

THE WHEEL

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WHEEL GOSSIP.

We would like a few copies of the issue of June 20th returned, if convenient.

The darkest horse at the Philadelphia tournament was Asa Dolph, of New London, Ohio, who, it will be remembered, at Springfield captured the consolation race only. The ease with which he rode his mile in 2m. 50s. proves conclusively that the record will suffer when he and Hendee meet.

Burnham took more first prizes than any other man, and proved that the Royal Mail Racer was perhaps as good as any other, and that the rider was a pretty fast man.

George D. Gideon, whose competitions seem limited to Pennsylvania, made his re-appearance after quite an absence from the cinders. He was hardly up to his old form, but still had speed enough to win a couple of first prizes.

It has almost become an accepted fact that a good dirt track is faster than one of cinders. That is, in comparison with the cinder tracks of this country.

George Hendee, as usual, rode with excellent judgment, and won the handsome silver set right handily. Hendee seems to hold them all thus far, but we want to see him in a two-mile race with Dolph and Burnham before expressing any opinion as to the best man.

Lewis Hamilton, of Yale, showed remarkable improvement, and takes his place among the first class men for 1884.

Wm. Maxwell, his companion, is by no means a slow rider, and his record for ten miles, 31m. 41½s., is by no means a poor one.

The genial smile of Chas. Hutchins, the L. A. W. bugle manufacturer, of Springfield, Mass., greeted one at every turn. His exhibit was one of the finest we have ever seen, and his "Bicyclist's Cornet" is a beautiful instrument.

A. G. Powell is one of the most good natured fellows on the racing track. After Gideon's tricycle was disabled he cheerfully lent him his own racer, and started on a strange machine.

Chas. Frazier never seems to mind defeat, and, to an outside observer, is as contented with second place as premier position.

Thomas Stevens, who started from San Francisco some time ago on a tour around the world, passed through Laramie about the first of June, where he was entertained by the local wheelmen. He reached Des Moines, Iowa, on the 23d of the month, and his tour now smacks of success.

Hull Bros., of Chambersburg, Pa., have patented a novel bicycle lock, which is attached to the handle bar and brake lever. It is also useful in descending long hills.

The Colonnade Hotel, of Philadelphia, which has been recently appointed the League headquarters, is very highly spoken of by the visiting wheelmen during the late tournament. We understand that one of the proprietors has recently become a rider and joined the Philadelphia Club.

The Wilkes-Barre Bicycle Club will hold its first annual race meeting on Friday, July 4th, at the Lee Driving Park. Handsome medals have been offered for the different events. Entries close July 1st, with Shepherd Ayars, Secretary.

R. W. S., of Wichita Falls, Texas, in sending an order for Karl Kron's "Ten Thousand Miles on a Bi.," says: "I am one of those solitary, out-of-the-way wheelmen. The nearest fellow cyclist that I know of is at Fort Worth—115 miles away. In this part of the State the roads are over a nearly level country and a light loamy soil, inclined in places to be sandy. For inexperienced riders like myself, they are somewhat hard to ride; for we have but little width of track to ride in. We have to ride in the horse path, and usually the wagon wheel on one side has made a rut, and between where the two horses travel there is a ridge of dirt. Our towns are fifty to sixty miles apart, with very few ranches in between; but I am in hopes that before long I shall be able to ride to some of them in a day."

A well known athletic authority, in speaking of the acceptance of records on tracks that are short, says: "I am just now endeavoring to learn on what sort of evidence the L. A. W. and its organ accept records, and just how far they will go in backing up an error rather than acknowledge a mistake, as honest men would do."

Speaking of Mr. Frazier as an amateur, the *Mechanic*, a paper issued by the H. B. Smith Machine Co., says: "Race meetings invite us to send some one to ride the Star, and to help make such meetings interesting; some of our boys go and do the best they can, but not unfrequently we hear expressions from the audience that they belong to the manufacturers of the Star, &c. In reference to Mr. Frazier, we wish to say that he owns his machine, as he won it last year. We informed a number of Star riders that we would present a Star machine to the first one who made a mile in less than three minutes under League rules, and to be timed by Crank watches or proper authorities. Frazier made a mile in less than three minutes at Springfield, and subsequently at New Haven in the very good time of 2.50½. We do not pay him to ride; he takes his chances with others for prizes. When at home he works in the shop, being an apprentice and learning the trade of a machinist, and he does his practicing after working hours in the evening on a nine-lap track. He is of good, industrious parentage, and will prove himself to be a gentleman wherever he goes. He is less than eighteen and growing, and is, therefore, not in full strength, but in another year it is probable he will exhibit some little speed."

THE GREAT THREE DAYS' TOURNAMENT.

Wednesday, June 18th, and the last day of the tournament, was the hottest of the season. The sun blazed down with a fiery heat, making the brick pavements resemble a furnace, while the white marble stoops of the houses dazzled the eyes to an uncomfortable extent. In the morning the judges attended the exhibition and made the awards. When 2 o'clock came around, about five hundred people had assembled on the grand stand, and several hundred more were scat-

tered about the field. The lemonade stands seemed to languish, and the peanut vender looked disconsolate. There was an air of depression about the place that was disheartening. In fact, the general verdict was that three days and three nights of racing are a surfeit, and the hard working officials deserve thanks for their untiring efforts to the end. In our last report we neglected to state that the track was a quarter of a mile in circumference, measured eighteen inches from a line of stakes six feet apart and six inches in height. Two feet from these stakes a substantial fence was constructed that ran around the entire course. A surveyor's certificate gave the measurement as 1,320 feet, but a number of officials measured the course after the races with a hundred-foot steel tape and found it 1,316 feet 10 inches, or short 3 feet 2 inches to each quarter mile. As it was impossible to secure perfect curves, it is thought that this shortage can be made up by an accurate survey. It is a matter of great regret that race meeting managers do not see that their tracks are above suspicion as to distance. We should think that by this time the necessity of such precautions would be sufficient to make it a matter of absolute necessity, and that the Racing Board of the League would positively define what a "pole" is, and how it should be constructed, and then throw out any records not made in accordance with their rules. The Springfield records were white-washed, and the New Haven records accepted, and now we have still another batch to look after. It is much better to have a track a couple of feet over distance than six inches under. While no one doubts but that the full distance was ridden in every case, yet these constant investigations and patching up are certainly tiresome. Our idea of a pole is a solid, substantial curb of wood or stone, about three inches high, running around the entire inner field, and permanent in character. The acceptance of a changeable grass edge or a line of temporary stakes that could be changed by any malicious person, as a pole, is not right, and the sooner the Racing Board put their foot down on such performances the quicker the League will gain respect as an athletic authority on both sides of the water. We trust the Springfield managers will have the good sense in constructing their track to see that it measures the proper distance from a properly constructed curb, and not from a line of stakes driven into the ground. When the shortage was discovered, it was immediately proposed to have the track resurveyed, but we have not as yet learned of the result.

Owing to the extreme heat, the races were not started until half past two. The following is a summary of the events:

Five-Mile Amateur Race.—E. P. Burnham first, time 16m.; Arthur Millard second, time 16m. 1¼s. Only these two worthies appeared; the former, being somewhat under the weather, did not hurry more than he had to. The miles were knocked off in 3m. 10s.; 6m. 27s.; 9m. 42 1-2s.; 12m. 56s., and 16m., with Burnham in the lead throughout. On the last lap Millard did some fine spurring, but could not overtake his fleet rival.

Twenty-five-Mile Race.—Geo. M. Hendee first, time 1h. 27m. 37¼s.; Chas. F. Frazier second, 1h. 27m. 38s.; Lewis Hamilton third, John Brooks fourth. The arrival of Hendee, accompanied by Harry Corey, the night before, awakened enthusiasm in this race to a

considerable degree, together with the fact that Dolph, who had shown such remarkable form, was booked as a starter, and Frazier, apparently as well as ever, was also down. When the bugle called, the finest set of racing men in America faced the starter. They were placed in the following order: Chas. F. Frazier, Lewis Hamilton, George M. Hendee, Asa Dolph, Edward Pettus, John Brooks, and Theo. W. Roberts. At the crack of the pistol a shudder of excitement ran through the audience as they rapidly strung out on their long journey. Dolph, who, it seems, only started to run a few miles, took charge of the procession, and the rest seemed content to let him make the running. The rumor that Hendee was to attempt twenty miles within the hour was evaporated at the finish of the first mile in 3m. 13s. In fact, the track was not in a good condition for such a performance, having become cut up considerably on the back stretch, which, together with the heat of the day, would have been tempting Providence had it been undertaken. As it was, Hendee was overcome at the end of his journey and had to be led from the track, while Frazier, on the other hand, was as fresh as a daisy. Not much of interest occurred beyond the pleasure of seeing crack men ride, and comparing the different styles of the competitors. At the end of the second mile Brooks, in spurring for the lead, fouled Frazier and fell, buckling his wheel. He quickly sprung it back into shape and started in pursuit, although nearly a lap behind. No efforts were made by the others and he caught up with the procession at the end of the fifth mile, when he assumed the lead, holding it until the sixteenth mile, when he again fell, this time ruining his machine. Fortunately the others were far enough behind to clear the wreck. Brooks secured another wheel about three times too small for him, and pluckily continued. The ninth mile was enough for Pettus, who retired with a headache, and Dolph stopped at the half way mark. This left a quartette composed of Brooks, Frazier, Hendee, and Hamilton, and round and round they went without any change in position. Hamilton's riding was a matter of comment, and many seemed surprised that he should be able to keep his place. Twenty miles was reached in 1h. 9m. 37s., without a cheer, and it was not until the first lap of the twenty-fifth mile that anything like enthusiasm was exhibited. Suddenly from out the group a pair of blue legs were seen rapidly approaching the grand stand—it proved to be Hamilton, and the audience had hardly recovered before Hendee went to the front with Frazier at his heels. On the last lap the latter drew up even, and at one time the little wheel showed in front, but not sufficiently to take the lead. Around the turn they came at a rattling pace, the black legs of Hendee working like piston rods. One last spurt and he landed a winner by two yards, covering the last mile in 3m. 2½s. The exertion was too much for Hendee, who has not trained lately, and who did not expect to enter until the last minute, and it was some time before he was able to leave the track. It was the opinion of many that if Frazier had started a mile sooner, he could have won the race, but he doubtless did his best, and Hendee deserves great credit for his judgment. Although the times do not approach the record, they are nevertheless a matter of interest, and we give them in full:

MILES.	H. M. S.	LEADER.	RECORD.
1	3 13	Dolph,	2 50
2	6 33½	"	5 48
3	9 51 3-8	"	9 08
4	13 21½	"	12 16¾
5	16 54	"	15 18½
6	20 21¼	Brooks,	18 58¾
7	24 02¼	"	22 12
8	27 30¾	"	25 15
9	30 58	"	28 24
10	34 25½	"	31 32½
11	37 59¼	"	35 44
12	41 29¼	"	38 55
13	44 50	"	42 09
14	48 16	"	45 34 3-5
15	51 44	Frazier,	48 55
16	55 26	"	52 11 3-5
17	59 15	"	55 27 3-5
18	1 02 50	Brooks,	58 54 3-5
19	1 06 15	"	1 02 25 3-5
20	1 09 37	"	1 05 40 1-5
21	1 12 50	Hendee,	1 09 15 2-5
22	1 16 44	"	1 12 52
23	1 20 36	"	1 16 25 3-5
24	1 24 35	Hamilton,	1 20 05 1-5
25	1 27 37½	Hendee,	1 23 10

Ten-Mile Amateur Handicap Race.—Geo. Webber (3m.) first, time 33m. 33s.; Wm. Maxwell (scratch) second, time 31m. 41 1-2s. Won by a quarter of a mile. Like most of the handicaps of the present incumbent to the honors of the position of "official handicapper," this race was a miserable failure. Webber gained two laps and a half in his time allowance, and after allowing the scratch men to come within a lap, stuck to their heels with ridiculous ease, finishing close behind them. Chickering proved himself a good rider in keeping close to Maxwell, and made a pretty race at the finish. Maxwell's time for ten miles is another "best on record." Dr. Tyler, who received a start of 2 m., dropped out in the fifth mile.

Five-Mile Amateur Race for Phila. Wheelmen.—Geo. D. Gideon first, time 16m. 23s.; Frank W. Kohler second, time 17m. 6 3-4s. This was an easy win for the ex-champion, who took the lead at the start and lapped the Kohler Bros., who were fighting for second place. His miles were made in 3m. 15s., 6m. 31 1-4s., 9m. 55s., 12m. 15s., 16m. 23s. On the last lap Frank W. Kohler proved himself the better man and won handsily, his brother Edward beating off Green in the race for third place. This closed the afternoon's sport.

The concluding races in the evening were fairly attended, the band, however, looked and played as if they were tired, and the spectators were also somewhat weary. The backbone was gone from the lemonade man, the handle bars missing from the peanuts. The man that paid heavily for the beer privilege was perfectly reckless, while the individual that ran the side show had nothing to say. The first race, a ten mile tricycle, which was called for 7.30, was leisurely started twenty minutes late. Burnham and Powell were the only entries, but the former was rather under the weather, and did not put in appearance until after the start. Young Kohler filled the gap, and chased the veteran for nine miles at a good pace, and then went ahead with a powerful spurt at the commencement of the last lap. Powell, however, drew up level with him on the back stretch, and on the last turn spurted ahead, winning by several yards, his time, above five miles, being the best on record by default:

MILES.	M. S.	NAME.
6	27 55	A. G. Powell
7	32 04	"
8	36 12½	"
9	39 59	"
10	40 00¼	"

Two Mile Amateur Race for those who had never beaten 3m. 30s.—Frank W. Kohler first, time 6m. 26s.; F. Smith second, time 6m. 26½s. This was a very interesting brush between the youngsters, resulting in many changes in the lead among a big field of starters. Dampman was the first of the group to show to the front at the mile post, in 3m. 15¼s., with the rest in hot pursuit. On the next two laps he dropped behind, and Smith put in an appearance. He remained in command until the bell rang, when Kohler broke the tape first on the final spurt.

Master Thos. R. Finley gave a clever exhibition of fancy riding on his Star, for which he received a prize and plenty of applause.

The concluding race was for those needing consolation, and a number presented their claims. The prize was a valuable one, a gold watch and we would again protest

against the giving of expensive prizes in this class of races, which was inaugurated by THE WHEEL, with the idea of limiting the value of the article so that men would not enter races for the purpose of winning the consolation race. This may perhaps seem strange, but it will always occur where the prize is made too valuable. T. W. Roberts secured the ticker in 3m. 8 4 5s., and Stevens, who failed to take his customary header, was second.

This closed the tournament, which, while a success in the way of fine racing, was financially a failure. Although given under the auspices of the Quaker City Club, we understand that the club suffer no loss, which comes on one individual backer, whose enthusiasm rather got the best of his judgment. The management was certainly polite and attentive to the visitors, but evidently did not know how to handle the public and the press. As an illustration, we would point out that the meet was hardly advertised in the wheel papers, and little effort made to secure the help of the local wheelmen.

While THE WHEEL has gone to considerable trouble in order to present to its readers full and accurate accounts of the different races, it also wishes to state that it does not accept the records made on the track unless conclusive proof is offered to show that it is full distance. From private advices, we are told that the management promised to build a substantial curb around the stakes, which he failed entirely to do. How long racing men, propose to submit to such management and allow their efforts to be thrown away, we are not in a position to say; but we sincerely hope that the Philadelphia tournament will be a lesson, and that the crack men who must take pride in their excellent performances, will decline to start in future races unless they are assured that the track is measured under the rules of the association to which they belong, and under whose rules they compete.

The officers who served at alternate times during the three days of the tournament were: Referees, Geo. D. Gideon and A. M. Hall; Judges, N. Malon Beckwith, Eugene M. Aaron, F. McOwen, and V. M. Haldeeman; Time Keepers, Chas. M. Miller, Wm. S. Darlington, M. Keim, Burt Owen, and F. Jenkins; Scorers, Sam T. Clark, Geo. R. Bidwell, Geo. D. Baird, and C. J. W. Hutchins; Starter, A. G. Powell; Clerk of the Course, Col. Updegraff.

LEWEE'S LETTER.

THE RAMBLERS ENJOY A TOUR TO PORTSMOUTH—HOW JUNE 17 WAS PASSED BY WHEELMEN AT THE HUB—PERSONAL AND OTHER GOSSIP.

BOSTON, June 23, 1884.

The Ramblers have completed their long talked of four days run to Portsmouth, N. H., and from all accounts made a grand success of the affair. For so young a club, the Ramblers have certainly been remarkably successful, and under the skillful guidance of their enterprising President, Mr. W. I. Harris, have arisen from an insignificant organization of boys to be one of the leading bicycle clubs of Boston, with a membership of near one hundred. Were it not for this active club, I fear it would be exceedingly hard at this season of the year to find sufficient material for a local news letter.

The Ramblers, with guests, started from their headquarters in Hotel Berwick, Columbus avenue, on Saturday afternoon, June 14, some forty wheels being in the line, which was formed in two divisions, with First Lieutenant A. D. Peck in command of the first, Lieutenant W. C. Stahl in charge of the second, while Captain C. S. Howard was in general command. The Ramblers' guests included representatives from the Massachusetts, Boston, Cambridge, Charlestown, Chelsea, Malden, Hyde Park, Providence, Melrose, and in fact from nearly all the local and suburban clubs. In starting from their rooms the Ramblers rode in perfect club order, which was maintained throughout the tour, the pace being set by Messrs. Whitney and Peck, who so governed their gait that the slower riders had no need to drop behind, but could easily keep up with the main party. The run was made from Boston to Salem in three hours and twenty minutes, which for 27 miles is not bad time. They were met a few miles from Salem by the Hawthorne Bicycle Club, who escorted them into town, and while they remained in the city entertained them in their usual hospitable manner. Fifty-eight men started from Salem at 9.30 o'clock the next morning, and under the

guidance of Captain Wood, of the Beverly Club, rode through Beverly, Hamilton, Ipswich, Rowley, and Newbury to Newburyport, where dinner was taken. All along the route from Salem to Newburyport constant additions were made to the party, which numbered 105 when the latter place was reached. President Hazlett, of the Rockingham Bicycle Club, of Portsmouth, acted as guide from Newburyport, and conducted the tourists over the best of roads to Portsmouth, reaching there 8 P. M. Marked attention was paid them by the inhabitants of all the towns passed through, and they were frequently invited to stop and partake of various kinds of refreshments. The run had been well advertised in the country papers, and there was always a goodly number of persons on the road to see the cyclers pass. In Portsmouth they made their headquarters at the Rockingham House, which they found to be in most favorable contrast to some of the hotels they had experience with.

President Hazlett and other members of the Rockingham Club took care of the party the next day, showing them all the lions of the town. After a photograph had been taken of the tourists, they rode to the residence of Hon. Frank Jones, where they were hospitably entertained, and each presented with a button hole bouquet. Many of the old colonial houses were visited as were also Hotel Wentworth, at Newcastle, the Wallack Tower, and the Aquarium, at which latter place the marine bicycle was shown by its inventor, Major Urch. After dinner, the party under the guidance of two members of the Rockingham Bicycle Club started for Amesbury, where they arrived, without accident, at 8 o'clock. Here they received the most enthusiastic reception of any place visited, the streets being thronged with people, and many meeting them, a few miles out of town, in carriages. In the evening they were given a ball at the skating rink by the local wheelmen, and in other ways most hospitably entertained. The next morning at 8 o'clock the party started for Newbury, riding over the same route from Newburyport as that pursued on the outward trip, stopping at Salem for dinner, and reaching Boston at 7 o'clock.

No accident of importance happened, although innumerable "headers" were taken, and all who participated in the tour state that they enjoyed themselves exceedingly, and would like nothing better than to go on another of the same kind.

June 17th was a busy day with wheelmen here, all the clubs having called runs and the great unattached turning out in every direction in unlimited numbers. The Massachusetts Bicycle Club rode to Nahant, making one of the pleasantest runs since its organization. About forty members started from their headquarters and rode to Lynn, where they were joined by twenty members of the Hawthorne Club, of Salem, which club they escorted to Nahant, and entertained them at the Bass Rock House. The Boston Club rode to Donner's Landing, where they were joined by a contingent of associate members who went down by steamer to meet them. The Charlestown Club kept open house all day long, entertaining several hundred visiting wheelmen, who visited Charlestown to witness the Bunker Hill celebration. The house was profusely decorated with bunting, and illuminated with Japanese lanterns. The Cambridge Club took a good delegation to Lynn for dinner, while the Roxbury and Crescents enjoyed themselves by making gentle little runs about the suburbs.

I am sorry to hear of the failure of the big Philadelphia tournament, as I am afraid it will do bicycle racing much harm by frightening others from giving similar tournaments. No one but the managers themselves, however, are to blame, for they tried to run the event without proper advertising, and without the aid of the local clubs. If the proposed Boston tournament is carried through, I hope no such mistakes will be made.

Many of the professors in the Boston University are enthusiastic devotees of both the bicycle and tricycle.

E. P. Burnham, it is said, intends devoting the most of his time to cycling this season. He has taken the agency of the Royal Mail bicycles and tricycles, and will do his best to boom them in races and every other way.

The Pope Manufacturing Company have presented one of their celebrated home trainers to the Amherst College Gymnasium and to the Jersey City Athletic Club.

Sixty-seven active and two hundred and twenty-eight associate members are enrolled on the books of the Boston Bicycle Club.

The Harvard Bicycle Club have elected the following officers for the ensuing year: F. W. White, '85, President; C. L. Harrison, '85, Captain; A. G. Mason, '86, Sub-Captain; W. C. Appleton, '87, Secretary and Treasurer. The club have voted to adopt the C. T. C. uniform, and have decided to hold a race meeting next fall. Among the events of the meet is announced a race open only to those having a record under three minutes.

The Boston Bicycle Club have just issued their new constitution and by-laws in an artistic form.

Several of our local fliers have been trying their luck at climbing Corey Hill during the past week, but none have met with much success.

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 taken or seen put together, and it's no less than two thousand dollars I have spent on these."

One of the local dailies has styled Frank J. Ashton, the youth who is riding from Illinois to San Francisco on his bicycle, as the "champion bicycle idiot."

The Marblehead Bicycle Club will entertain the Charleston Club, July 4, in return for the courtesies extended to them by the latter club June 17.

The Ramblers are reported as contemplating a three days' tour to Newport, next month.

A big tournament at Martha's Vineyard is projected by Boston parties.

Many of our riders are to visit Europe this summer. Last Thursday ex-Chief Consul Hill and Mr. A. D. Claflin sailed from New York, and next Saturday Mr. F. S. Rhodes, Treasurer of the Boston Ramblers Club, will do likewise.

Mr. C. S. Howard, Captain of the Boston Ramblers Bicycle Club, and for some time past in the employ of the Pope Manufacturing Company, is hereafter to devote his entire attention to journalism.

Mr. J. W. Collinson has been elected President of the East Cambridge Cycle Club, vice J. W. Collinson, resigned. W. W. Finley was elected Vice-President, and it was voted not to have called club runs on Sundays.

SECOND ANNUAL RACES K. C. W.

Closely following on the heels of the Philadelphia tournament came the annual races of the Kings County Wheelmen, which occurred Saturday afternoon, June 21st, on the new grounds of the Williamsburg Athletic Club. While we do not propose to introduce a comparison between the two events, yet one would result most favorably to the efforts of the Brooklyn men. A large and fashionable audience comfortably filled the grand stand, which together with the open stand served to net to the Treasury a comfortable sum, while a band of music discoursed popular airs throughout the different events. The track, which is a new one, was in good condition at the start, but, after half the races were run, became considerably cut up. With a little more working and a season of frost, it will doubtless be quite fast. One feature to be commended is surrounding the same with a ten-foot bank, as well as a fence, which makes intrusion by spectators an almost impossibility. The management was as prompt as could be expected, considering the weather, and the events followed one another rapidly. The day was marked by a number of falls, in which two of the men were rather badly cut, and, with this single exception, everything connected with the meeting was a success.

Two-Mile Handicap.—William Maxwell (scratch) first, time 6m. 49s.; Dr. N. P. Tyler (50 yards) second, time 6m. 51½s. According to the programme, this race was arranged in heats, with the first and second to ride in the final; but eleven of the twenty-one entries failing to appear, the contestants were placed in one heat, with starts ranging from the scratch to one hundred and twenty-five yards. A good start was effected, but it was plain to be seen that the race belonged to Maxwell, who rapidly closed upon the field. On the third lap, Clark caught and passed Fontaine, and J. Roberts, of Poughkeepsie,

joined the group. An unfortunate foul on the part of the latter, brought Clark and Fontaine to the ground in a heap, the others being far enough behind to escape injury, and were able to clear the wreck in safety. Roberts's face was badly cut, and the black cinders will doubtless leave their mark. All three were unable to finish. Maxwell in the meantime gradually forged ahead, and carried Tyler along to the finish in good style.

One-Mile Club Champanionship of the Heights Wheelmen.—T. G. Condon first, time 3m. 34½s.; E. J. Milhau second, time 3m. 36s.; won easily.

Half Mile Dash Without Hands.—H. J. Hall, Jr., first, time 1m. 49¾s.; Geo. E. Cain second, time 1m. 50¼s. Bloodgood was the leader at the first lap, with Cain and Hall at his heels. Hall seemed to ride steadier than the rest, and on the next lap went to the head of the line and broke the tape two yards in advance of Cain.

The Half Mile Club race, to members who had never run a prize, was cleverly captured by E. Candidus from a field of seven starters, in 1m. 39s.

Edward Pettus had an easy victory in the mile scratch race, his other competitor, H. H. Koop, Jr., merely starting to prevent a walkover. Time 3m. 45 1-5s.

Three-Mile Race, Handicap.—Wm. Maxwell first, time 10m. 31s.; H. J. Hall, Jr., second by two yards; Dr. N. P. Tyler third. The race throughout was between Maxwell and Hall, who were evenly matched for that track. The first mile was covered in 3m. 24s., and the limit men were overhauled at two miles, which was reached in 7m. Some pretty spurts occurred in the last mile, the Yale man, however, getting the best of the bargain, although well pushed until the finish.

The One-Mile Championship Race of the Brooklyn B. Club was distinguished by a tumble on the part of Slocum, followed by another later on in which Koop was the victim. The latter fared quite badly, as in falling his head struck the outer rail, making a bad cut above the ear. E. Annan, Jr., proved the fleetest, and led the van at the end of the race by about three yards. Time 3m. 30¾s.

Twenty-five-Mile Race.—Ed. Pettus first, time 1h. 43m. 8¾s.; H. J. Hall, Jr., second by a yard; A. B. Rich did not finish, but being the only competitor, was awarded the third medal. The field of eight starters was narrowed down to the three, and after the ninth mile was still further condensed to a struggle between Hall and Pettus for premier position. Pettus at the pistol fire took the lead, and made the running at a comparatively slow pace. Hall was the first at the end of the second mile, finished in 7m. 39½s. From there on Pettus was the leader, until the tenth mile Hall again made the pace, and continued in the lead with the exception of the sixteenth and twenty-second mile. Rich was constantly lapped, and occasionally roused the enthusiasm by a spurt in front of the grand stand. As the last mile was announced Hall quickened his pace somewhat, but Pettus stuck tighter than a brother, and on the last lap spurred past him, amid considerable enthusiasm on the part of his friends. Down the home stretch they came at a rattling pace, Hall vainly endeavoring to make up his lost advantage, but to no account, as he was beaten off at the post. Neither man was in the best of condition, but being of about equal match, it made a race of considerable interest.

RATES FOR PARTIES WISHING TO JOIN THE CHICAGO TOUR.

Niagara Falls, round trip.....\$54 00
Boston to Niagara Falls, Montreal,
and return to Boston,..... 54 00
New York to Niagara Falls, Montreal,
Boston, etc., and return to N. Y. 57 00

Above rates cover all transportation and meals and lodging from Niagara to Boston. It will be noticed that our circular covers finest hotels in the land, viz., Windsor at Montreal, Fort Wm. Henry, Lake George, and Vendome, Boston. This is a remarkably low rate, and is the finest opportunity ever presented for taking the most beautiful trip in America, and one that will be long remembered as "one of the finest" in bicycle annals. Any portion of the trip can be taken pro rata. Rochester, Albany, or intermediate wheelmen can join in same way. Parties unable to continue trip, unused por-

tion will be redeemed. Application should be sent in at once in order to secure necessary arrangements, as party is limited. Remittance should be made to B. B. Ayers, Chicago Bicycle Club, in New York draft, and membership ticket and necessary R. R. tickets will be forwarded. Just here I wish to make an apology for seeming negligence in not answering correspondence regarding L. A. W. meet. A short time previous to the meet I left for the West, and about time of meet I was in Yellowstone National Park, Montana, and did not get my mail until some ten days after it was written, and much too late to admit of my being of service. The only meet I attended was composed mostly of Indians, and it was a most amusing sight to witness their astonishment at beholding a bicycle. The Montana boys say it is the only thing that will astonish an Indian. I was surprised to find so many wheelers in the Northwest, but after bowling along over the smooth Dakota prairie roads, I wondered that they were not more numerous. Montana roads are not quite so good, but this does not deter Helena boys from taking a little exercise. The majority of small streams have no bridges, but as they are shallow, and bed is hard, they usually ride them; occasionally, one gets stuck in mid stream, and after doing the stand-still act till you are tired, you quietly fall over, accompanied by a yell from sympathizing companions on the bank. Another thing which is quite the proper, and accompanied with more pleasure (to yourself), is the coasts. Not an incline, but a tearing breeze at your back, legs over handles a 12 to 15 mile an hour, frequently running 20 to 30 miles on a trip. However, my tire did not come off and a black snake jump up and coil itself around the fellow and remain there for balance of trip, which fate, I see by Chicago Tribune, befell a Jersey wheelman. They don't keep "that kind" out here, besides, I always take mine "straight." Hoping I will have a chance to prove it to you on the Chicago tour, I remain fraternally,

M. E. GRAVES.

39 West 26th St., New York.

AMONG THE GREEN HILLS.

Editor of The Wheel: As I see nothing in THE WHEEL from this corner of the Green Mountain State, a few lines will let you know we are alive and ready for business the coming season.

In 1880 a club was formed here, and quite an interest manifested in bicycling, but it gradually died out, although there have been a number of wheels in town all of the time. Burt Pressy has given one and George Nash two exhibitions in the rink here, during the past winter and spring, which have helped to awaken anew the "fever" for bicycling. The "Brattleboro Cycle Club" was organized May 6, with 12 members. Officers for 1884, President, J. W. Drown; Captain F. T. Reid; Secretary & Treasurer, C. R. Crosby; Lieutenant, W. S. Boynton; Club Committee, J. W. Drown, Sam Frothingham, C. H. Thompson.

Yours fraternally,

THE TRAMP.

THE FUTURE OF CYCLING.

To the uninitiated, Sir Charles Dilke's prophecy that cycling will be "the future diversion" for all inhabitants of large towns is not perhaps very cheering; indeed, it may well seem only one shade better than Mr. Ru'kin's picture of English life in the next century, when the prevailing form of exercise will be to go from one big town to another underground. But, whatever may be its future, cycling certainly has already obtained a recognized place among English institutions. Its economic value is widely recognized; and while the French Government is proposing to mount rural postmen on tricycles, Mr. Whiteley has already adopted that method for distributing his goods. Then the Queen, it appears, "has been for some time a tricyclist, and her children and her grandchildren are cyclists," and the last portégé of the British Crown—the Khédive Tewfik—is, we may add, a tricyclist also, and what is more, cycling touches political interests at home; for it has done a great deal in the way of exploring the condition of rural roads, and it requires some control on Sir C. Dilke's part last night not to run on from the condition of rural road to the condition of rural representation.—*Pall Mall Gazette.*

MARYLAND BICYCLE CLUB POETRY.

ONLY AN APPLE BLOSSOM.

Don't you think that Cycle is a queer name for a girl

With dark blue violet eyes, auburn hair inclined to curl?

'Twas the name her great grandmother, on her paternal parent's side,

Was christened in her babyhood, and bore until she died.

Generation on generation of Cycles passed away;

'Til the cycles of years brought the Cycle of to-day.

A winsome, rosy maiden, with a roundish, dimpled face;

With a laughter full of music, and a will'wy form of grace.

Michael Spring was assistant in the village grocery store.

Well versed in price of farmer's wares, but not in love's sweet lore.

He was a pious chap. In the church choir did he sing;

He was so tender, true, and kind, they called him gentle Spring.

He was captain of the Bike Club, in this hamlet so obscure;

And for the lovely Cycle's heart a quite persistent wooer.

He loved her in the morning, all day long, and thro' the night.

To picture her sweet winsomeness was his joy and delight.

Many a rose embowered cottage, many a snugly furnished nest,

Where they dwelt in happy happiness, in his dreams would he invest.

But never spoke he of his love, for, oh! the cruel thing,

With diffidence and bashfulness, did Nature saddle Spring.

'Til urged to desperation, by a rival glib of tongue,

Did Michael nerve himself to end it, like a man a-being hung.

One vernal evening, calm and warm, found together she and Michael,

Down by the tuneful brooklet's side, sat he by Cycle.

The birds sang sweetly in the trees, as two by two they mated.

Bright was the day, fair was the view. And all seemed nickel-plated.

"Oh! Maiden Sanspareil, believe"—In passion's tones spoke Michael—

"I love you so. Won't you love me—Won't you try, Cycle?"

Wheel have a cottage in the lane, and each will do their duty;

In playing Beauty and the Beast, you shall be the Beauty."

"Oh! Expert flatterer," she said. "I am afraid your ma

Will disapprove of our marriage. I'm 'fraid her hand 'll bar

Our union. And then—and then"—she spoke in lower tone—

"Would you stand by Cycle's side. Have you that much backbone;

Would you go bravely in the world, and in the world's strife,

Win fortune, fame, and great renown? then I'll be your wife."

"I swear I will and more besides." Her soft, warm hands he caught 'em.

"And when will you be Mrs. Spring?" She blushed and said, next Autumn.

SECRETARY.

PENN. DIVISION MEETING.

Editor of The Wheel: The Penn. Division of the L. A. W. held its annual meeting in Horticultural Hall, Philadelphia, on Monday, June 16th, present about one hundred members. At 8.30 P. M. Mr. E. M. Aaron, the new Chief Consul, took the chair, Colonel Sanderson not being able to be present. The business transacted was not of very great importance, the principal item of work being the election of a new Secretary and a new Treasurer, both Mr. V. Haldeman and Mr. F. McOwen refusing to be renominated for those positions. Mr. Chas. M. Miller, the only gentleman nominated to fill Mr. Haldeman's place, was elected Secretary unanimously. Mr. T. Houard Wright was elected Treasurer under the same circumstances, and, altogether the action of the meeting was ultimately on almost all business brought forward unanimous; one hundred and ninety votes were represented by delegates from various clubs, and the meeting was fully equal in point of attendance, and in the interest taken by members, to that of last year, which witnessed the birth of the division. By the Secretary's report it appeared that there were over 600 members in the division, and more names were being enrolled; and the Treasurer's books showed a balance to the credit of the division of over \$50.

After the meeting adjourned, most of those present proceeded to the race track of the Quaker City Bicycle Club, to which place a band of music accompanied them, and played them round the finest racing track ever laid in Philadelphia.

P. G. P.

AN AMERICAN RECORD IN GERMANY.

Editor of The Wheel: You may, perhaps, remember that I took occasion in October last to call attention to the fact that the first American straightaway ride of 100 miles in a day was taken by a student of Amherst College in June, 1881, and that, on the 6th of that month, George F. Fiske rode from Amherst to Boston, and part of the way back, completing the round trip of 200 miles within 36 hours. His weight at the time was 120 pounds, and he rode a 48-inch wheel. I have just received from the same gentleman, who is now completing his medical studies at Göttingen, Germany, a note written there on the 6th of June, from which I venture to send you some interesting extracts.

KARL KRON.

Washington square, N. Y., June 21.

"I wish you might have been with me on the tour I have just completed—more than 1,000 miles long—to Leipzig, Dresden, Prag, Pilsen, Munchen, Nurnberg, Coburg, Thuringer Wald, Jena, and so on. I ended the tour by winning quite a handsome prize at Leipzig, the first of June, and then (which pleased me much more) on the 3d of June I obtained the record for 24 hours ride in Germany with 328 kilometres, equivalent to two hundred and five English miles. The best previous day's record in Germany was 300 kilometres. The road was, of course, fine, and weather favorable till late, when I had to ride through some mud. The ride was from Leipzig to Dresden, from Dresden back to Leipzig, and then from Leipzig half way to Dresden and once more back to Leipzig, where I arrived at 11.40 P. M. I have the proofs and shall forward them and an account of the ride to the *Wheelman*. The record also exceeds the American, if I do not mistake, which was 200 1-16 miles, and was not ridden from 12 to 12, which is required in Germany and in England in order to become a record. I worked hard, but feel no bad effects. The ride was made alone, though I had a starter. The President of the Leipzig Club wished to make the attempt with me, but business called him away. My machine was a 48-inch Expert Columbia, and it ran magnificently."

NEW JERSEY STATE DIVISION MEET.

The New Jersey State Division Meet will be held at Red Bank, N. J., on Saturday July 5.

The business meeting will be called to order at 11 A. M. to be followed by the banquet and parade, with a moonlight run in the evening, to Matawan (over the finest road in the State) where trains may be taken to connect with any point.

Fraternally,
G. CARLETON BROWN, C. C.



Subscription Price - - - One Dollar A Year
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European Subscriptions, - - - 5 Shillings

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To Subscribers and Correspondents.

Subscribers must be particular to notify the Publishers promptly of any change in their address. If they do not receive their paper regularly it is on this account.

Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest.

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the Company. Make all Checks and Money Orders payable to THE CYCLING PUBLISHING COMPANY.

PUBLISHER'S NOTICE.

In sending stamps please bear in mind that we cannot use other than the two or one cent issue. A one dollar bill is as safe as a postal note of that denomination, and more convenient to enclose and receive. Those who have returned the printed subscription blank will please remit as early as possible.

AMATEUR AND PROFESSIONAL AGAIN.

In a recent issue we had occasion to comment on this subject, and in the course of our remarks referred to the statement made by Mr. Henry E. Ducker to the effect that he owned George Hendee's racing machines and paid his traveling and training expenses. It is not the aim of THE WHEEL to attack any one maliciously, but we shall always expose wrong when it comes under our observation, even if the feelings of others are hurt. We made that statement because we were present at the Officers' meeting and overheard it. We pointed out the fact that it was hardly consistent with the spirit of an amateur that such a thing should be allowed to pass unnoticed, and in consequence drew the conclusion that if such was the state of affairs, Mr. Hendee's claim to amateurship was none too strong.

Since then many facts have come to light which prove Mr. Ducker to be anything but a truthful man. We have now good authority for stating that it is not a fact that Ducker owns Hendee's racers, as he used a borrowed machine all of last season, and paid Stoddard, Lovering & Co., himself, for the one he now rides. It is not a fact that Ducker paid Hendee's expenses to the Harvard races or to Philadelphia, as we know he paid them himself. We are fully convinced that Mr. Hendee is not under Ducker's thumbs or anybody else's. We think he is a gentleman amateur, and as such, as free and independent of influences as any racing man can be.

How long Ducker will be allowed to go on in this course is only a matter of time. Undoubtedly, if given enough rope, he will hang himself. We have always claimed that this man merely followed bicycling for what he could make out of it, that his alleged work for the "good of the cause" was a matter of lining his own pocket, and yet the League is proud of him; they elect him to the office of Representative, generally whitewash him, pat him on the back, and call him a good fellow. If this is what we have come to, it

is certainly a pitious sight. What right has he to drag the name of a gentleman amateur before the public, and put him in the light of a hired servant? None, whatever. The sooner the League is free from such an official the better it will be for the organization. There are certainly many men in the organization who support it for the sake of the sport alone, but if semi-professional showmen are to remain in command, it is not probable that the rank and file will retain that element of purity so necessary to a successful organization.

THE past tournament at Philadelphia, although conceded to be a success from a racing standpoint, was nevertheless a financial failure. The direct causes which led to the result are indeed peculiar. There exists, in Philadelphia, a very strange sentiment towards the Star, which to an impartial outsider is somewhat ridiculous. The Quaker City Club are, we believe, a "Star Club," and, consequently, any action they took was not apt to enlist the sympathy of the other clubs, who, instead of lending a helping hand by saying a good word for the affair, delighted in running it down, and chuckled over the loss that was made. We must confess we cannot understand or appreciate such feeling. We do not see why anything that will tend to increase the number of riders should be frowned down. What possible good does it do to the sport at large? It merely gratifies a personal feeling at the expense of the community.

Another cause was in neglecting the newspapers. The public at large were not well informed as to the merits of the racing, and were not of course interested to any great extent. The accounts that appeared after the first day's events were not calculated to attract crowds to the subsequent performances. There was an utter lack of enthusiasm, which fell with chilling effect upon an unsympathetic public, and a want of good management in this direction which can not be overlooked in future affairs, and which will doubtless prove a lesson to future tournament managers.

CINCINNATI JOTTINGS.

The Cincinnati Club opened its new headquarters at Dayton st. and Western av. last Wednesday night with an "opening smoke," and in response to the neat invitations sent out by the committee, about fifty wheelmen, representing the clubs in the vicinity, to say nothing of the great unattached, congregated at the club rooms and passed an enjoyable evening long to be remembered by those present.

After welcoming the guests in a neat speech, Mr. Kitchell, of the committee, invited them to partake of refreshments down stairs, and also to smoke, a liberal supply of pipes and fragrant Perique being at hand, which novel mode of using the weed was heartily enjoyed, the non-smokers keeping the pipes for mementos of the occasion.

While the good things were being disposed of, Mr. Bennett called the company to order and proposed the health of the "College Hill Bicycle Club," which was responded to by Mr. Hammond Avery.

Then the "Chicago Bicycle Club" were toasted, and Mr. Brown, formerly of that city and still a member of the club there, responded, not failing to say a good word for "Ayer's Chicago Club Tour," which starts soon.

"The Great Unattached" came next, and Mr. Park Hammar was called on to speechify, but was found to have mysteriously disappeared, and, of course, could not be found until too late.

"The Wyoming Bicycle Club" was responded to by Mr. Wade, of that village, who stated that he was President, Secretary, Treasurer, Captain, and sole member of the club, and consequently knew all about it. He said the Wyoming boys might lack a fine club house and the advantages of the city,

but asserted that we had no such riding near at hand as they have. And he is right.

After several more toasts, the men went up stairs to have some music, and the College Hill Club, who turned out to be a glee club in disguise, made things lively for a while with college songs, which were heartily applauded and joined in by those of a musical turn of mind; and what wheelman is not? "John Brown's Body," "Mrs. Brady," "Forty-eight Blue Bottles," "Mrs. Brady's Piano-forte," "Hail Columbia," etc., were rendered in a forcible and harmonious manner amid the plaudits of the populace in the street, who let off rockets, fire crackers, and colored lights in honor of the event.

Ten o'clock came too soon, but those who had ridden were compelled to go, and after three cheers all around they were off, after which the boys stayed awhile for a confab, and every one expressed themselves as highly pleased with the evening's entertainment as well as the handsome manner in which the rooms have been fitted up.

Everybody missed Ned Landy, and it was regretted that he could not be present, but he met with an unfortunate accident the day before, falling and breaking his arm in two places.

Mr. Landy had just returned from the East, where he won several races, and had secured the agency for several leading makes of machines, among them the Rudge light roadsters.

First Clerk—"What is that strange exhalation or exuberance out doors, that bright light?"

Second Clerk—"Dunno; electric light, maybe."

F. C.—"Oh! don't you know? We used to see that last summer; they call it *sun*."

S. C.—"Sun! sun! Believe I do remember something of that sort, but I haven't seen it for so long I'd quite forgotten."

We have solid weeks in this valley some times when old Sol goes back on us entirely, and the cyclist turns to the swallow-tail coat and dancing pumps of the winter for consolation.

Puck has a cartoon this week on the usual "header" and "dude" plan, constructed by some benighted caricaturist who imagines the bicyclist's life is one continuous round of falls and heart-rending mishaps. A wheel paper ought to illustrate this cartoonist in the act of getting struck by a "foul" ball, or getting thrown by a horse, or "catching a crab" in his "coonoo," and see which is the most graceful.

Something handsome in the way of uniforms is likely to be forthcoming, from present indications at Cincinnati headquarters, and the boys are going to get a tiptop thing or none.

The blunders made by the uninitiated in advertising for wheels are sometimes laughable to an experienced cyclist. For instance, one young man wants a "four-inch Standard," and another has for sale a "56-inch Standard with 70-inch front wheel."

Many are the plans being discussed for vacation tours and trips, and those having leisure ahead are studying up the road maps, praying for fine weather, and buying new outfits wherewith to astonish the guileless country folk.

It is rumored that New Pierson, the genial Captain of the College Hill Club, will shortly wed a young lady of Miamitown.

This explains it; we thought we had met him up that way a good deal too much for a disinterested cyclist on a run.

BRIEFLETS.

Plan your vacation trip to take in the Cleveland meet.

Harry Hall wants a Rudge.

Ned Landy will "boom" things when he gets well.

John Hodge enjoys a pipe.

Frank Perkins, of the Kentons, has gone to Toledo, and Put-in-Bay for three weeks.

The "club parlor" is a little beauty, and the piano will conduce to hilarity at club gatherings.

Park Hammar is bashful. He hasn't been found since called upon to orate.

Picnics are in full blast now. Why don't the cyclers brace up and give one, or is the wheelman's life too much of a picnic already?

The Chicago tour will get a few recruits from here. Success to them.

Cap. Whiting knows what was in the cellar last Wednesday night.

Bert Kitchell is a good "squeezer"—of lemons.

John Barclay felt "elevated." Genius always does.

The "sprinkling fiend" receives his share of execrations this dusty weather for making six inches of mud in front of his premises and turning the hose on any rider who complains.

The man who will not go to such a gathering as we had last Wednesday because he doesn't know anybody is "way off," and doesn't appreciate the pleasures of good fellowship.

We thought we had a "club liar" here who could outdo anything we ever met, until we read a bicyclic snake story published in an Eastern paper, and we are now ready to yield the fruit-cake to the unknown scribbler. He says a wheelman was riding his bicycle along when the whole tirc came out, and a large black snake which happened to be right on hand jumped into the fellow and allowed the man to ride home, not dreaming of his snakeship's proximity. We hope the cyclist apologized to the snake on arriving there, and invited him in to take something, and also that the snake was not "tired."

That snake was fond of good fellow-ship.

NORB.

THE "AMERICAN SANSPAREIL."

SAMUEL T. CLARKE & Co., FRANKLIN BUILDINGS, BALTIMORE, U. S. A.

In the spring of 1882 we received a visit from an American gentleman hailing from Baltimore. He was outspoken, smart, active, and enterprising, and soon made us acquainted with the object of his visit to this country. It seems that for the previous year or two he had interested himself in the bicycle in America, and having a large hall or building at his disposal, had utilized it for the purpose of stocking and selling American-made bicycles, the use of the wheel just getting very popular in Maryland. A bit of sharp practice, however, on the part of the manufacturers with whom he had been dealing, had caused him to look into the matter more fully, and having obtained a copy of the "Indispensable Bicyclists' Handbook," he was not long in finding out that there were such things as bicycles made in England, and that, too, of at least as good a quality as those in America, and his object in visiting England was to inquire fully into the matter and see if he could not get better machines made in this country and import them on his own account. After consulting with us, and visiting several works in different parts of England, he finally settled on Mr. W. Andrews, of Birmingham, whose machines at that time had just begun to make a name for themselves, and, being satisfied with his work and the style of machine turned out, he laid down the lines, with our assistance, of a machine on the basis of the "Sanspareil," but with several important modifications especially suiting it for use on the rough roads of America, and having got Mr. Andrews to carry out these instructions to the letter, and to make him a few sample machines, which turned out satisfactorily, he christened the new design the "American Sanspareil," and went into the importing industry with a full purpose and no lack of energy and enterprise. We believe his first year of business ended with his importing and selling over 300 of these machines, which speedily began to take and make a name for themselves in the new land, and, under his fostering care, were not long in asserting their position amongst the leading mounts in America. Last year found our friend busy as ever, his trade, we understand, very nearly doubling itself, and the present season shows that he does not intend to be left behind in the race for American custom, as, with the assistance and advice of Mr. Andrews and Charley Palmer, and with the experience of the past two seasons, his machine has been thoroughly overhauled and reconstructed throughout, though still on the old lines that have proved so successful in the past. By a visit to the Victoria Works at Aston last week, we were enabled to inspect the new pattern for the coming season, a second consignment of which was then on the eve of departure, and, as we have a very large number of American readers, we take the earliest opportunity of describing the "American Sanspareil" for 1884 for their benefit. The machine, then, is a stoutly built article, well cut out for rough and heavy work. It has from 2½ in. to 3 in. rake, which is fully twice as much as that used on most English machines, and tends to make it excessively safe for bad roads. Especial care has been taken by Mr. Andrews with the construction of the ma-

Ira Perego

OUTFITTER TO THE CITIZENS BI. CLUB.

BICYCLE JERSEYS.

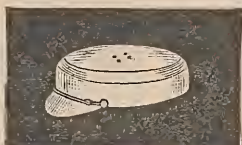
In finely woven worsted, without collar, all shades.....	\$4.00
“ “ “ striped, without collar, all shades.....	4.25
“ “ “ striped, with collar.....	6.50
“ “ “ solid color, with collar, striped.....	6.50
“ “ “ solid colors, with club initials woven, to order.....	
“ “ “ silk, solid colors.....	21.00
“ “ “ with club initials woven in, to order.....	
Heavy ribbed Jerseys, sometimes called Guernseys, in blue woolen.....	2.50
“ “ “ in white woolen.....	5.00



No. 1.
Ventilated Duck Bicycle Helmets.
1st qual. white or drab, \$1.50 each,
\$15 per dozen.



No. 10.
Ventilated Duck Bicycle Helmets.
2d quality, white or drab,
\$1.25 each, \$12 per dozen.



No. 4.
Bicycle Caps.
1st quality \$1.75, \$18 per
dozen; 2d, \$1.40, \$15.



No. 5.
Blue Chevrot English Polo Caps.
Extra quality \$1.50 each,
\$15 per dozen.



No. 3.
Ventilated Corduroy Bicycle Helmets.
\$1.50 each, \$15 per dozen.



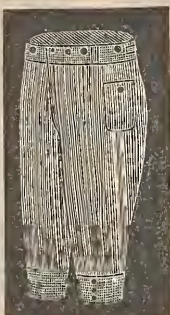
No. 7.
Duck Tennis Caps.
White or drab, 40 cts., \$4.50
per dozen.



"THE CYCLE,"

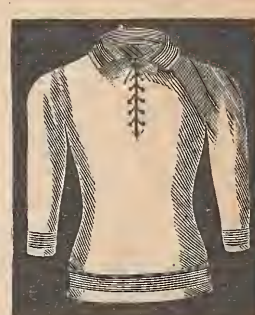
An imported bicycle suit, said by experienced wheelmen to be better adapted to road riding than any suit hitherto offered. It consists of a very pretty jacket and pants, woven in worsted (fitting close to the form) in three colors, seal brown, navy blue, and gray.

Price.....\$12.00



A large stock of "BICYCLE" SHIRTS, IN FLANNELS, with silk laced front, any shade desired, finest quality, at \$3.00 each.

Woven silk belts, with gilt buckles, in stripes.....	\$1.25
Silk ribbon belts, with gilt buckles, plain.....	.75
Cotton elastic belts.....	.50
English silk bicycle garters, with leather straps, per pair.....	.65
Colored silk bicycle garters, to attach to pants.....	1.00



Orders by mail promptly attended to. Liberal discount made when a whole club orders. Goods shipped C.O.D. to any part of the country.

Ira Perego 128 & 130 Fulton and 87 Nassau Sts., New York, N. Y.

Send Two-cent Stamp for 32-page Illustrated Catalogue and Price List.

chine, every part being made by special machinery, the construction and elaboration of which have occupied him all the winter, so that, as now made, each part will fit exactly any machine, and the trouble and annoyance in getting new parts in case of breakage and finding them of unsuitable size will be remedied. As required by the exigencies of American roads, the machine is provided with large rubbers, that on the front wheel measuring one inch in diameter, and that on the back wheel $\frac{3}{4}$ inch. These are of best quality, red in color, smooth in surface, and soft in texture, and are cemented into large crescent rims. The spokes are of a kind not usually seen in England, being butted at both ends, so that a spare spoke being handy, there is not the necessity of heading it up after being run through the rim, whilst the thickened ends render the spoke immensely stronger just at those parts where strength is wanted. The hubs are broad and the flanges deep, these latter being recessed slightly to admit the bearings, which are very much on the same principle as Rudge's, having both side and edge adjustment, but, like all the rest of the machine, every part is made on the premises, and great care being taken in their construction, they are thoroughly to be depended upon and run with remarkable freedom. The cranks are adjustable, and the bearings hinged to the fork ends. The forks themselves are fluted, and are brought high and square over the wheel, giving plenty of room between rim and bottom of the head. The leg guard, of the usual type, is let in between the forks and there secured by a couple of screws, and the bottom centre of the steering head is hardened separately and afterwards driven into its place from above. The head is on Andrews' well known principle, the centres running right to the top, and giving great rigidity and firmness. A special feature, too, has been introduced this season in the fitting of the handle bar to the head piece.

As will be seen by reference to the illustration in our advertising columns, the lug in front of the head has a square recess cut in it, and the handle bars are so made as to fit this exactly, a couple of stout bolts passing

through and holding all secure. This allows the ready interchange of handle bars, and, as Mr. Andrews has several patterns of these so far as the bending goes, from straight to the most pronounced cowhorn type, it will be readily seen that this point is a considerable gain to the purchaser. The backbone is round, and finishes in a pair of semi-hollow forks constructed of sheet steel, stamped to shape and holding a 17in. back wheel running on ball bearings. The spring is broad, and thicker in the middle than at the sides. It is bolted to the neck in front and finishes at the back in a well fitted shackle, the whole being very easy and pliant, and at the same time strong. The brake is, as a matter of course, a front wheel spoon, and is extremely well fitted, the spoon being long and presenting a large surface to the tire, whilst the lever gives a power of fully three to one in favor of the rider, and the fulcrum is secured to the handle bar most safely. Horn handles, and one of Lamplugh's long-distance saddles, complete the machine, which is nicely finished, most carefully fitted, and a desirable roadster in every way. We have not heard how our friends in the States take to it this year, but we feel certain, when the consignments reach them, they will not hesitate very long before showing, in the most decided manner possible, their appreciation thereof, and we wish Mr. Clarke every success in 1884.—*Cyclist.*

FOR SALE AND EXCHANGE.

[Advertisements inserted under this heading, not exceeding four lines nonpareil, for one dollar.]

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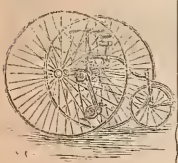
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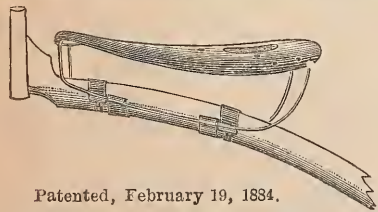
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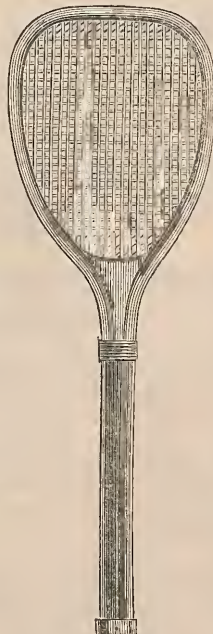


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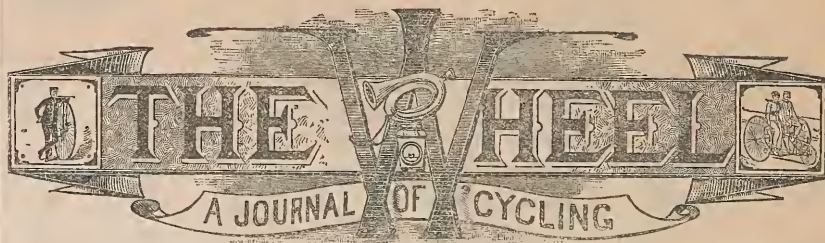
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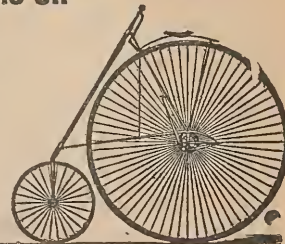
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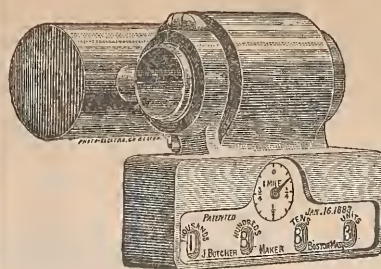
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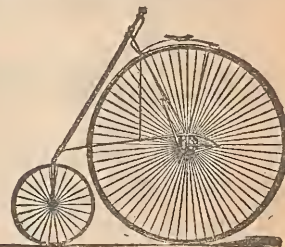
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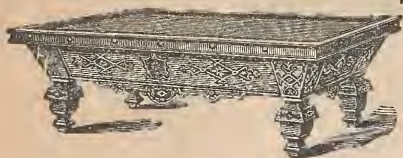
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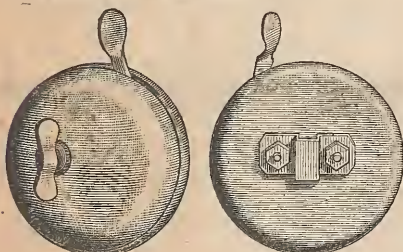
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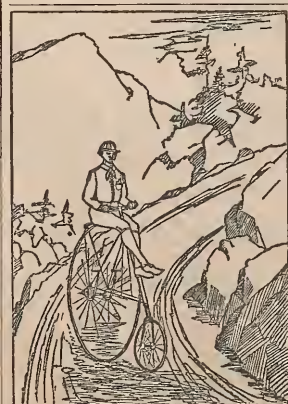
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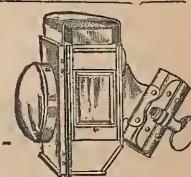
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