gala day in the history of bicycling in New York state.

OHIO DIVISION L. A. W.

The following races have been decided upon for the annual meet of the Ohio division at Cleveland, O., August 18 and 19. \$1,100 in prizes will be given, divided as follows:

One-quarter mile, open, \$40; Gold Medal to 1st, L. A. W. Pin to 2d.
 One-half mile, \$75; Gold Medal to 1st.
 One-mile state championship, \$100; Silver Cup to 1st, Bronze Medal to 2d.
 One-mile handicap, \$100; Gold Medal to 1st, Silver to 2d, Bronze to 3d.
 One-mile novice, \$50; Timer to 1st, Bronze Medal to 2d.
 Two-mile state championship, \$75; Gold Medal to 1st, Butcher Cyclometer to 2d.
 Two-mile handicap, \$75; Timer to 1st, Silver Medal to 2d, Bronze to 3d.
 Three-mile, open, \$75; Silver Lamp to 1st, Silver Medal to 2d.
 Five-mile state championship, \$150; Gold Timer to 1st, Gold Medal to 2d.
 Ten-mile, open, \$225; "Miles" Medal to 1st, Silver Cup to 2d.
 One-half mile tricycle, open, \$40; Gold Medal to 1st, Bronze to 2d.
 One-mile tricycle state championship, \$75; Gold Medal to 1st, Bronze to 2d.
 One-mile consolation, \$20; Timer to 1st.

State championships are open to Ohio L. A. W. men only, the others to all amateurs.

Entrance fee 50 cents for each event.

Entries POSITIVELY close August 10th, to Alfred Ely, corresponding secretary, 873 Prospect street, Cleveland, O.

PROGRAMME.

Monday, August 18.

10 A. M.—Business meeting of the Ohio division.
 3 P. M.—Races at the Athletic park.
 8 P. M.—Fancy riding and club drill championship contests at the Euclid avenue opera house.

Tuesday, August 19.

10 A. M.—Start of the parade at the Public square.
 3 P. M.—Races at the Athletic park.

THE BEST LOOKING MAN.

A Lowell exchange states that the captain of the local club is sure to obtain the special prize at the Springfield meet for the best looking wheelman, and that the prize for the best rider will be between Norcross and Hull. Boston's many beautiful riders seem to have been entirely forgotten.—*Boston Globe*.

Bless you! The woods are full of handsome wheelmen. We don't doubt but that Lowell and Boston will turn out some magnificent surprises, but the Springfield meet is going to be a perfect "banquet of beauty." The Apollos are all coming, also Paris, Orpheus, Ganymede, and those fellows. One reason why we propose to have the street parade in the evening is, that the beauty would be positively painful if paraded in the day time. If the boys all behave as well as they look, —but then, that's just the way our grandmothers used to talk, when we were all ready for church. The fact is, it is going to take a mighty good looking man to carry off the special prize for beauty, and we won't enter the competition, either.

KING OF COREY HILL.

Although H. D. Corey of the Massachusetts Bicycle Club has retired from the racing path for this year, he has not lost any of his old skill and endurance, as the following feat will attest:

On Friday night, while returning home from the office late at night he had to pass Corey Hill, and on the spur of the moment thought he would try and mount it. Turning his machine towards the top he commenced the ascent and proceeded nearly to the summit when his saddle became misplaced and he was forced to dismount.

Determined to have a second try, he returned to the bottom and again commenced the ascent. The hill was in very poor condition, being covered with loose stones and soft gravel, and his wheel got caught in the sand when over half way up, compelling him again to dismount. Nothing daunted, however, he tried it again, this time with success.

Starting slowly, until half the distance was covered, he quickened his pace, and after a hard struggle reached the top. The hill was badly lighted, the steepest part being in total darkness, making it unusually difficult. On the last attempt there were, unfortunately, no witnesses, but the next morning in company with Mr. C. F. Haven of the Ramblers he again tried it.

The first time a pile of boards stopped him, but the second time he rode from base to summit in the presence of a dozen persons, Haven stopping when two-thirds the way up.

The machine ridden was a Rudge weighing only thirty-one pounds, and stood the tremendous strain without the slightest injury.

It is the only crank machine that has ever ridden the hill whose performance has never been questioned. This is the third time that Corey has ridden it, and although it has been tried repeatedly by our best riders, including Burnham and Haven, they have as yet been unable to surmount it.

THE RUDGE LIGHT ROADSTER.

Among the foremost of the manufacturers of bicycles and tricycles in England stands the great firm of Rudge & Co., of Coventry, England, the center of the bicycle industry.

Their vast works cover quite an extensive territory, giving employment to over five hundred workmen, and Messrs. Rudge & Co. rightly claim the title of being the "largest manufacturers of bicycles and tricycles in the world."

Every bicyclist in England is familiar with the name of Rudge, and their machines are well and favorably known in all the civilized parts of the globe.

Commencing a small manufacturer some ten years ago in Wolverhampton, the senior Mr. Rudge, having established his reputation as an extremely careful builder, both for workmanship and finish, gradually enlarged his works to meet the increasing demand for his machines, and is now established at Coventry, where they have attained their present extensive proportions.

The policy of Messrs. Rudge & Co. has always been to give the best value for the money, and although in some cases their machines have been somewhat higher in price than others, they have always found that it paid to build the best, and as the English riders fully realize that a cheap machine is always dear at any price, they have had no hesitation in paying a trifle more and getting the best article that can be made.

One of the principal features of their machines

ROYAL MAIL

LIGHT ROADSTER.

FULLY ESTABLISHED in AMERICAN FAVOR. *The COMING FAVORITE WHEEL!*
HAS HAD THE HIGHEST REPUTATION IN ENGLAND FOR YEARS.

LIGHT, RIGID ROADSTERS AND RACERS.

Won Seven First Prizes and Two Second Prizes at Phila.

Three First Prizes, July 4th, at Boston.

Tangent Spokes, tied as well as brazed; the only wheel having this strength.
Andrews' Head, Warwick Hollow Rim, Bown's *Æolus* Bearings, Oval Backbone, Cow
Horn Handles, Detachable Cranks, Full Enamel, Narrowest Tread in the market.

Weight, 36 pounds. Price, 50-inch, \$127.50.

The following Races were won at Philadelphia on the

"ROYAL MAIL."

Burnham won Half-Mile Amateur.

Burnham won Two-Mile Amateur, lowering the record.

Burnham won Five-Mile Amateur.

Powell won Two-Mile Philadelphia Championship.

Prince won Five-Mile Professional, lowering the record.

Prince won Ten-Mile Professional, lowering the record.

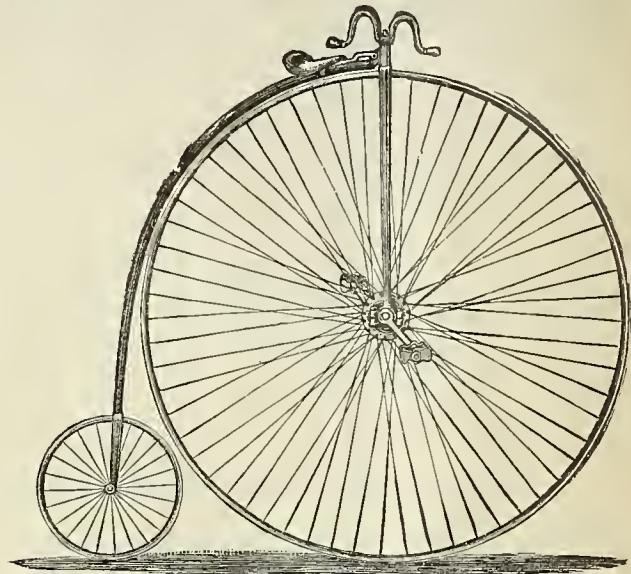
Prince won Ten-Mile vs. the trotting horse "Scotland."

Received much commendation for its rigidity, fine fittings and finish. We invite inspection.

Five-Mile Amateur Championship of England, won on Saturday, June 28, 1884, by R. Chambers, on a "ROYAL MAIL."

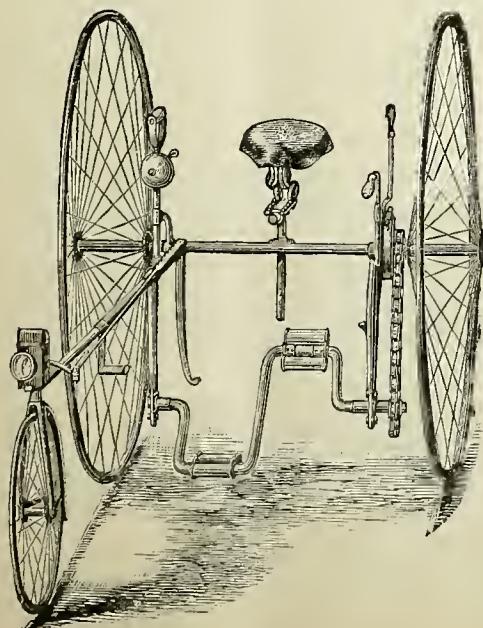
The Great Midland Amateur Prize Ten-Mile Scratch Race for the Speedwell Challenge Cup, won on Saturday, June 28, 1884, at Aston, Birmingham, on a "ROYAL MAIL," being the third successive year the "ROYAL MAIL" has been ridden by the winners of this great Amateur Race.

Since our first introduction of this noted wheel in America this year, we have been unable to keep up with our orders. We offer it as the *best light wheel* yet shown,—perfectly fitted, rigid and true running. Examine them before purchasing.



WE OFFER "OXFORD"

As the most complete medium priced Bicycle yet produced. **Price, 50-inch, \$97.50.** Hollow Forks and Oval Backbone, Dropped Handle Bars, Detachable Cranks, Ball Bearings both wheels, Enamel Finish, etc.



"ROYAL MAIL" TWO-TRACK TRICYCLE.

Easy of access, large and small wheel running in same track, saving friction of middle wheel.
Easily passing over stones and obstacles in road.

We recommend it as the easiest running Tricycle in the market.

Examine these favorite machines at our warerooms, or send for circulars.

WILLIAM READ & SONS,

107 WASHINGTON STREET

BOSTON.

SOLE AMERICAN AGENTS FOR "ROYAL MAIL"

SEND STAMP FOR CIRCULARS.

\$1,000 IN PRIZES.**THIRD ANNUAL RACE MEETING**

OF THE

ALBANY BICYCLE CLUB,
ALBANY, N. Y.

Island Park, September 10th and 11th, 1884.

IN CONNECTION THEREWITH WILL BE HELD A

MEET OF THE NEW YORK STATE DIVISION OF THE L. A. W.

19 EVENTS!

29 PRIZES!

VALUE, \$1,000!

WHICH WILL INCLUDE THE

ONE AND FIVE MILE CHAMPIONSHIPS OF NEW YORK STATE.

Prizes for the last-mentioned Races to be valuable Gold Medals given by the Albany Club.

BICYCLES AND TRICYCLES.

1 36 in. Special Challenge, roller bearings to both wheels, excellent order,	\$40.00	1 52 in. American Club, full nickel, ball bearings both wheels, good as new,	\$125.00
1 36 in. Hecla, nickel and painted, plain bearings, good order,	20.00	1 52 in. Shadow, full enameled, ball bearings to both wheels, excellent order,	100.00
1 38 in. Ideal, bright and painted, plain bearings, good order,	22.50	1 52 in. Shadow, full bronzed, ball bearings to both wheels, excellent order,	100.00
1 40 in. English, bright and painted, plain bearings, excellent order,	37.50	1 52 in. English, painted black, plain bearings, heavy,	40.00
1 44 in. Horsman, bright and painted, plain bearings, excellent order,	37.50	1 52 in. Standard Columbia, painted black, parallel bearings, good order,	65.00
1 44 in. Hecla, bright and painted, plain bearings, good order,	25.00	1 52 in. Standard Columbia, painted black, ball bearings, new this season, excellent order,	75.00
1 46 in. Hecla, bright and painted, plain bearings, fair order,	27.50	1 52 in. Standard Columbia, full nickel, parallel bearings, new this season, excellent order,	85.00
1 46 in. Hecla, bright and painted, plain bearings, good order,	35.00	1 52 in. British Mail, full nickel, ball bearings, been run 30 miles,	135.00
1 48 in. English, bright and painted, plain bearings, good order,	45.00	1 52 in. Howe, nickel and enameled, ball bearings both wheels, excellent order,	100.00
1 48 in. Standard Columbia, bright and painted, plain bearings, fair order,	45.00	1 52 in. Sanspareil, full nickel, ball bearings to both wheels, new but shop-worn,	130.00
1 48 in. Standard Columbia, bright and painted, ball bearings, good order,	67.50	1 52 in. Sanspareil, full nickel, excellent order, nearly as good as new,	115.00
1 48 in. Standard Columbia, painted black, ball bearings, excellent order,	70.00	1 54 in. Standard Columbia, bright and painted, ball bearings, good order,	70.00
1 50 in. Standard Columbia, bright and painted, parallel bearings, good order,	60.00	1 54 in. Standard Columbia, painted and striped, ball bearings, new last season,	80.00
1 50 in. Standard Columbia, full nickel, parallel bearings, excellent order,	70.00	1 54 in. Sanspareil, nickel and painted, ball bearings, excellent order,	115.00
1 50 in. Special Columbia, ball bearings, full nickel, drop bars, excellent order,	85.00	1 56 in. Special Columbia, ball bearings, full enameled, excellent order,	80.00
1 50 in. Harvard, nickel and painted, ball bearings to large wheel, good order,	80.00	1 56 in. Sanspareil, nickel and painted, ball bearings, excellent order,	115.00
1 50 in. Special Harvard, full nickel drop bars, been run 50 miles, good as new,	115.00	1 56 in. Standard Columbia, drop bars, parallel bearings, full nickel, excellent order,	90.00
1 50 in. Special Columbia, bright and painted, ball bearings, excellent order,	75.00	1 58 in. Standard Columbia, parallel bearings, bright and painted, latest pattern, excellent order,	75.00
1 51 in. American Club, full nickel, drop bars, been run 80 miles, good as new,	125.00	1 58 in. Shadow, full nickel, ball bearings, good order,	100.00
1 51 in. American Star, full nickel, been run 30 miles, good as new,	85.00	1 58 in. Royal Mail, bright and painted, ball bearings, good as new,	100.00
1 52 in. Royal Mail, nickel and enameled, new about six weeks ago, nearly as good as new,	120.00	1 Victor Tricycle, new this season, 1883 pattern, good order,	110.00
1 52 in. Extraordinary, bright and painted, ball bearings, new last season,	85.00	1 Columbia Tricycle, new this season, excellent order,	135.00
1 52 in. Harvard, full nickel, ball bearings both wheels, excellent order,	110.00	1 Victor Tricycle, new this season, excellent order, 1883 pattern,	115.00
1 52 in. Harvard, full enameled, ball bearings both wheels, excellent order,	100.00	1 Premier Tricycle, new this season, excellent order,	130.00
		1 Sociable Tricycle, excellent order,	100.00

We have a Complete Stock of new American Star Machines; also the Heclas and Ideals.

The above machines are all as represented, and well worth the prices asked. Our stock of BICYCLE SUNDRIES is complete, and comprises nearly everything in the Bicycle Line.
REPAIRING AND NICKELING A SPECIALTY. N. B.—Second-hand Acme Stands, \$1.25.

THE AMERICAN BICYCLE COMPANY,

M. D. GILLETT, Springfield, Mass.

is "Rudge's Unequaled Ball Bearings," which for simplicity of construction and remarkable running have given them a world-wide reputation.

These bearings were invented by the senior Mr. Rudge some six years ago, and no machine left his establishment until he had personally inspected and adjusted the bearings. Many manufacturers and makers have tried to improve on them but without success, and "Rudge's ball bearings" stand to-day without a rival.

So great is their popularity, that many of the makers of cheap machines are forced to use them, and although their machines are fitted with Rudge's bearings few riders even then, will buy them, as the rest of the work is generally quite inferior.

In point of manufacture and improvement, Rudge has always been one of the most progressive and enterprising builders, having a large corps of skilled draughtsmen and mechanics connected with the works, and improvements are constantly being made, and, as they fully realize the wants of the riders in regard to weight, strength, and easy running, no labor is spared to make their machines as perfect as possible.

The Rudge machines had long been well and favorably known in this country, but not to any great extent, until the spring of 1883, when to Messrs. Stoddard, Lovering & Co., 10 Milk street, Boston, the largest importers of bicycles in the United States, was given the sole agency and control of all Messrs. Rudge and Co.'s machines, and they immediately commenced to place these celebrated machines on the American market.

On the arrival of the first invoice of the machines, Mr. H. D. Corey, manager of Messrs. Stoddard, Lovering & Co.'s bicycle department, took a fifty-two inch Rudge weighing thirty-four pounds, and, during six weeks of constant riding, gave it a thorough and very successful test over some of the worst roads in Massachusetts.

In construction the machine differs from almost any other in the country. It is fitted with Rudge's ball bearings to both wheels, and to the pedals as well, which reduces the friction to a minimum.

The wheels are fitted with the celebrated Clement Hollow Rim, which, being in one piece, makes it a very light and at the same time an extraordinarily strong machine.

The spokes are tangential, crossing at right angles and firmly braced at each intersection, making the wheel practically a solid one.

The forks are elliptical and bayonet shape, being very stiff and rigid.

The backbone is round and fitted with a pair of very strong semi-tubular rear forks of a graceful pattern.

The handle bar, one of the most important parts of a bicycle, is of the curved pattern, slightly dropped at the ends. Being hollow it makes the handle bar lighter and very much stronger, so that Messrs. Stoddard, Lovering & Co. have never been called upon to replace a single bar through breakage.

Mr. Corey was the only rider of the Rudge for some time, for he wished to give it a thorough trial before it was offered in the market. He found that the Rudge differed greatly from any other wheel he had before ridden, the chief difference being the remarkably narrow tread combined with the great strength of the hollow rim and tangential spokes, enabling him to ride hills which he had repeatedly tried to do on other machines, but failed.

After giving the machine a thorough trial and feeling sure that the demand for lighter machines than those in general use would be needed, large orders were at once placed with Messrs. Rudge & Co., for prompt delivery. These were soon received and inspected by our leading road riders and racing men. The result was that men like Hendee, Midgely, Clafin, Burnham, Hitchcock, and indeed all the crack road and racing men of the day were seen mounted on these celebrated machines.

In England the record of the Rudge on the road and path was unparalleled, and it was rare when any important meet occurred, that a Rudge did not come to the front, to the glory of its rider, and, from present appearances, it certainly looks as though it would surpass its previous records and even outdo itself in this country.

Among the many noted achievements on the Rudge Light Roadster are:—The riding of Corey Hill three times by Mr. H. D. Corey on a thirty-two pound machine, a feat which has never been done before or since by any other crank machine; then the winning of the League championship twice in succession by Mr. G. M. Hendee on a thirty-four pound machine; then the winning of the one-hundred mile Boston Bicycle Club road race by Thomas Midgely on a thirty-five pound machine, defeating all competitors who were mounted on much heavier machines; then the beating by Mr. Corey the best twenty-four hour ride in this country by twelve miles, mounted on a thirty-one pound machine.

These performances prove most decidedly that the machine is both strong and fast, and although it has only been introduced in this country a trifle over a year, it has fairly won its very high reputation on its own merits and not by extensive advertising.

The net weight of a fifty-four Roadster is about thirty-six pounds, which is plenty strong enough to carry a person weighing one hundred and eighty-five pounds.

It is a curious fact that since its introduction in this country its agents here have found that the demand has been mostly for the large sizes of the machines ranging from fifty-threes to sixty-twos, showing that they were to be ridden by the older and more experienced riders, as well as by the younger men.

The same high grade of workmanship which characterizes it in England is rigidly maintained in all machines sent to this country, they being carefully examined before shipment, and the Rudge Light Roadster of the United States is precisely the same machine in every detail as the celebrated Rudge of England.

The demand for these machines has been so great that a large stock is constantly kept on hand by Messrs. Stoddard, Lovering & Co., and not often does a rider have to wait for his order to be filled.

It has been the aim and intention of Messrs. Stoddard, Lovering & Co., to place a light, rigid machine on the American market, that will stand, and make a name for itself. So far it has exceeded their most sanguine expectations and although several machines built of poorer material (resembling the Rudge in some points) have appeared on the market, the "Rudge" still maintains its enviable reputation, and its agents are to be congratulated on its increasing success and popularity.

A WHEEL IN YORK STATE.

CLUB RUN OF THE SOLITARIES—THEIR DAY OFF
—UP THE HUDSON—SCENES EN ROUTE.

Only the earliest birds had begun chirping, and in occasional notes in undertone, at that, when the Solitary Club of Stamford, Conn., mounted for a run amid the glories of the old North river one morning recently.

Soon we were speeding along through the cool morning air, over roads in fine condition since late rains. Coasting a long hill and over the bridge spanning the Mianus river, through the sleepy hamlet of the same name, and over the hills beyond, until, for reasons a wheelman understands, we walk up the hill famous in New England history as "the one Putnam coasted" so hurriedly, away back there during our forefathers' struggles for independence. Our short stop at the Lenox (League) house was so early that "Uncle John" was not up yet, but the club's wants were attended to, and we made the nine miles to Port Chester in an hour, including stops.

Here, coffee, and a train to Mount Vernon; then the wheels spin away over more broken country, although the road bed was good up hills and down, delightful coasting, reaching Yonkers at 7:45 A. M. In gliding through Yonkers' densely shaded streets one gets only fleeting glimpses of the grand old river, but just out towards Hastings, the massiveness of the Palisades begins to be apparent to the beholder, and he reaps the reward of his journey.

Three miles from Yonkers we sit awhile and take notes and sketches, in Dudley's grove, where all Yonkers come to cool off and drive dull care away. The keeper of the then silent grove showed us the boundary stone between Yonkers and Hastings, one mile distant, which town we head for but miss by keeping Warburton avenue instead of turning into Broadway, which perfect specimen of roadway we tested on the return. On through scattering Dobbs' Ferry we went, enjoying so intensely the frequent coast, notably the one down Livingston avenue, that little notice, except in hasty glances, was taken of the shipping on the glistening water, and bits of the rugged opposite shore that showed in twinkling pictures through the foliage as we passed. A guide-board in Dobbs' Ferry pointed vaguely to "Sawmill River Valley," but if old Uncle Dobbs had any saw mills, we failed to see them, or the old gentleman, either, and turned into asphaltum-paved Broadway, which connects Yonkers and Tarrytown by the hardest and smoothest of roads.

While lounging a little at the V—House, whose high rates of fare are against it as a wheelman's stopping place, a gentlemanly member of the Long Island Wheelmen slowed up and dismounted, who proved to be Mr. G. W. Mabie, of Mabie, Todd & Co., Brooklyn, who is taking vacation strolls a-wheel from White Plains, his summer home.

Here the club "chartered a ferry boat and went over to Nyack," wheeling up to the Hook, about as far as paved roads were, and, after doing Nyack, re-crossed the river and returned to Yonkers via Broadway, passing the monument to Major Andre, of Revolution fame, bronzed and gray, standing there mutely telling its own story, through the sunshine and storms as the years go by.

Desperate hand to hand battles in croquet and tennis are waged now on the spacious lawns fronting these magnificent summer homes of the money kings of the city, instead of the pioneer and Indian combats that once occurred along the river. To-

day, amid the fragrance of countless flowers, dainty feet press the bright green carpet, where then wild animals and their wilder hunters roamed at will.

Those coasts on the return from Tarrytown to Vonkers, were something to be remembered. Below Vonkers we left Broadway at Kings Bridge, and had bad roads to Williams Bridge, thence good wheeling to Mount Vernon. We encountered a good many highwaymen and bri'g'ands, who were "bridge hands," and did not molest the club, but tore up the roads badly in many places.

STAMSON.

◆◆◆
“CAPTAIN ED.”

It was not exactly a cyclone, neither was it an earthquake, but simply, as scientists would say, a compound conglomeration of terrestrial and animal matter. It all came about in this way: The Hon. Mayor of our town, accompanied by a friend, was leisurely sauntering along one of the smooth cindered pavements of our town,—which pathway, by the way, has considerable incline, or decline, whichever way you'll have it, just sufficient to be—simply immense for coasting.

The aforesaid twain had not proceeded very far, when an addition was made to their number in the shape of an excited colored man, whose cause for complaint lay in his opposition to a judgment rendered by his honor, in a recent controversy, the present plaintiff being at that time defendant. Thus engaged in earnest conversation, with eyes fixed on the ground, the approach of Captain Ed on his 52 was unobserved. On he came, legs over, at a 2:30 break-neck gait.

Of course he yelled whoa, whoa,—he never carried an alarm bell,—but his honor and companions did not happen to be horses, so his whoas remained unheeded. Square in the chest his 52 struck the Mayor, who in the descending act lovingly grasped his off partner, the two going down together in the double quick Maud S. time. Having settled the Mayor temporarily, Captain Ed gracefully carromed on to the near man—the colored gentleman—knocking him out of time and breath, upon the prostrate forms of his late companions, and then completed the interesting tableau by an exquisite, double back-action header, wheel and all, on top of the struggling group.

FOR SALE.—A 52-inch machine in dilapidated condition; looks as if gone through a mill race.

Inquire, Captain Ed.

W. F. G.

◆◆◆
“NEWARK DUST.”

Jersey is by many supposed to be a “howling wilderness,” the dull monotony broken only by tracts of sand and swamps. That such is not the case, and that it is inhabited by something beside the malaria and the festive mosquito, I shall now endeavor to prove. Newark, the largest city in the State, is situated on the banks of the Passaic river, seven miles from New York, has about 138,000 inhabitants, and is noted for its jewelry, thread, leather, and tin manufactures, and pretty girls. Until lately the leading athletic sport was rowing, there being several large boating clubs on the river; but it has a formidable antagonist in bicycling, which is rapidly pushing its way to the front, many devotees of the oars and sculls discarding them for the wheel. This wide-spread interest in wheeling is mainly due to the enterprising firm of Zacharias & Smith, general bicycle agents and manufacturers of the Star lamp and luggage carrier, they having in less than a year increased

the number of riders in this vicinity from fifty to two hundred. Newark contains two active bicycle clubs, the “New Jersey Wheelmen” and the “Essex Bicycle Club”; the former, having its headquarters at Oraton Hall, was organized in October, 1883, and has at present a membership of thirty active riders; new members are admitted at every business meeting, and before the season closes it promises to be one of the largest and most influential clubs in the State. It has lately adopted a new uniform of dark green serge, which is generally conceded to be the neatest thing out. The officers elected at the annual meeting held in March are: President, W. H. Parsons; vice-president, J. S. Dustin; secretary and treasurer, J. C. Willever; captain, C. W. Northrop; first lieutenant, C. W. Jones; second lieutenant, A. R. Debow; club committee, A. O. Lemeris, H. A. Smith, and Clark Thompson.

The roads in this neighborhood are as near perfect as it seems possible to get them on this “municipal sphere,” rivaling those around the “Hub.” The scenery is widely diversified, and the finest in the State. The “cantankerous countryman” is seldom met, and altogether the lot of cyclers in this vicinity is far from being an unhappy one.

◆◆◆
AMONG OUR EXCHANGES.

Motto for cyclists (adapted, by kind permission, from the popular cry of tradesmen in cheap neighborhoods)—“Tri before you Bi.”—*Funny Folks*.

“Phwat wud Oi want wid a bicycle?” said the ancient Irishman to the boys who had been chaffing him. “Bedad, Oi’d as soon walk afoot as to ride afoot!”—*Lowell Citizen*.

“How old are you?” asked an elderly man of a bicyclist. “I have seen just seventeen summers and one hundred and twenty falls,” ejaculated the fresh youth.—*Canadian Wheelman*.

A Detroit paper says: “The bicyclist beat the zampillarotationist at Ann Arbor last week.” We don’t know what kind of an animal it is, but we are glad to know that the bicyclist came off victorious.—*Boston Post*.

As a rider of the Facile, that smallest of bicycles, was wheeling over the Milldam a few days since, he was greeted by a small boy with: “I say, mister! when yer come ter walk out, why don’t yer leave that thing ter ‘ome?”—*Boston Globe*.

THE SPRINGFIELD WHEELMEN’S GAZETTE for July is at hand and is looking as bright as the “Almighty Dollar” of 1884, and it is well worth that dollar to every wheelman, but they will persist in offering it at fifty cents.—*Western Cyclist*.

The enterprise of the Springfield Bicycle Club in advertising in English wheel journals is likely to be rewarded, as, from what we hear, we have good reason to believe that quite a number of English riders will take part in the races.—*London Cyclist*.

A deacon who was knocked down by a bicycle rider, the other day, lamented for the first time in his life that he had forsaken his worldly ways and couldn’t indulge in profane history without impairing his usefulness as a Christian.—*Binghamton Republican*.

THE SPRINGFIELD WHEELMEN’S GAZETTE, now a monthly publication, is deserving of unstinted praise for its handsome make-up, as well as the excellent judgment displayed in the collection and arrangement of wheel gossip.—*Mirror of American Sport*.

That organ which helps very materially to keep alive the enthusiasm in bicycling—THE SPRINGFIELD WHEELMEN’S GAZETTE—has commenced its second volume. It aspires to be “a fixture in a special journalism.” It is a sixteen-page magazine.—*American Journalist*.

Why was Robinson described on the card as “Amateur Champion of America”? He certainly won the twenty-five mile championship of the States *last year*, but the American championship races have been held *this year*, and “Doodle” no longer possesses the title.—*London Cyclist*.

The Springfield Bicycle Club only offers \$8,000 in prizes at its coming tournament, Sept. 16, 17, 18 and 19, and will expend \$20,000 in making it the great cycling event of the world. We would not be surprised of hearing of its offering “brownstone fronts” and the like next season.—*Western Cyclist*.

Thirty or forty tourists are going to do Europe from Ireland to Italy on bicycles. If it were not an infringement of the bicyclist’s prerogatives, something might be said here about the riders being more tired than the wheels of their machines by the time they get through their job.—*Boston Transcript*.

Col. Albert A. Pope, president of the Pope Manufacturing Company, has been suggested as a candidate for governor on the Independents’ ticket this fall. Colonel Pope would undoubtedly fill the office to advantage, and would receive the solid vote of the cyclists throughout the State.—*Boston Globe*.

The Englishwomen who ride tricycles seem to agree with Mrs. President Bates, for at the annual meeting of the tricycle riders last month, nearly all their machines were finished in black enamel, which, according to President Bates’s report, she thinks best adapted to set off the greatest variety of costumes.—*Boston Transcript*.

THE SPRINGFIELD WHEELMEN’S GAZETTE for June and July has been received, accompanied by a fulfillment of the promise of its birth, to furnish wheelmen with one of the brightest, spiciest examples of cycling literature that is published. Not a line of it but speaks a wheelman’s vigor, and even its advertisements are interesting.—*Lowell Times*.

Baltimore, we believe, furnishes the first instance of a bicycle being used as a vehicle for criminal purposes. William Cook, a young Philadelphian, committed forgery in that city. He escaped to Washington, and during the bicycle meeting in May, put on a red bicycle shirt, went into the headquarters of the wheelmen, and borrowed one of their machines. Arriving at Baltimore, he pawned the bicycle for \$15.—*Buffalo Courier*.

Yes, we think well of bicycles and bicyclers. We love to watch them wing their noiseless way swiftly past the house, and we are glad we do not keep a gun. Every Saturday afternoon there is one particular bicyclist goes by, a fat man, a very fat man in knickerbockers, a pleated blouse, short skirted and gathered in at the belt, mutton-chop whiskers, single eye-glass and navy cap. Grateful indeed are we every Saturday that there is no gun in the house.—*Burlington Hawkeye*.

Probably the most interesting wheeling event of the year will be the Springfield bicycle tournament, which takes place on the 16th, 17th, 18th, and 19th of September, at Springfield, Mass. The list of races is by far the largest ever offered, com-

prising thirty-four, no two alike. They are so varied and classified that wheelmen of all ages and degrees of proficiency may participate. Mr. Leland Howard, of the Capital Bicycle Club, has been complimented with an invitation to act as judge at the tournament.—*Washington Star*.

She was in humble circumstances, but she was a Boston girl, for all that. "Yes, papa is a unicyclist," she remarked to the railroad reporter whom she met on an excursion train. "Indeed?" responded the young gentleman addressed, very much concerned to know what a unicyclist might be, but very much afraid of exposing his western rawness by asking. From a Boston young man on the train it was learned that "papa" imparted the desired impetus to a wheelbarrow used in connection with city improvements.—*Buffalo Express*.

Rumor says that Charlie Palmer and Sutton both intend going to Springfield, so Birmingham will be pretty well represented, and by men who, if they're in anything like the form they have exhibited, will take a lot of beating. Moore said, when he came back from America, that Hendee, if properly trained, would make a name for himself, and since then he has shown that the 1882 champion wasn't far out. Moore managed to beat him at all points in the States, and it will be an interesting contest between Moore's old rival and our Aston men as to which is the superior.—*Wheeling*.

Now they say it was a bicycling tourist who left his spare shirt at a C. T. C. hotel and when he got home, at the end of his tour, wrote to the chambermaid, asking her to send it by parcel post. That ingenuous damsel had plied her needle on the shirt, however, and deftly converted it into a garment for her own use; and, upon receiving the wheelman's letter, she replied to this effect:

"Dear sir, I hope you won't feel hurt;
That I was wrong, why, none can doubt it;
I've made a shift of your old shirt,
You'll have to make a shift without it!"

—*Wheeling*.

A spooney subscriber wants to know how cycling matches are made. We would prescribe the following, in doses according to the strength and age of the individual:—"The fellow gets his girl, and the girl gets her fellow. Then she reaches out toward him, and then he spoke, and axle she wheel into his box, and let him be a hub, and she takes the step and comes at him with a dash, and they are both like a little wheel and she calls him a crank, till he gets tired of her tongue, and thinks she spoke too much, and then he is on a hard seat, and then the devil gets into them both, takes off the varnish, puts on the brimstone at the end, and that completes the match."—*Wheeling*.

It has been discovered that some of the New Haven bicyclists pad their calves—the calves of their legs; those who wear knickerbockers, we mean. There is no need of a man who wears trousers padding his calves. In riding the "machine" when in knickerbocker costume, desirable things are fat calves. Legs *a la* broom-stick are ruled out. The young ladies don't admire them. This forenoon a young rider jogged slowly past the city hall on his "wheel." There was a rent in one of his hose from which there fluttered yarn pennants of three different colors upon the fresh morning air, showing that he had on at least three different pairs of stockings, and possibly as many more. Bicyclists should guard against tearing their stockings.—*New Haven Register*.

Sale and Exchange.

We have opened a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a trifling expense. It often occurs that a wheelman wishes to exchange or sell his machine, or a newcomer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be *one cent per word, each insertion, cash with the order*. Initials and abbreviations count as words. The following example shows the style: —

52-INCH BICYCLE (bright except spokes), Eolus balls, both wheels, hollow forks, movable step, long-distance saddle, King of the Road lamp, stand, etc., \$50; cost \$60 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.

WOULD EXCHANGE my 6 weeks summer vacation for 4 days at Springfield in September.

FOR SALE—51-inch Star, full nickel (except felloes), power trap, rocking pedestal, used four weeks, good as new. Cost \$97, sell for \$75.
O. M. WHITE, GREENVILLE, MICH.

FOR SALE—50-inch Expert Columbia, full nickel, balls all round, used two months, perfect order. Owner wants larger wheel.
A. MUNSON, STAMFORD, CONN.

LOST—September 18, 19, 20, 1883. A Good Time was lost on Hampden Park, on the above dates, by my non-attendance. Will be there this year.

\$120 WILL BUY a Victor Tricycle, new last fall, not bargain.
Also 48-inch Star Bicycle, almost new, for sale cheap.
GEO. E. PATTON, CHATHAM, N. Y.

FOR SALE—But not this year, the excellent time I expect at Springfield in September, 1884.

FOR SALE OR EXCHANGE—Victor Rotary Tricycle, 1883 pattern, Harrington enamel, two lamps, bell, long distance saddle, Arab cradle spring, tool bag, etc. Ridden less than 10 miles, cost \$175, will sell for \$125, or exchange for full nickelized Expert Columbia, or Sanspareil Roadster.
Address E. H. LINDSEY, MANSFIELD, OHIO.

FOR SALE—51-inch Star, power traps, rocking pedals, rubber handles, standard finish, run 260 miles, good as new, except nickel on front bone. Cost, \$103, Price, \$70.
BOX 1516, FITCHBURG, MASS.

STOLEN—By the attendance of my employer, at the last Springfield Meet, a golden opportunity to witness the greatest cycling event of the year '83.

FOR SALE—A 50-inch Enamelled Duplex Excelsior Bicycle. In first-class order (warranted). Price, \$65.
HARRY DOLEN, CHATHAM, N. Y.

EXCHANGE.—Would exchange my photograph with my Springfield girl at the Grand Tournament, September 16, 17, 18, 19, on Hampden Park, Springfield, Mass.

The Amateur Athlete AND ARCHERY AND TENNIS NEWS.

Official Gazette, League of American Wheelmen.

Official Organ, National Association of Amateur Athletes.

Official Organ, National Tennis Association.

Official Organ, National Archery Association.

OUR SPECIALTIES, - - - BICYCLING AND TENNIS.

AN AUTHORITY ON BICYCLE AND FOOT RACING.

SUBSCRIPTION PRICE:

\$2.00 per Year.

\$1.00 Six Months.

BAIRD & COMPANY, PUBLISHERS,

22 New Church Street, - - NEW YORK.

FOR SALE—56-inch Sanspareil Light Roadster, full nickel, ball pedals, Duryea saddle, used three weeks, run 25 miles, cost \$170, sell for \$140, cash. Reason for selling, too large for owner.
H. E. MICKEY, BOX 253, FOSTORIA, OHIO.

WANTED—Some one to take my place so I can attend the great meet at Springfield, in September.
Address OFFICE, WACO, TEXAS.

FOR SALE—Victor Rotary Tricycle, 1883 pattern, good as new, run less than 10 miles, two lamps, bell and tool bag, ball bearings, enamel and nickel finish, will sell for \$110.
E. H. LINDSEY, MANSFIELD, OHIO.

FOR SALE—One 52-inch American Rudge Bicycle, new; 4 balls to both wheels, and bent handle bars; half nickel and painted; will sell for \$104, cash; too small for present owner. HARRY H. BROWN, WAPPINGERS FALLS, N. Y.

ZACHARIAS & SMITH,

Newark, N. J.

Bicycles and Tricycles
Of all leading makes.

Tool Bags—Luggage Carriers
Of our own make.

LAMP
For the American Star.
Send Stamp for Illustrated Circular.

Springfield Printing Co.

PRINTERS, ELECTROTYPERS,

end

BOOK BINDERS,

Springfield, Mass., U. S. A.

COLUMBIA * TRICYCLES.

THE POPE MFG. CO. would respectfully announce that after long and careful experiments with five different speed and power tricycle attachments in different forms, they have completed one which seems to them satisfactory, and have it ready in sufficient numbers to supply it on their new machines, and to any Columbia Tricycle.

THE COLUMBIA POWER-GEAR

Is of simple construction; is applied to the crank-shaft; is operated by a handle, easily accessible, at the left hand of the rider as he sits on the tricycle; is certain and effective in its operation; reduces the speed, and so increases the power for hill climbing about one-third, and is made of the finest material, and with the finest workmanship, and so as to avoid all unnecessary added friction by its use.

Price of Columbia Tricycle, \$160.00

With Power-Gear, 180.00

The COLUMBIA POWER-GEAR will be applied to any Columbia Tricycle, at our factory at Hartford, Conn., for \$25.00.

SEND FOR ILLUSTRATED CATALOGUE.

THE POPE MFG. CO.

PRINCIPAL OFFICE,

597 Washington Street, Boston, Mass.

BRANCH HOUSE, 12 WARREN STREET, NEW YORK.

WITHOUT A PEER. SECOND TO NONE.

The Springfield Wheelmen's Gazette.

ONLY 50 CENTS PER YEAR.

The HANDSOMEST, LARGEST, CHEAPEST and BEST Bicycling paper published in the world. Acknowledged by ALL to be the best paper published in the interest of cycling. All of the news in a compact and readable form.

PUBLISHED MONTHLY AT SPRINGFIELD, MASS.

Subscribe Now!

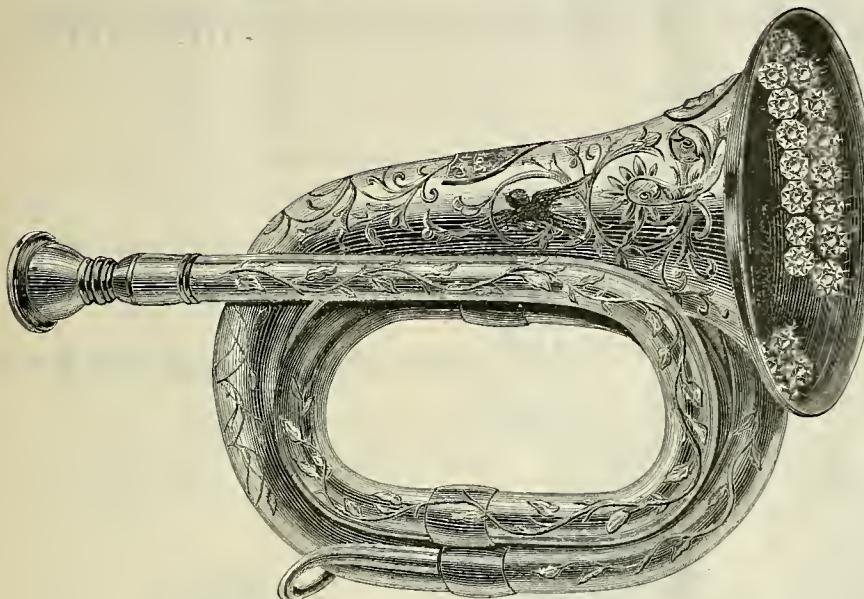
ADDRESS,

SPRINGFIELD WHEELMEN'S GAZETTE,
SPRINGFIELD, MASS.

C. W. HUTCHINS,

MANUFACTURER OF THE

LEAGUE * BICYCLE * BUGLE
AND BAND INSTRUMENTS,
SPRINGFIELD, MASS.



Cut of the Bugle won at the Springfield Meet, September 18, 19, and 20, 1883,
by the Connecticut Club of Hartford, Conn.

PRICE LIST :

No. 1. Bicycle Bugle, in brass,	\$12.00
No. 2. Bicycle Bugle, silver plated, satin finish and engraved,	15.00
No. 3. Bicycle Bugle, silver plated, burnished and engraved,	16.50
No. 4. Bicycle Bugle, gold and silver plated, satin finish and engraved,	17.50
No. 5. Bicycle Bugle, gold and silver plated, burnished and engraved,	20.00
No. 6. Gold plated, finely engraved, with pre- cious stones (same as cut),	75.00

HOTEL * WARWICK, *

SPRINGFIELD, MASS.

By Official Appointment the Headquarters of the League of American Wheelmen
and the Cyclists' Touring Club of England.

Only a few steps above the Depot. Accommodations first-class in every respect. House is new, and all the furniture new, neat, and clean.

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

WILLIAM M. BEMIS, PROPRIETOR.

CHARLES W. MUTELL,
MANUFACTURER OF
Military AND Society Goods

MASONIC, ODD FELLOWS,
KNIGHTS OF PYTHIAS,
G. A. R.

UNIFORMS, PARAPHERNALIA, REGALIA,
SWORDS AND BELTS,
BANNERS, FLAGS, BADGES,
JEWELS,

GOLD AND SILVER LACE,
FRINGE, TASSELS,
BULLION EMBROIDERY.

Odd Fellows' Hall, SPRINGFIELD, MASS.

BICYCLE CLUBS, ATTENTION !

THE Wheelman's Official Score Card

Copyrighted 1883.

We are prepared to make arrangements with any Bicycle Clubs giving Tournaments or Meets in the United States, for the issue of our Score Cards. We will pay liberally for privileges. We have furnished Cards at the following places:-

Springfield Tournament, September 18-20, 1883.

New Haven Tournament, October 10, 1883.

We have contracts for the following places:-

League Meet, Washington, D. C., May 20.

Yale Meet, New Haven, May 28.

Philadelphia, June 17, 18, and 19.

We issue a free Programme giving the records of all the distances, from one mile up.

Special inducements to agents and dealers in Bicycle Goods to advertise in our free Programme.

Correspondence respectfully solicited.

HENRY GOODMAN & BRO.
No. 462 MAIN STREET, HARTFORD, CONN.

CABINET PHOTOGRAPHS

OF
GEORGE M. HENDEE.

Price, 50 cents. Larger sizes, 75 cents to \$2.25.

FRANK W. WESTERVELT,
Box 1305. SPRINGFIELD, MASS.

First-Class Bicycles.

The Rudge Roadster and Raeer.

The Sanspareil Roadster and Raeer.

The American Club.

The British Challenge.

The Royal Challenge.

The Victor Tricycle.

A number of new Bicycles on hand, for sale cheap for cash.

Address

THE SPRINGFIELD BICYCLE AGENCY,
C. E. WHIPPLE, Manager,
No. 329 Main Street, SPRINGFIELD, MASS.

THOMAS BURGIN & SONS,
TENT AND AWNING MAKERS,

14 Bliss Street, Springfield, Mass.

Tents to Rent for Club Headquarters or Private Parties.

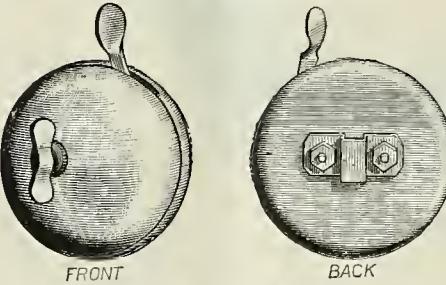
We furnished all of the Tents used at the Springfield Tournament in 1883.

Parties Wishing Tents for the Forthcoming Tournament should send in their Orders Early.

FOR SIZE OF TENTS, TERMS, ETC., ETC., ADDRESS,

THOMAS BURGIN & SONS, - - Springfield, Mass.

THE PERFECTION ALARM, For Bicycles and Tricycles.



Acknowledged to be the BEST. Easily Operated. Automatic and Instantaneous. For sale by all leading dealers.

G. R. BIDWELL, Manufacturer,

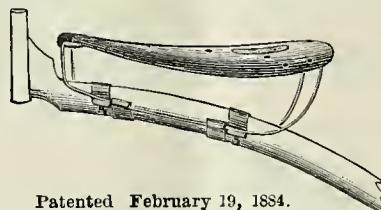
4 E. 60th Street, - - NEW YORK.

—ALSO DEALER IN—

BICYCLES, TRICYCLES,
WHEEL GOODS OF ALL KINDS.

Bicycles on Easy Terms.
SEND FOR CIRCULARS.
OPEN EVENINGS.

Duryea Saddle and Spring.



Patented February 19, 1884.

Used by Prince, Woodside, Corey, Landy, Jenkins of Louisville, Eck, Morgan, Higham, Yates, also Miles, Armaindo and Sylvester, and all the flyers. Can be used also on Star Bicycles.

Fits any Machine (State what machine you ride). Is Low, Neat, Comfortable, Adjustable, and Cheap. Why suffer on the Road any Longer? Try it once and You will use no other; it Makes Road Riding a Luxury. PRICES: Japanned, \$3.00; Nickelized, \$3.75. SPECIAL TERMS TO DEALERS.

MO. WHEEL CO.

210 and 212 N. 12th St., St. Louis, Mo.

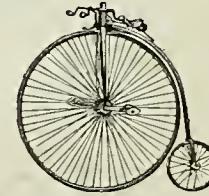
Send postal for list of new and second-hand Machines.

SPRINGFIELD

Gold, Silver and Nickel Plate Works.

BICYCLE POLISHING
AND PLATING

A SPECIALTY.



SEND FOR ESTIMATE.—ALL WORK WARRANTED.

Having put in machinery especially designed for Polishing and Re-plating Bicycles, I am now prepared to execute all orders in this line with thoroughness and despatch. Machines from out of town carefully re-packed for shipment, and orders given prompt attention.

Work First-class and Prices Reasonable.

H. ALBRO,
120 Worthington St., - SPRINGFIELD, MASS.



POEMS OF BICYCLING, BY S. CONANT FOSTER.
Fifty illustrations, quarto volume, bound in pale blue silk, with design in white and gold. Price, \$1.75, post-paid. A beautiful book for the parlor or club table.

WHITE, STOKES & ALLEN,

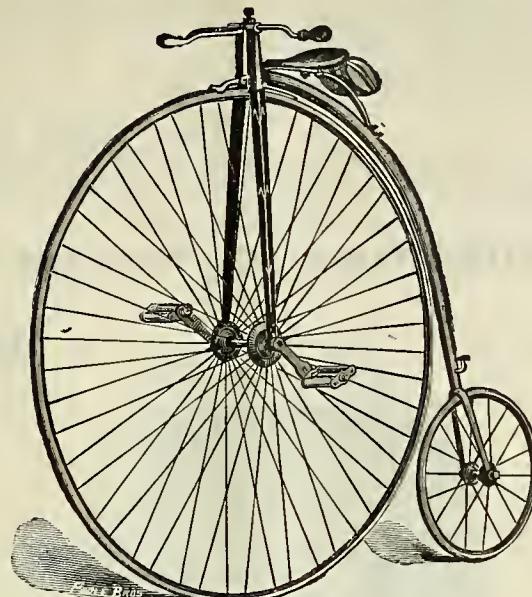
182 Fifth Avenue, - - NEW YORK CITY.

THE * IDEAL * BICYCLE

The Best and Neatest Machine for the price made in the U. S.

MANUFACTURED BY GORMULLY & JEFFERY, 222-224 N. FRANKLIN STREET, CHICAGO, ILL.

SOLE AGENTS
FOR
LOUDON'S
CELEBRATED
BICYCLE
TIRE
CEMENT.



Makers of 5 Different Kinds
—OR—
ALARM BELLS, COLOR STAFFS,
FLAGS,
Long Distance Saddles,
ADJUSTABLE
Patent RUBBER STEPS, Etc.

The IDEAL Bicycle is nicely finished, having Nickled Head, Handle-bars, Cranks, Saddle Spring, Wheels nicely varnished and gold striped. Every Bicycle is furnished with Tool Bag, Oil Can, and Nickled Wrench. SEND STAMP FOR CATALOGUE. Prices from \$35.00 to \$72.00.

BRIGHAM & SCOTT, IMPORTERS & TAILORS.—BICYCLE SUITS.

Makers of the Springfield Bicycle Club Suits.

NO. 411 MAIN STREET,

SPRINGFIELD, MASS.

THE AMERICAN STAR BICYCLE. A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

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

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

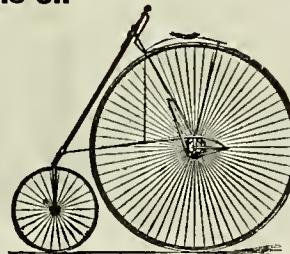
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

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

For further particulars address,

H. B. SMITH MACHINE CO.

Smithville, Burlington Co., N. J.



BICYCLE HOSE,

Knit from the very finest Saxony and Worsted Yarn obtainable. Our Hose are the finest made, and we challenge comparison to any other in the market.

PRICE:

Saxony, = = = \$1.00

Worsted, = = .90

BY MAIL POST-PAID.

In ordering give size of shoe worn, and color of Stockings wanted.

Special Prices to the Trade and Clubs.

ERNST A. BENNINGHOFEN,
HAMILTON, OHIO.

D. J. CANARY, Champion Trick Bicycle Rider.

For Terms, Dates, etc., apply to

D. J. CANARY.

Permanent Address :

Care POPE MANUF'G CO.
597 Washington Street, BOSTON, MASS.

BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to
GUMP BROS.
Dayton, Ohio,
For Large Illustrated Price List of New
and Second-Hand Machines.
Second-Hand Bicycles taken in exchange,
Bicycles repaired and nickel-plated.
Cash paid for Second-Hand Bicycles.



E. C. BARR & SON, Finest Restaurant

In Western Massachusetts:

SPRINGFIELD, MASS.

P. G. AND P.

Philadelphia, Germantown

—AND—

Pennsylvania Bicycle Clubs.

JOINT

RACE MEETING,

Philadelphia, Pa., Sept. 13, 1884.

Interesting Events !

—AND—

Suitable Prizes !

For fuller particulars apply to

EUGENE M. AARON, Chairman.
CHAS. M. MILLER, Secretary and Treasurer.
GEO. D. GIDEON, Chairman Programmes and Prizes.

P. O. BOX 1108, PHILADELPHIA.

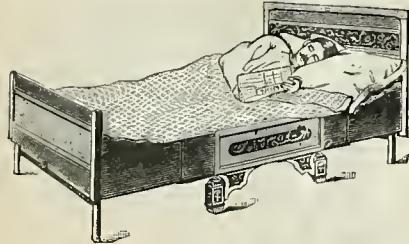
THE ROSS TABLE BED.

ASK YOUR FURNITURE DEALER FOR IT.

A TABLE IN THE DAY TIME AND A PERFECT BED AT NIGHT!

Perfection in Ventilation!

Simplicity in Construction!



OPEN.



CLOSED WITH SPREAD.

Nine Styles Full Length.

Two Styles for Children.

Prices range from \$13.00 to \$30.00.

MANUFACTURED ONLY BY

FOREST CITY FURNITURE CO., Wholesale Manufacturers,

ROCKFORD, ILL.

THE Verdict of the People

Is that nowhere else in the world are the picturesque, poetic and practical features of outdoor recreation presented with so much of literary merit, such beauty of illustration, and such excellence of typography, as in the monthly issues of

OUTING AND THE
WHEELMAN

EVERY WHEELMAN

Will find two dollars invested in a year's subscription to this magazine a most pleasant and profitable use of money.

THE CONTRIBUTORS

include many of the most eminent users of the bicycle and tricycle in all parts of the world.

THE ILLUSTRATIONS

Are numerous and first-class.

The monthly issues of OUTING afford a complete

Illustrated History of the Progress
of the Wheel throughout
the World.

BEFORE THE

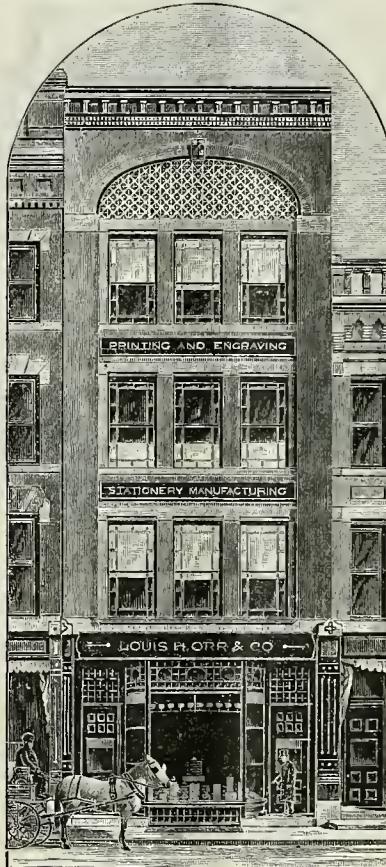
SPRINGFIELD
MEET

Do not fail to send for SAMPLE COPY AND LIST OF PREMIUMS.

SPECIAL INDUCEMENTS FOR CANVASSERS DURING
THE NEXT TWO MONTHS.

Price, 20 cts. \$2.00 a Year.

THE WHEELMAN COMPANY,
BOSTON, MASS.



LOUIS H. ORR & CO.

331 AND 333 MAIN STREET, SPRINGFIELD.

Job Printing AND Engraving

STATIONERY.

BLANK BOOKS, TAGS, WRITING MATERIALS,
FASHIONABLE CORRESPONDENCE PAPERS.

WEDDING INVITATIONS AND VISITING CARDS.

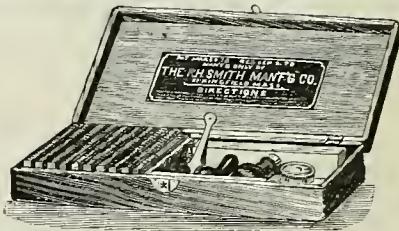
TO WHEELMEN!

We can furnish Club Stationery, Entertainment
Programmes, Menus, Etc.,
in the highest style of the art, at reasonable prices.

SATIN AND PLUSH SOUVENIRS AND NOVELTIES
MADE TO ORDER.

Metal-Bodied Rubber Type FOR HAND PRINTING.

Useful in every Office, Store and Library.



COMBINING the accuracy of Metal Type with the Printing Qualities of Rubber. Small expense and great convenience. Saves time and money. No press required, no gumy ink, no washing and very little skill. It enables the user to set up a Rubber Stamp for any desired use and change to any other. Send for Circulars giving Styles and Prices, or call on

R. H. SMITH MFG. CO.

Proprietors of Exclusive Patents and Sole Manuf'rs.

291 Main St., Cor. Worthington, Springfield, Mass.

Also BANKING and all COMMERCIAL STAMPS.
The largest Rubber Stamp Manufactury in the U. S.



THE BEST
L. A. W. CARD

In the Market!

NEARLY 10,000 sold at last year's Tournament. In general use all over the U. S.

IN PACKS OF 50 IN NEAT CASE \$1.00.

By mail to any address, including printing.

SEND TWO-CENT STAMP FOR SAMPLE.

RAFTER, FROST & CO.

259 Main St., Springfield, Mass.

P. O. BOX, 507.

STOP WATCHES

From \$10.00 to \$800.00.

Also, a Large Stock of

Imported and American

WATCHES.

E. A. WHIPPLE,

No. 329 Main Street,

SPRINGFIELD, MASS.

THIRD ANNUAL

BICYCLE * TOURNAMENT !

OF THE

SPRINGFIELD BICYCLE CLUB,

HAMPDEN PARK,

SPRINGFIELD, MASS., SEPT. 16, 17, 18 & 19, 1884.

\$8,000.00**IN PRIZES.**

LIST OF RACES.

FIRST DAY, SEPT. 16.

SECOND DAY, SEPT. 17.

EVENT.	CONDITIONS.	1ST PRIZE.	2D PRIZE.	3D PRIZE.	EVENT.	CONDITIONS.	1ST PRIZE.	2D PRIZE.	3D PRIZE.	
1—1-Mile Professional,..	Handicap.....	Bicycle....	Cash, \$50.00	Cash, \$30.00	1—10-Mile Professional,..	Open.....	Bicycle....	C'sh,\$250.00	C'sh,\$150.00	C'sh,\$100.00
2—10-Mile Amateur,....	Open.....	Bicycle....	Sprif'd Cup Value, 90.00	Value, 60.00	2—2-Mile Amateur,....	Open.....	Bicycle....	Value, 62.50	Value, 37.50	Value, 30.00
3—1-Mile Amateur,....	3:20 Class.....	Bicycle....	Value, 50.00	Value, 30.00	3—1-Mile Amateur,....	Without Hands.	Bicycle....	Value, 50.00	Value, 30.00	Value, 20.00
4—2-Mile Amateur,....	Open.....	Tricycle....	Value, 62.50	Value, 37.50	4—3-Mile Amateur,....	Class, 9:50.....	Bicycle....	Value, 75.00	Value, 45.00	Value, 30.00
5—3-Mile Amateur,....	Open	Tandem....	Value, 75.00	Value, 45.00	5—5-Mile Amateur,....	Open.....	Tricycle ..	† Vic'r Tr'cle	Value, 60.00	Value, 40.00
6—1-Mile Amateur,....	Time, 3:16:....	Bicycle....	Value, 50.00	Value, 30.00	6—½-Mile Amateur,....	Open.....	Bicycle....	Value, 25.00	Value, 15.00	Value, 10.00
7—3-Mile Professional,..	Open.....	Bicycle....	Cash, 75.00	Cash, 45.00	7—1-Mile Professional,..	Open.....	Bicycle....	Cash, 50.00	Cash, 30.00	Cash, 20.00
8—3-Mile Amateur,....	Tug of War.....	Bicycle....	Value, 75.00	Value, 45.00	8—5-Mile Amateur,....	Record *.....	Bicycle....	Sprif'd Cup Value, 60.00	Value, 40.00	Value, 20.00
9—2-Mile Amateur,....	Class 6:25.....	Bicycle....	Value, 62.50	Value, 37.50	9—2-Mile Amateur,....	Open.....	Tandem....	Value, 75.00	Value, 50.00

THIRD DAY, SEPT. 18.



FOURTH DAY, SEPT. 19.

EVENT.	CONDITIONS.	1ST PRIZE.	2D PRIZE.	3D PRIZE.	EVENT.	CONDITIONS.	1ST PRIZE.	2D PRIZE.	3D PRIZE.	
1—3-Mile Professional,..	Record *.....	Bicycle....	Cash, \$75.00	Cash, \$45.00	1—5-Mile Amateur,....	Open	Bicycle....	Sprif'd Cup Value, \$60.00	Value, \$40.00	Value, \$40.00
2—½-Mile Amateur,....	Class, 1:40.....	Bicycle....	Value, 25.00	Value, 15.00	2—5-Mile Professional,..	Open.....	Bicycle....	Cash, 100.00	Cash, 60.00	Cash, 40.00
3—1-Mile Amateur,....	Ride and Run....	Bicycle....	Value, 50.00	Value, 30.00	3—½-Mile Amateur,....	Class, 1:32.....	Bicycle....	Value, 25.00	Value, 15.00	Value, 10.00
4—5-Mile Amateur,....	Class, 16:40:....	Bicycle....	Value, 100.00	Value, 60.00	4—1-Mile Amateur,....	Tug of War.....	Bicycle....	Value, 50.00	Value, 30.00	Value, 20.00
5—5-Mile Professional,..	Open	Bicycle....	Cash, 100.00	Cash, 60.00	5—3-Mile Amateur,....	Record *.....	Bicycle....	† Lord Riffe	† H'nt'r's Pet	† Bicy'l'e Riffle
6—1-Mile Amateur,....	Open	Tandem....	Value, 60.00	Value, 40.00	6—5-Mile Professional,..	Record *.....	Bicycle....	Cash, 100.00	Cash, 60.00	Cash, 40.00
7—10-Mile Amateur,....	Record *.....	Bicycle....	Sprif'd Cup Value, 90.00	Value, 60.00	7—3-Mile Amateur,....	Open	Tricycle ..	Value, 75.00	Value, 45.00	Value, 30.00
8—1-Mile Amateur,....	Open	Tricycle ..	Value, 50.00	Value, 30.00	8—3-Mile Amateur,....	Open	Bicycle....	Value, 75.00	Value, 45.00	Value, 30.00
9—1-Mile Amateur,....	Open	Bicycle....	Value, 50.00	Value, 30.00	9—1-Mile Amateur,....	Consolation.....	Bicycle....	Value, 50.00	Value, 20.00	Value, 20.00

 4TH PRIZE. 5TH PRIZE.
 Value,\$15.00 Value,\$10.00
The *Class* races are for those who have never beaten the time given. The *Time* races, the one coming nearest the time wins the race; no watch or coaches allowed.* The *Record* races are run as follows: The one winning the greatest number of intermediate one-half miles wins the race, and if the winner breaks the record he receives, in addition to the regular prize on a three-mile race, a \$50 watch; in addition, on a five-mile race, a \$75 gold watch; on a ten-mile race, a \$150 gold watch.

† Presented by Overman Wheel Co. ‡ Presented by J. Stevens & Co.

ENTRANCE FEES.

AMATEURS.

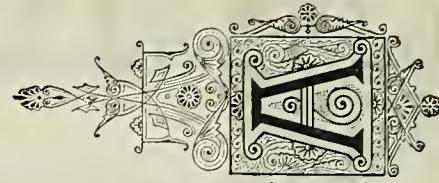
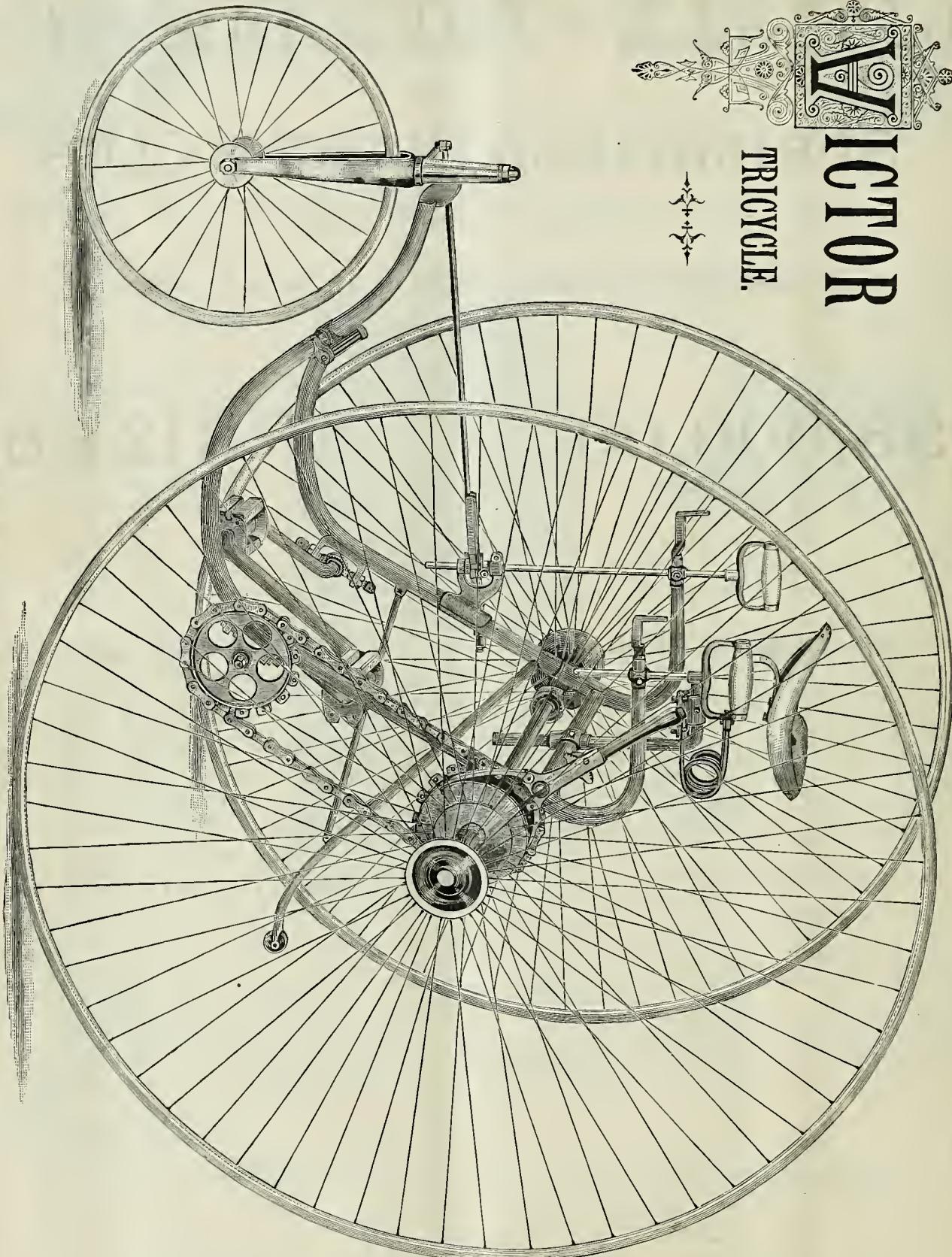
All 1-2 and 1-mile events.....	\$1.00 each event.
" 2-mile events.....	2.00 " "
" 3 and 5-mile events.....	3.00 " "
" 10-mile events.....	5.00 " "

PROFESSIONALS.

One and 3-mile events.....	\$3.00 each event.
Five-mile events.....	5.00 " "
Ten-mile events.....	10.00 " "

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

STAUNCH AND SPEEDY.



VICTOR
TRICYCLE.

WON ALL RACES IN '83, '84.

Send stamp for Illustrated Catalog.

"Regarding this tricycle, if you should try one,
I'll wager a new string of fancies you'll buy one."

LARGEST TRICYCLE MAKERS IN AMERICA.

OVERMAN WHEEL CO.
CHICOPEE, MASS.

HEALTH AND PLEASURE.