

# THE SPRINGFIELD WHEELMAN'S GAZETTE.

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

PRESS OF SPRINGFIELD PRINTING COMPANY.

Vol. II.—No. 12.

SPRINGFIELD, MASS., APRIL, 1885.

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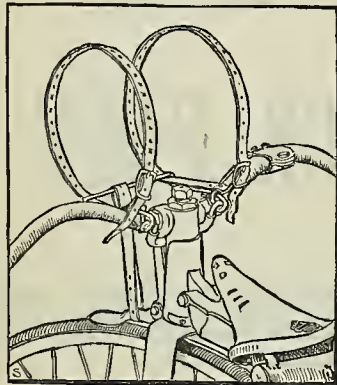
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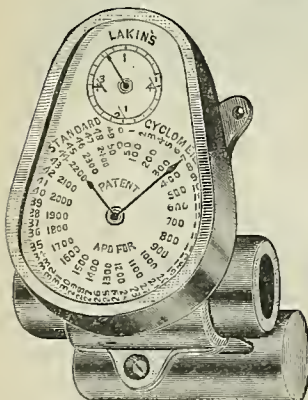
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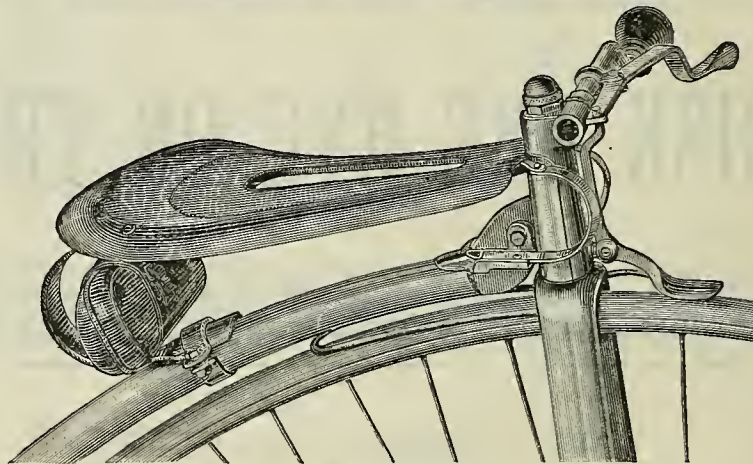
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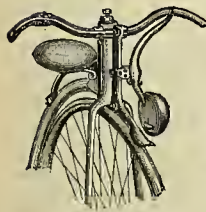
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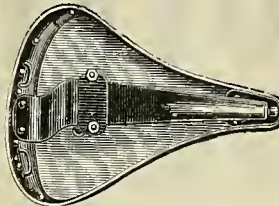
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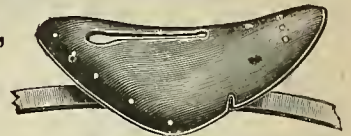


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Weight, 36 pounds. Seventy-two Tangent Spokes, strongly tied, as well as brazed at intersections by ROYAL MAIL system of tying, giving rigidity and adding great strength to the entire wheel. Genuine Warwick Hollow Rim, 7-8 inch; the edges of this rim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

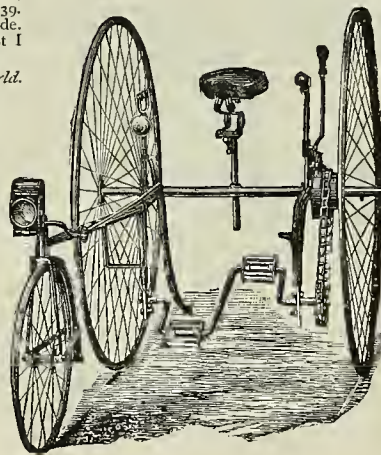
PRICE, 50-inch, \$130.00.

MESSRS. WILLIAM READ & SONS:— FEBRUARY 4, 1885.  
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*Champion of America, and 1-mile Champion of the World.*

Make a note of the superb workmanship. No glittering display about it.—*Athlete*, January 31, 1884.

This famous firm fairly eclipse themselves; the machines are beautifully made and finished at all points. The new racers are superb in every respect, being in our opinion one of the few really good light racers in the market. In tricycles certainly a very novel and good machine is their two-track front-steering double driver, which meets a long-felt want.—*Bicycling News*.

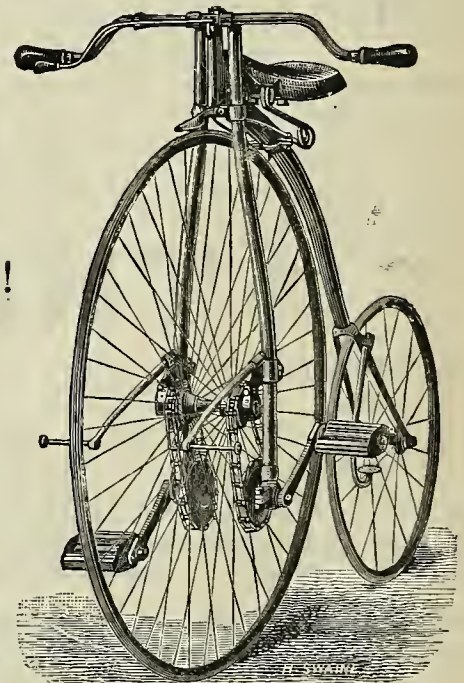
Examine as critically as one may, it is impossible to pick a hole in the workmanship or find a flaw in the material. The ROYAL MAIL bicycle is one of the soundest roadsters made, whilst on the path it has scored several grand successes. The tricycles are neat and serviceable looking machines, and the ROYAL MAIL sociable tricycle is a splendid double driver, and looks as easy as a gig. The firm, we are glad to hear, are doing a very large and increasing trade in all classes of machines. They deserve their success.—*Bicycling Times*.



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PRICE 5 CENTS.

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

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## AMATEUR VS. PROFESSIONAL.

The discussions now going on in the various papers would lead one to think that the phrase "amateur vs. professional" is a distinction without a difference. But such is not the case; the true amateur is one who is capable of speed, and worthy of fellowship. He may be poor or he may be rich, but in most cases is without the necessary funds to enter the racing arena as his ambition would dictate. Such men have friends who take so much pride in a young man's ability that they would be only too glad to help defray the expenses of training for a few weeks or months. Why should not this be allowed? It is not the spirit of justice, to discriminate in favor of the rich as against the poor; but such is the present attempt at legislation on the part of our cycling institutions.

A professional is one who gains his living by pursuing athletic exercises for a purse or for gate money, or travels for a salary in the interest of some other party. To be a professional in sports is in one sense to be an outcast from society. Now why should this be? A professional cyclist should be an honor to the sport; he should be held in the same high esteem that we hold professional men in other vocations of life. The minister, doctor, lawyer, etc., are professionals and follow their pursuits for money, yet we respect them, and this is as it should be. These professional racers as a class are honorable, and would be more so, only for this tirade against them. We should treat them with respect, frame our rules for their protection as we do for our amateurs, let them join our clubs, and otherwise treat them as gentlemen, but of course not allow them to compete with our amateurs, for our rules are designed to place all on an equal footing.

A semi-professional is one who would be a professional but has not the courage and honor to come out and say so. He is one who is paid under some pretense, and will if necessary devote the whole year to the sport in one form or another. It is this class who are dangerous to our amateurs and a disgrace to any sport. But why is it? and echo answers, Why? The whole may be summed up in a few words and easily disposed of. These men would become professionals if it were not for the unpleasant stigma attached to the word

professional. The finer we draw the racing rules on this point, and the more we attempt to make saints of our amateurs and sinners of our professionals, the more will we be troubled with this class. We have had enough of this; now let us try a new method, make it an honor to become a professional, offer a small trophy as a memento of the event, and a liberal purse as an inducement, and, like water, each class would soon find its level.

## SEPTEMBER 8, 9, AND 10.

### THE FOURTH ANNUAL TOURNAMENT OF THE SPRINGFIELD BICYCLE CLUB.

This famous bicycle club will hold its fourth annual tournament Tuesday, Wednesday, and Thursday, September 8, 9, and 10, 1885, and cordially invites all the riders in the world, professional and amateur, to visit Springfield and contest in friendly rivalry for supremacy and honor. The home club will spare neither pains nor expense to make this the most successful international meeting ever held. The races have been so arranged as to meet the requirements of all classes. The splendid track of the past year is to be greatly improved, and the improvements are expected to make the track at least four seconds faster, so that it will be possible for our racing men to go below 2.35 the coming season.

The same excellent board of managers which conducted the past successful meetings will continue in charge, which insures to wheelmen the best of order and executive ability. The experience gained in the past will be of value in the future, and a number of new and important improvements in the management, and particularly in the matter of timing, will be made. The following programme has been adopted:—

#### SEPTEMBER 8—FIRST DAY.

One mile—Professional; handicap.  
Ten miles—Amateur; bicycle. Championship of United States.  
One mile—Amateur; tricycle.  
Three miles—Amateur; tricycle tandem.  
Five miles—Professional; safety bicycle; wheels not over 40 inches.  
Half mile—Amateur; dash; bicycle. Open.  
One mile—Amateur; bicycle. Class, 3.10.  
Three miles—Amateur; bicycle. Open.  
Three miles—Professional; bicycle. Record.  
Five miles—Amateur; bicycle. Record.

#### SEPTEMBER 9—SECOND DAY.

One mile—Amateur; bicycle. Open.  
One mile—Professional; bicycle. Sweepstake championship of the world.  
Three miles—Amateur; safety bicycle; wheels not over 40 inches.  
Half mile—Amateur; bicycle. 1.30 class.  
Three miles—Amateur; bicycle. Record.  
Ten miles—Professional; bicycle. Open.  
Five miles—Amateur; tricycle. Record.  
One mile—Amateur; tricycle tandem.  
Five miles—Amateur; bicycle. 16 minute class.  
Three miles—Amateur; bicycle. Handicap.

#### SEPTEMBER 10—THIRD DAY.

One mile—Professional; safety bicycle; wheels not over 40 inches.

Ten miles—Amateur; bicycle. Record.  
Five miles—Amateur; tricycle tandem.  
Three miles—Professional; bicycle. Open.  
One mile—Amateur; safety bicycle; wheels not over 40 inches.  
Three miles—Amateur; bicycle. 9.10 class.  
Three miles—Amateur; tricycle. Record.  
One mile—Amateur; bicycle. Handicap.  
Five miles—Professional; bicycle. Handicap.  
One mile—Amateur; bicycle. Consolation.

The prizes, a full list and description of which will appear later in the GAZETTE, will be on the same scale as formerly, and well worth contending for.

The *Cyclist and Athlete* makes the following statement, which with a few corrections is correct. It says:—

H. E. Ducker says; "Some time ago the League started to compile a list of bicycle clubs. After a month it had collected forty names. (2) On the afternoon of February 23d, I thought I needed a bicycle club directory, and by February 28th, I had a list of 178 clubs and secretaries." We take up the trombone on which Mr. Ducker has blown so long and loud a blast, and give our little toot. Sometime ago we thought we would compile a list of clubs. (3) In one day we had compiled a list of 285 clubs. We then advertised for names, and we now have 369 clubs and secretaries, all of them correct, and many more coming in all the while. Twenty of these we took from Mr. D's list.

As to the first part we never made a statement that the League only had 40 clubs. (2) No such statement was made as starting on the 23d of February. (3) The *Cyclist* says that in one day it compiled a club directory of 285 clubs and now has 369 clubs on its list. We challenge the *Cyclist* to print in its next issue the names of twenty clubs outside of our list which shall be complete as a reference. An official directory such as the GAZETTE's cannot be compiled in one day or one week, and none but simple minded people would believe the above statement even in so good a paper as the *Cyclist and Athlete*, and it stands the editor to deal out the truth and not make a statement wholly devoid of that article so essential to a well regulated newspaper.

Thomas Stevens, the transcontinental bicyclist, whose description of his passage over the Sierra Nevada is one of the special attractions in the current *Outing*, has made an arrangement with the publishers of that magazine to complete his round-the-world tour as their correspondent. He will sail from New York on the Innan steamer "City of Chicago," April 9, to begin his ride "across Europe and Asia"; and he expects to publish the first chapter of his experiences in the August *Outing*,—in regular continuation of his "across America" sketches in the May, June and July issues. Meanwhile, he has taken a brief trip to the West, by train, in order to say good-by to his parents, who reside near Kansas City, Mo. The GAZETTE's publication of his letter, a month ago, seems to have been instrumental in thus rapidly bringing his interrupted plans of travel to the point of practical realization.



## BRITISH CYCLING.

(From our own Correspondent.)

February made its exit, and March entered, with copious storms of rain; but the temperature has been high for the time of year; and the winter can be said to have left us, taking with it the record of one solitary snow-storm only. In the nearer suburbs of London, and on the vast stretches of wood-pavement in the western districts of the metropolis, numerous riders are getting about, but until the rainy spell ceases our season will not have fairly commenced.

An account appeared in one of the weeklies, of the tour undertaken successfully by two tricyclists who spent the Christmas holidays, from December 26 to January 5, in a tour from London into Wales, riding 303 miles. Favored by exceptionally fine weather and roads, they enjoyed the trip.

Following close upon the monster exhibitions of the Stanley and Speedwell Clubs, a number of minor cycle-shows are being held in provincial cities, Liverpool and Newcastle emulating on a small scale the triumphs of London and Birmingham. The exhibits are but repetitions of those at preceding expositions.

Our great meet at Hampton Court must be regarded as dead, nobody having even suggested a delegates' meeting to discuss it this year. But the tricyclists have resolved to keep up their annual gathering, which is to take place at Barnes Common on Saturday, May 9. Hitherto these meets have consisted only of a gathering of the clubs, in blocks, a procession around a prescribed route, and a hasty dispersal; but this year it is intended to make the tricyclists' meet more attractive. A field is to be secured near the Common, and a large marquee erected for the clubs to adjourn to after the meet, a cold collation with tea, etc., being partaken of, and some unspecified form of entertainment provided ere the riders separate for home.

The clubs in the northeastern portion of London have likewise determined to keep up their annual meet. This is the only locality of the metropolis in which the clubs are sufficiently united to support a strictly local meet, and June 13, this year, will witness the third annual meet of cycling clubs having headquarters in the northeastern parts of London, at Woodford, Essex.

The improved cast-iron plates issued by the National Cyclists' Union are springing up all over the country, replacing the obsolete tin tablets which previously served as warnings at the summits of dangerous hills. It is now suggested that the degree of danger incurred by the descent of a hill should be indicated by means of distinctive coloring, minor gradients being marked by green, and sharper slopes by red lettering. This has not yet been sanctioned.

A geological survey of Great Britain has been in progress for some years, but the most difficult portion of the work remains to be completed in the west and north of Scotland. The surveyors complain of the trouble incurred in carrying their apparatus far from railways; and some are agitating for government to grant them the cost of tricycles, instead of paying for the hire of horses and carts, to aid in the task.

Sport upon wheels has not commenced yet. A match upon the road was to have taken place last month between Engleheart on a Facile, and Gibb on a Rudge; but after the former amateur had spent five weeks in training for the race, the latter rider backed out of his bargain,

pleading that his club—the Edinburgh Amateur Bicycle Club—would not consent to the match.

"Carrier" tricycles are coming into very general use. A tradesman successfully sued the owner of a heavy cart which had collided with a carrying-tricycle ridden by a lad; and the proof of the carman's negligent driving being ample, fifteen guineas damages, and costs, were awarded to the tricycle owner.

Another law case of the past month was a prosecution by the proprietor of Rudge & Co., who charged his Manchester manager with fraud in connection with the exchange of second-hand bicycles. Upon coming for trial, however, the judge dismissed the case as frivolous, without so much as calling upon the defendant (Leeming) to answer the charge.

Another cinder-path is added to London's athletic grounds. In consequence of a difference between the Crystal Palace Cricket Club and the proprietors of the Palace, the club has taken a piece of ground close by their former *venue*, and laid down a new cinder-path. It will have to be a very good one to compete successfully against the cinder-track at the Crystal Palace.

The hair-splitting differences between chronometrical enthusiasts rages very high just now, and discussion waxes warm upon the merits of watches made at home and at Geneva. Our authorities appear bent upon making it as difficult as possible for a bicyclist to gain the record of "2.39," by winding as much red-tape about the operation of clocking as they possibly can.

Some degree of interest is beginning to be aroused concerning Karl Kron's book, the pertinacity with which your persevering countryman worries his canvass, having woke up even the phlegmatic Britisher. We shall be curious to see how the book itself bears out the promises that have been made about it.

The dancing season draws to its close, and only a few "smoking-concerts" remain to drag out the tail of the off-season. The Canonbury Cycling Club brought off its annual assault-at-arms with the usual unvarying success, the tug-of-war competition being won by a team of the old Pickwick Bicycle Club.

Questions are frequently asked as to why our British Clubs do not possess club-houses on a scale similar to those we read of as existing in America. In London alone, it is constantly urged, we have more cyclists than in the whole of the United States. (?) Yet there is not a club-house worthy the name in this great city. The reasons are various. For one thing, our clubs are *bicycle* clubs, or *tricycle* clubs, or *cycling* clubs; whereas in America the wheel occupies a secondary place to the *club*; British cyclists are not club-house loungers, but band themselves together for cycling purposes alone. Hence we really should not use our club-houses if we had them. But we cannot have them. Money is more scarce here, and the riders who could afford to pay a reasonable subscription towards maintaining a good social club-house reside too far apart—in the outlying suburbs—to centralize their interests, so that they prefer to join existing social clubs for social purposes, and support their cycling clubs for cycling purposes alone.

The executive of the N. C. U. has published its revised definition of an amateur; but fault is still found with it, and I therefore will not quote it until after the Council has finally determined the wording.

The "Makers' Amateur," his status, and rights, occupy our attention just at present, some cyclists having commenced a crusade against the amateur riders who are secretly in the employ of makers of bicycles or tricycles, and whose training and racing expenses are borne by those employers. Some purists propose to professionalize the whole class of men who are employed or subsidized by the makers; whilst others of more moderate views agitate only for the suspension or disqualification of such employes as can be proved to be paid for racing beyond the value of their services as clerks, salesmen, etc. The N. C. U. will undoubtedly make a move in this direction ere long, and it will then not be possible for such men as visited you at Springfield by aid of the makers of their machines to continue in the amateur ranks.

WAVERLEY.

LONDON, ENG., March 6, 1885.

## News Notes.

Well, what did you think of our March issue?

The "Hendee" of the Pacific coast is F. R. Cook.

Harry Leeming has been acquitted in the suit of D. Rudge & Co.

The Springfield Bicycle Club will hold a spring meeting on May 30.

A Boston grocery firm uses a carrier tricycle in delivering its goods.

Irwin, Pa., has a one-armed bicycle rider who is an expert at riding.

The question is, Are not club smokers a refined name for club drunks?

The Overman Wheel Company is running its works night and day.

Mr. A. H. Overman is one of most energetic men in the bicycle business.

J. H. Adams, of Facile fame, has entered the employ of D. Rudge & Co.

There are times when all well regulated wheelmen represent the ground hog.

A noiseless self adjustable spring clip will be used on the Expert this season.

Salem, Or., is to have a six-lap cinder track built by the Chemeketa Bicycle Club.

Cola E. Stone, the St. Louis flier, expects to break three minutes this season.

The Ottumwa bicyclers intend to make wheeling lively in Iowa the coming season.

John Keen will visit Springfield the coming fall and exhibit his new water cycle.

The Connecticut Bicycle Club will hold a two days' tournament September 1, 2.

The professional riders in the South seem to be doing considerable Sunday racing.

The Citizens' Club of New York proposes to add another story to its club-house.

The Fort Schuyler Wheelmen will hold a two days' tournament, June 30 and July 1.

Colonel Burnaby, who died so bravely in the Soudan, was an enthusiastic wheelman.

We have heard no complaints about the last GAZETTE. All got their money's worth.

Frank Moore is on the path again this year, and is confident of breaking his former records.

As the boys used to say in the army, "Cleveland is going slow and learning to peddle."



The Pope Manufacturing Company uses a carrier tricycle to deliver small goods in the Back Bay.

Gideon Haynes, of Buffalo, has severed his connection with the cycling firm of Bull & Haynes.

Hartford falls into line and will hold its tournament two days the first week in September.

Charlie Jenkins, the Louisville flier, was married to Miss Gardner on the 17th ult., at Smithville, Ky.

Dr. H. L. Cortis is about to return to England, and may be heard from on the path in the near future.

W. B. Everett & Co. will have the exclusive agency for the United States of Singer & Co.'s machines.

John Keen and Harry Etherington will attempt to cross the English channel on Keen's water cycle in June.

Ralph Ahl, the first American to score a record of three minutes, will appear on the track again next season.

Subscriptions have poured in upon us thick and fast the past month. The March number did the business.

John S. Prince's record medal, presented him by the Springfield Club, has been on exhibition the past week.

The *Sporting and Theatrical Journal*, of Chicago, publishes a cycling column weekly that is refreshing to read.

It is expected that the racing board will beat all former records the coming season in the number of reinstatements.

The veteran racer, and for ten years the champion of England, John Keen, will visit the Springfield meet this fall.

The beautiful in bicycling is best shown off in the matchless game of polo on wheels by Messrs. Frazier and Finley.

John S. Webber, Jr., of Gloucester, is to publish a hand-book of roads entitled, "A Wheel around Cape Ann."

The *Star Advocate* is the name of a new bicycle paper published at Rochester by E. H. Corson, the well-known rider.

Tony Pastor is one of the latest converts to the beauties of the wheel, and will the coming season put the cycle to practical use.

R. Howell is out in a bold challenge, offering to race any man in the world for the professional championship at any distance.

Glasgow, Scotland, has eighteen wheel clubs, with a membership of nearly 500, and only one racing man of note among them.

Will S. Maltby is out with a challenge to ride D. J. Canary for \$100 a side and the fancy riding championship of the United States.

The Chicago *Sporting and Theatrical Journal* says that Miss Annie Sylvester rides the one wheel, with the handle-bars removed.

A third edition (one hundred thousand) of Mr. Charles E. Pratt's valuable little cycling book, "What, and Why," has been issued.

E. F. Fisk, of the Kings County Wheelmen, won the medal for attending the greatest number of club runs, having attended all of them.

We had the pleasure of witnessing an attempt to break the neck of the new Victor bicycle, with the only result of a severe twisting but no break.

William Read and Sons have issued their annual spring catalogue, a large quarto, which well sets forth the good qualities of the Royal Mail cycles.

Fred Wood, the professional champion of England at many distances, who recently fell and broke his left arm, will visit Springfield the coming fall.

The Cleveland Bicycle Club will hold its annual race meeting at the Cleveland athletic park grounds, on Thursday and Friday, Aug. 27 and 28, 1885.

Southern wheelmen say that Prince and Eck are both humming that sweet little song, "We never speak as we pass by." It is hard to tell whom to congratulate.

Abbot Bassett, of Boston, who filled the position of referee with general satisfaction at the last Springfield tournament, will grace the coming one in the same position.

The Kenton county boys of Kentucky gave their first social club-night and spread, Monday, February 16. It was participated in and enjoyed by some fifteen wheelists.

W. D. Wilmont was the recipient of a handsome gold medal recently presented him by the Pacific Skating Club in appreciation of his wonderful performance on the wheel.

A 64-inch Rudge roadster is on exhibition at Stoddard, Lovering & Co.'s rooms. It is the largest bicycle in this country, and belongs to a gentleman in Dayton, O.

Rev. George F. Pentecost, the well-known helper of Mr. Moody, is still accustomed to take his regular recreation on the wheel, having been greatly benefited by its use.

Stoddard, Lovering & Co., of Boston, have issued a handsome forty-eight page catalogue of their celebrated Rudge cycles, from the press of the Springfield Printing Company.

John S. Prince proposes, among other things in the cycling line, to engage in a series of races against trotting horses this season, the distances ranging from three to fifteen miles.

Twelve members of the St. Louis Bicycle Club will make an overland trip to the National Park, as soon as the season opens, going by rail to Laramie, thence by wheel to the park.

William R. Pitman and Miss Hattie M. Knowlton were married Monday evening, February 21, at Boston. Success to our old veteran and racer, on this the new and latest path of life.

The Kenton Wheel Club, of Covington, Ky., will soon issue a road guide for Kentucky, and that part of Ohio in the vicinity of Cincinnati. Mr. P. N. Meyers is the managing editor.

A revolution in timing is expected at the coming Springfield meeting, by which all the timing will be done by electricity. This gives the time of each man perfectly and beyond dispute.

Sellers's Springfield prize cup and 2.39 record medal were on exhibition at the recent Liverpool, Eng., exhibition, and the press agrees that the cup was the most elegant cycling prize yet seen.

The new catalogue of the Overman Wheel Company is a daisy. The cover is the neatest yet, and the catalogue contains the necessary information in regard to the new Victor cycles.

Time and tide wait for no man. And the Springfield Bicycle Club has taken time by the forelock, and announced its fall programme. The

tide will come in September 8, 9, and 10, and go out for the next three succeeding days.

One good turn deserves another, and wheelmen can do the old house of Cunningham & Co. a good turn by purchasing their new mount this spring; they have a well selected stock of cycles.

The Ixion Bicycle Club of New York will hold a 50-mile road race on Decoration Day, the prizes being gold, silver and bronze medals for the first three finishing, and the Vallean cup to the winner.

Hampden Park should be called the "Raceries" to be up with the times.—*Bicycling World*. O, no, brother; Springfield sets the pace and follows no one. At last accounts we were ahead of the times.

Timely discovery, and generous use of water were what saved the building in which are located the new parlors of the Connecticut Club, of Hartford, from destruction by fire, Sunday evening, March 1.

Robert James and Richard Howell, the English professionals, are matched to ride one mile, level, on ordinary bicycles, on the Crystal Palace track, at Sydenham, May 18, for \$125 a side, open for \$250 a side.

The Pope Manufacturing Company has issued the spring edition of its catalogue. It is enlarged to fifty-two pages, and fully describes, with handsome illustrations, the machines of its manufacture.

George E. Hutchinson has issued a challenge to any man in the country for a contest at trick and fancy riding, for \$100 or more a side; the contest to continue thirty minutes and crank machines to be used.

"How does roller skating compare with bicycle riding?" asked a young lady of a wheelman at one of the rinks the other day. "How would Noah's ark compare with a modern steamship?" was the prompt reply.

Robert Neilson, of Boston, is desirous of meeting John S. Prince in a short-distance race for any amount that may be mutually agreed upon, and thinks Springfield would be the most desirable place for the race.

Howell, Wood, James, and Lees, professionals, English, Cripps, Moore, Chambers, and Gaskell, amateurs, and a dozen or more others are mentioned by the sporting press as going to visit Springfield the coming fall.

Mr. Walter Hume, of the Albert Bicycle Club, Australia, has successfully performed the task of riding from Melbourne to Sydney on a bicycle. The time taken was eleven days, and the trip is spoken of as most enjoyable.

The craze for roller skating has not injured bicycling in the South. In New Orleans it is pleasant to note that the interest in bicycling shows no abatement, and the club membership is steadily and rapidly increasing.

President Cleveland and the new cabinet mean to be up with the times, as they are disposing of the White House horses with a view (we suppose) of using cycles. How can an administration believing in reform do otherwise?

"The roads of New York," as described on pp. 211, 212 of this issue, will form only the first third of the chapter of that name, as finally printed in "X. M. Miles on a Bi." Chapter VIII., will in fact be one of the longest in the book; and addi-



tional sections of it have already been published in *The Wheel* of March 13 and 27.

The craze for tandems is accounted for by the *Cycling Times* as follows: "A young lady was heard to say that why she liked riding in front of the 'tandem' so awfully was because she always had the gentlemen *after* her then."

*Wheel Life*, in speaking of the recent ball of the Springfield Bicycle Club and the elegant way of doing things, says that it "brings to one the bitter reflection that our cousins are a long way ahead of us in this sort of thing."

Prince's ambition to beat everything on wheels has led him to signify his willingness to give the winner of the late six days' skating contest a start of 300 miles in a six days' race, bicycle *vs.* rollers, each man to have a separate track.

The *Cyclist and Athlete* and SPRINGFIELD WHEELMEN'S GAZETTE seem to have formed a mutual admiration society.—*Bicycle South*. No, brother, the *Athlete*, like the GAZETTE, appreciates true merit and has the courage to say so.

Burley B. Ayres says, "The one great advantage of holding the League meet in July is that there will be no snow to block the wheels then." This was after his recent experience in reaching New York for the officers' meeting, Feb. 23.

The last issue of THE SPRINGFIELD WHEELMEN'S GAZETTE was a surprise to cycling publishers. The paper was got out without any noise, brag, or bluster, and shows what a little energetic work by enterprising publishers can accomplish.

Mr. G. H. Illston, formerly of the Speedwell Club, of England, and who is remembered prominently among the English racing men who came over last season, has settled permanently in Hartford, and has joined the Connecticut Bicycle Club.

The Philadelphia *Cycling Record* takes a bold stand on the official organship, and defines itself clearly as follows: "We do not wish to achieve the greatness of being the L. A. W. organ, nor shall we allow that greatness to be thrust upon us."

Rev. Charles L. Fry, of Lancaster, Pa., has learned to ride, and makes the fourth clerical wheelman in Lancaster county. Rev. W. P. Evans, Rev. G. Wells Ely, and Rev. S. Stall will all mount full-jointed standard Columbias this spring.

The first number of the Philadelphia *Cycling Record* has come to hand. It is a bright and cleanly printed paper of eight pages, published bi-weekly at 50 cents a year. The paper has the neatest engraved heading of any cycling paper published.

Charles A. Brady, of Brooklyn, with bicycle, is reported as having enjoyed a pleasant voyage, and safe arrival in the Barbadoes islands, where he reports roads in good condition, and that sea-bathing, and tropical enjoyments are rapidly restoring his health.

Grant Bell, of Minneapolis, has won the rink championship of the Northwest, defeating John Nicholson, of Minneapolis and Phil Hammel, of Chicago, in the five-mile heat races at Minneapolis, March 11 and 12. The winner rode a Star. The prize was a gold medal.

THE SPRINGFIELD WHEELMEN'S GAZETTE is not given to making promises of big things ahead, but is all the time giving its readers something new and interesting, as, for instance, see the

March issue. The only way to be sure of the best of papers is to subscribe.

Mr. C. S. Burnham, of the Waltham Wheel Club, sailed on Saturday, 21st inst., per S. S. "Cephalonia" for London, Eng., where he will take charge of the American Watch Company exhibit at the International Inventory Exhibition. He will probably stay six months.

Kentucky has lost a very promising rider in Mr. Thomas Willison, who has decided to locate permanently in Kansas. Good-by, Tom! Don't let time, prohibition, and grasshoppers efface the memory of the many pleasant rides we've had together.—Your "blue grass" friends.

A wheelman who was traveling through the south of Scotland came across an inscription on the tomb of one Nicholas Hooke, setting forth that he was the *forty-first* child of his father, and that he had *twenty-seven* children himself. That was before the days of bicycle riding.

Wheelmen and others desiring first-class music can obtain *Thomas's Musical Journal* (\$1.25 per year), published monthly and containing good reading matter and some twelve pages of good music, with the GAZETTE for \$1.25, or present subscribers of the GAZETTE, for seventy-five cents per year.

Every one knows Henry Goodman & Bro., of Hartford, who furnished the excellent score cards for use at bicycle tournaments; they pay well for the privilege and no race meeting is complete without these excellent cards. All of the large meetings in the past two years have used these cards, in fact could not get along without them.

The excellent form of printing the records as arranged by THE SPRINGFIELD WHEELMEN'S GAZETTE has been adopted in England by the publishers of the "Wheelists' Almanac." The tables have been greatly admired by wheelmen in this country, and the publishers of the "Almanac" are to be congratulated on their wise following.

Rev. Louis H. Schneider, of Washington, D. C., is the publisher of a very complete and most satisfactory map of Egypt, the Sinaitic Peninsula and the Promised Land. He is another proof of the fact that the use of the bicycle or tricycle does not injure a minister's influence, but, by physical benefits, greatly enlarges the sphere of his usefulness.

Rev. Sylvanus Stall, of Lancaster, Pa., requests all dealers, and wheelmen generally, to furnish him the names and addresses of all clergymen in their respective vicinities who ride either the bicycle or tricycle. It is purposed to secure a complete list of all the clerical wheelmen in the United States and Canada. An early response is desired.

The April issue of *Outing* indicates the purpose of its publishers to place it in the foremost rank of American magazines. It is enlarged to nearly double its former size, and its compound title is wisely simplified to the expressive *Outing*. A new and tasteful cover and increased illustration of the best sort give it comeliness, and its table of contents is substantial and alluring.

It may be of interest to the subscribers for "X. M. Miles on a Bi." to know that the compositors of the Springfield Printing Company already have in hand the copy for its first eight chapters. The latter will contain considerable information about "The Roads around New York" in addition to what is printed in the present GAZETTE.

Chapter XI, "Shore and Hilltop in Connecticut," will probably appear in our next issue.

In reference to the invitation extended to Harry Etherington, the editor of *Wheeling*, to attend the fourth annual concert and ball of the Springfield Bicycle Club, he says: "Unfortunately, we found there was not time to get Keen's water cycle and pedal across." As the editor has promised to attend in September, we would like to ask if it is his intention to pedal across the pond.

*Wheel Life* says: "Karl Kron is scattering his manifestoes broadcast through the land. We have received a specimen copy of a chapter from his new American road-book, 'Ten Thousand Miles on a Bicycle,' headed 'The Coral Reefs of Bermuda,' which has already seen the light in the pages of that first-class American journal, THE SPRINGFIELD WHEELMEN'S GAZETTE."

S. Conant Foster, the well-known bicycling enthusiast, a member of the Citizens' Bicycle Club of New York, and the author of a book of verses published under the title of "Wheel Songs," fell a victim to pneumonia on Sunday morning, March 8. He was but thirty-one years of age, and was a son of the late Colonel George Foster. His funeral took place the 10th, and was numerously attended.

A second edition (2,000 copies) has been printed of "The Coral Reefs of Bermuda," the sixteen page pamphlet which Karl Kron is circulating as a specimen chapter of his forthcoming road-book. Two-thirds of the first edition (1,000 copies) were mailed to wheelmen in Europe and Australia, early in February; and the result of this systematic canvass for foreign support will be awaited with interest.

A gentleman of Sanford, Florida, has struck upon an ingenious way by which to conquer the "everlasting sand" of that territory. He has altered his Standard Columbia bicycle by widening the forks at the top, removing the rubber tire, and in its place substituting a flat iron tire about four inches wide. Judging by the way its owner propels it, there must be a peculiar exhilaration in "sand cycling."

A writer in the Fort Wayne *World* says the best hobby to ride is the bicycle or tricycle, and to "test its unceasing charm you will enjoy the same untiring pleasure as he who sings its praises in the following lines:

'The sun lay crimson in the west,  
The soft breeze fanned my brow,  
I rode the steed I loved the best,—  
Would I were riding now!'

Says the *Cycling Times*: "'There is very little difference between swimming and bicycling,' remarked the 'witty one' of our club the other day. 'How's that?' queried our trumpeter; 'Why,' replied he, 'one takes a "header" and then a spurt, while the other takes a spurt and then a header.' 'But there's a wide difference in the way they enjoy their "headers,"' said our latest member, who spoke from experience."

The *Bicycling World* should be the official organ of the League. Its enterprise is commendable from the fact that the report of the League meet in Washington last May appeared in the *World* of the same week, while we had it in installments in the *L. A. W. Gazette* for one month. The same can be said of the report of the officers' meeting, February 22. Official news grows old and stale after a week or two, and loses its inter-



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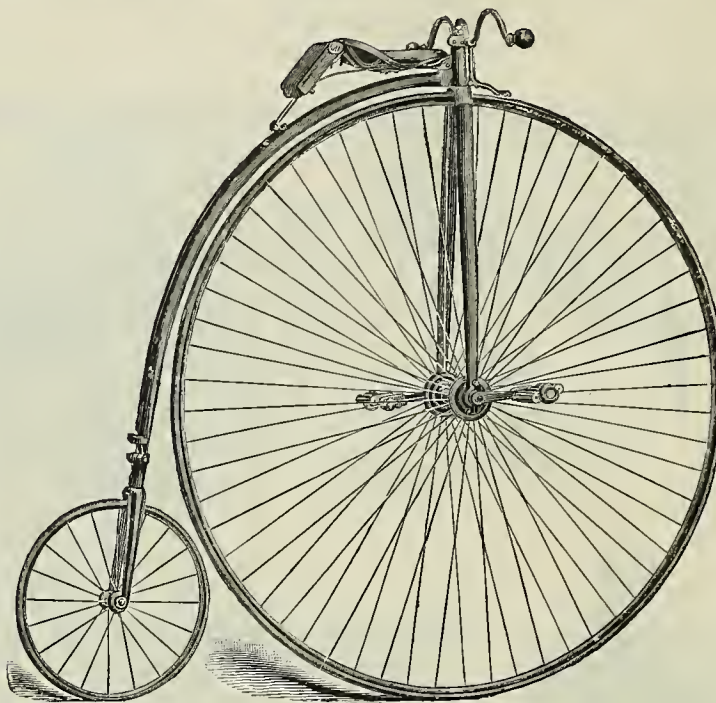
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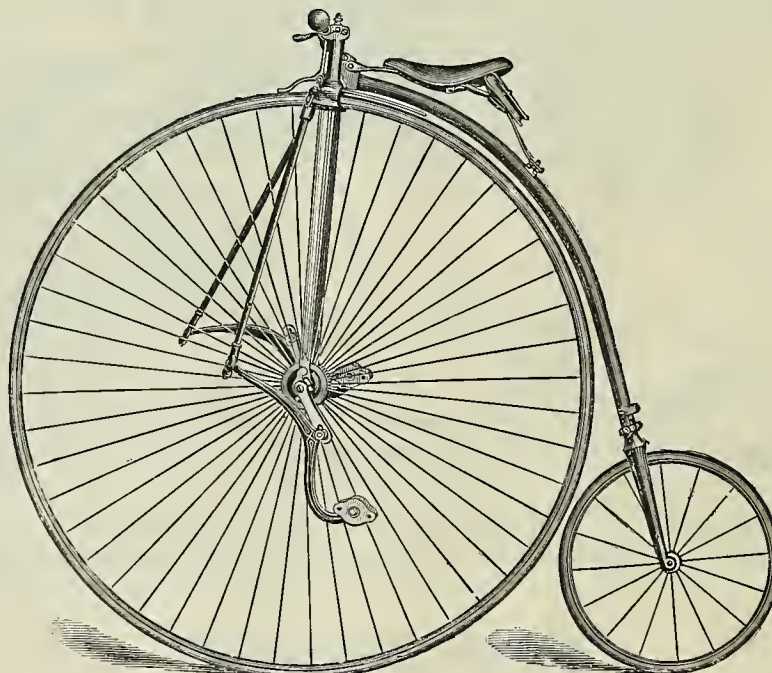
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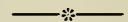
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est. Wake up, brother editor and publisher, let us have a little push in the official gazette.

A clerical party is being formed for a tour in Canada during the present season. Rev. Sylvanus Stall, of Lancaster, Pa., has the matter in charge. The party will meet at Niagara Falls, August 5, and return to that point August 26—making a run of three weeks. The entire tour is to be arranged with reference to the comfort and physical profit of men in the active ministerial work, and the expenses for the three weeks are to be very low.

One of our leading (?) cycling contemporaries boasts of a five-cent competition among its contributors, and then has the nerve to try to imitate our large March issue. We rather reckon it will take nearly 30,000 five-cent pieces to pay for an issue that will equal the SPRINGFIELD WHEELMEN'S GAZETTE for March. But then we accept the compliment, for "imitation is the sincerest flattery," and shall watch for the coming issue of April 3.

At the Lutheran mission at Guntoor, India, a native evangelist uses in his work a bicycle, made and formerly ridden by one of the American missionaries. There are few regular roads, but the paths that lead from village to village afford an excellent road for the bicycle. One of the missionaries in writing to Rev. William P. Swartz, who is under appointment and is to sail this summer, said that if he could bring a bicycle with him, it would be of great service in his work.

The Photo-Gravure Company, of 853 Broadway, N. Y., has been awarded the contract for supplying the heliotype likeness of "Curl, the best of bull-dogs," which is to serve as a frontispiece for Karl Kron's road-book; and the author remarks that, "if the heliotype succeeds in reproducing the life-like appearance of the original ambrotype, every shoulder-hitter and bar-tender in America will want to buy the volume, simply for the sake of securing the picture."

The managers of the "Big Four" tour will offer, in order to provide a pleasant diversion for the tourists, a gold medal to the winner of a 100-mile race, to be run for during the tour over the finest of American roads, starting from Cobourg, through Wicklow, Colborne, Brighton, Trenton, Belleville, Shannonville, Napanee, Westbrook, Cataragui, ending at the Thousand Islands. Competition open to amateurs, and only one representative of each crank or safety machine allowed to enter.

Mr. A. L. Atkins, the head salesman at the Pope Manufacturing Company's Boston office, and L. A. W. Consul of that city, has just issued a "Cyclist's Road Book of Boston and Vicinity." The book is nicely printed, convenient in size, and the contents consists of forty-two excellent routes very carefully prepared. The turnings are designated as right or left; the condition of the road-bed is given, and notes of peculiar interest to wheelmen accompany the routes. It will be sent to any wheelman on receipt of fifteen cents.

The grand army of bicycle riders has attained such numbers and permanency in the few years covered by its history that it has a system of tactics of its own, and a manual wherein that system is taught. A second edition has just been issued of "Bicycle Tactics, a Complete Manual for Club Drills," of which Mr. T. S. Miller, 23 South Jefferson street, Chicago, Ill., is the author and publisher. Mr. Miller is President of the Chicago Bicycle Club, and his book is clear, ex-

plicit, suitably illustrated, and is sold for 20 cents. It will speedily be found, we doubt not, in the hands of every bicyclist who desires to keep pace with the progress of the fraternity.

The list of localities which, at the close of January, had supplied subscribers to "Ten Thousand Miles on a Bicycle" (p. 171, in last month's GAZETTE) has since been considerably increased. Switzerland and Japan are the latest nationalities added; and Florida has secured a place, by the removal thither of a Connecticut subscriber, so that Nevada, Idaho and Indian Territory are the only sections of the Union not yet represented on the list. Its total, March 31, was 2646, whereof 46 are assigned to Australasia and 64 to England.

The following advertisement appeared in the Dakota Free Press: "Rev. F. M. Shaw, trick bicycle rider and fancy trick skater, will be at the rink on Saturday evening, Feb. 14. He performs over fifty of the most difficult feats on the bicycle. This exhibition should be seen to be admired. Come, everybody, and see the finest exhibition before the public. Mr. Shaw, although, perhaps the finest skater in America, does not follow the business for his own personal benefit, but is desirous of raising enough money to pay off a mortgage on his church, which falls due in the near future. Admission, 25 cents."

The handsome new catalogues of the Overman Wheel Company, Stoddard, Lovering and Co., and William Read and Sons are from the press of the Springfield Printing Company, printers of THE SPRINGFIELD WHEELMEN'S GAZETTE, and the handsome work of the Springfield Bicycle Club, Karl Kron's new book, "X. M. Miles on a Bi," etc., etc. The editor of the GAZETTE and president of the Springfield Club is also superintendent of the printing (which partly accounts for the excellence of workmanship in the above publications), and would be pleased to hear from those wishing excellent printing.

*Turf, Field and Farm*, which is an authority on horse racing, says, in speaking of the injurious practice of pool selling and betting that, "We have always condemned the practice of keeping open pool-rooms and book-making places in the cities and towns, and nothing has done more to injure race tracks and bring the sports of the turf into disrepute than these same pool-rooms kept open in defiance of law." And yet we find men who openly avow that betting and pool selling are essential to success of bicycling. Well! not this year, for what has ruined one sport cannot be expected to increase the interest in another.

The programme of the Springfield tournament for this year, which will be held on Sept. 8, 9, and 10, contains two professional safety bicycle races, presumably for the benefit of the Englishmen who anticipate attending, as the wheelmen on this side of the water have not yet been taken with the safety craze.—*The Bicycle South*. What nonsense! Our Southern brethren want to wake up and remember that the Springfield Bicycle Club leads the way, and let those follow who can. We make no races for the benefit of any one. They are only made out for the amusement of the general public and not as the *Bicycle South* suggests.

Speaking of ladies' dress for tricycling, Violet Lorne says in *Wheel Life*: "I am very sorry to find so many ladies declaring in favor of the divided skirt, or of more distinctly masculine underwear. I have never been able to see the faintest necessity for trousers in connection with ladies

tricycling. Neither they nor their sincerest flatterer can put forward any real claim to the divided skirt as an advantage in the way of convenience, comfort, or decorum; at least, this is my own practical experience, and I believe it will be corroborated by hundreds of other riding women." We fully agree with the above, and hope the system will never be attempted in this country. It is as ungainly as it is uncalled for.

*Wheeling*, in announcing the Springfield tournament, says: "That leading and all-important club of Yankeeland, the Springfield B. C., has applied to the League of American Wheelmen for the 10-mile championship of the U. S. A., to be run off at their big race meeting to be held in September next. We are glad to hear that the Racing Board will probably vote to give it to them. More power to your elbow, Ducker; we do appreciate any effort, made by either Britisher or Yank to keep the lead, when once obtained. We will 'grip' you in September." Right you are! We have the lead, and, what is more, intend to keep it. Come right along, brother, and we will extend you the right hand of fellowship.

The petty jealousy with which the L. A. W. officials have treated the Springfield Bicycle Club the past year was never more apparent than in the following, clipped from the official paper, which the compiler well knew to be misleading. Springfield, with more members than six of the cities named, is purposely left out. We append the list for perusal. "The following table was compiled from the L. A. W. mail lists, and gives the exact number of League members in the most prominent cities: New York, 272; Philadelphia, 247; Baltimore, 165; Boston, 164; Brooklyn, 156; Chicago, 125; Newark, 91; Cleveland, 91; Buffalo, 73; New Haven, 68; Washington, 52; Cincinnati, 51; Hartford, 50; Elizabeth, 48."

A curiosity of the Stanley show was Butler's self-propelling tricycle. The advantages claimed for it are as follows: The invention is an application of ordinary petroleum as the impelling agent. Firstly, a combustible gas is generated from it, when it is conducted to a two-cylinder gas engine, where it is ignited by sparks from a King electro-dynamo, so securing an immunity from any danger, and a certainty of action. The estimated cost for fuel will be about (with a good margin) three pence an hour, and exerting a force of about two horses, and revolutions to equal going at a speed of from 10 to 12 miles an hour. It is self-starting, and entirely hung on springs, as well as being completely under control of the rider.

Nearly 3,000 people attended the cycling entertainment given by the Kings County Wheelmen at Brooklyn, Wednesday evening, February 25, which was by all odds the finest ever given in that city. The opening parade included 60 of the Kings, 24 of the Brooklyn, 17 of the Citizens, 16 of the Hudson County, and 16 of the Ilion clubs. A. B. Rich, New York Bicycle Club, won the mile race in 3m. 14 $\frac{3}{4}$ s. A. C. D. Loucks defeated Ed. Petters in a mile tricycle race in 4m. 54s. Petters, on a "Kangaroo," defeated Hegeman on roller skates, one mile, in 4m. 29s. Finley gave a fancy riding exhibition, and defeated Frazier in a game of polo on the Star bicycle. The drill of the Kings County Wheelmen was admirably performed.

"Stop Thief!" is the heading of a letter which I've sent to the *Cyclist and Athlete*, writes



Karl Kron, April 3, "concerning a strange demand which he allows an unknown correspondent ('V. M. H.,' of 'General Wayne, Pa.,' March 28), to make of me in the current issue, that I 'pay back his dollar.' Let me assure you that the editor seems to have been imposed upon; for not one of my 2,658 subscriptions is accredited to 'General Wayne, Pa.;' nor can 'V. M. H.' be found among the initials of the 68 subscribers who, in spite of my expressed preference for pledges to dollars, have chosen to entrust their money to me in advance. Such money will always be promptly refunded to any one who chooses to return me the receipt for it."

A correspondent, writing us from San Francisco, says of the New Golden Gate Bicycle Club (professional), that Messrs. Biederman and Luckhart are about the only ones who are members of it. Prince, Howell, and Woodside were elected honorary members without their consent at all. The other members of the club live about 200 miles apart, and I doubt if they are members. Messrs. Biederman and Luckhart are both very loud in their dress. They used to go out to the park with flaming red socks and racing suits (tights) on, and create a general sensation among the fairer sex at the park. This they kept up until one day a bull was attracted by the red, and gave chase, and so scared them that they thought they had better adopt a different color. As none of the riders have anything to do with them, they thought they had best get up a club of their own.

The 2,500th subscriber to "Ten Thousand Miles on a Bicycle," is W. R. George, honorary treasurer of the Sydney Bicycle Club, New South Wales, Australia, of whom it is said that "he rides daily, all the year round, and has grown-up children who are also cyclers." In sending in this subscription,—the sixth from the club,—the long-distance tourist of Australia, James Copland, writes to Karl Kron as follows, from Sydney, January 29: "Mr. Shakelford, of Melbourne, is the coming man in Australia, and will, without doubt, shake many existing records, during the coming season. He recently did three miles (less 35 yards), on grass, in 9m. 2s., and is reported to have gone close to record for the mile, in practice. He is riding a 58-in. racer, whose weight is 25 lbs. The new safety bicycles just arrived here bid fair to revolutionize the whole wheel trade."

THE BAD BOY'S LATEST.—Dear diary, this Sunday evening I am overburdened with grief, and have been punished, simply because I yearned for knowledge. I wanted to know if it would make any difference to Johnny Baggs' big brother's riding, if I inserted a needle in the saddle of his bicycle in a vertical position, with the business end upwards; you know, dear diary, I hate asking questions, so I borrowed a needle from the cook, and just managed to complete the patent before he wanted to ride. Then taking up my position I awaited the result. Johnny Baggs' big brother's sisters were looking out of the window, and his sweetheart came with him to the gate to see the start, and after a lot of kissing, he proceeded to mount. Dear diary, the end is too queer and too funny to put on paper, but, believe me, it made a lot of difference to Johnny Baggs' big brother's riding. I laughed so, I had a fit.—*Wheeling.*

An important case against a party of bicyclers was decided in their favor at Springfield, Ill., whence the case had been taken from Keokuk. A year or more ago when the bicycle fever struck

the town these gentlemen concluded to take a spin and give a free exhibition of their skill and grace in the latest style of locomotion. On the way, when near Elvaston, a horse attached to a buggy became frightened at the new style vehicles and ran away. The occupants of the buggy, Lizzie E. Blincoe and Sarah D. Blincoe, were thrown out and injured. The young men were not at fault, but the Illinois people seemed to think so. Each brought suit at Carthage, estimating their damages and asking for judgment for \$10,000, respectively. The defendants were Ed. H. Rothert, Joe Delaplaine, Geo. W. Delaplaine, and Reid Craig. The defendants took the cases to the United States court at Springfield, and then the plaintiffs had them transferred to Keokuk. The claim was reduced by plaintiffs to \$4,500 in each case. It is evident that the Illinois people concluded that the grounds for damages were flimsy, for Thursday both suits were dismissed, and plaintiffs paid all the costs incurred. Thus ended the bicycle suits.

The St. Louis Ramblers' first annual spring race meeting will be held on Saturday, May 23, 1885, on the grounds of the St. Louis Fair association. The following races will be run, viz.: (1) 1-4 mile heats, gold medal, \$25.00; (2) 1 mile dash, gold medal, \$35.00; (3) 1 mile, 3.15 class, first heat, gold medal; (4) 2 mile handicap, gold medal; 1 mile, 3.15 class, second heat; (5) 5 mile dash, cup, \$75.00; (6) 1-2 mile heats, gold medal; 1 mile, 3.15 class, third heat; (7) 1 mile, hands off, ball pedals; (8) 3 mile dash, gold medal, \$50.00; (9) 1 mile consolation, gold medal. Entries will close May 20, 1885, and should be addressed to Arthur Young, care Frisco Line, St. Louis, Mo. Entrance fee will be 50 cents for each event. The track is a circular four-lap clay track, perfectly banked and sheltered on all sides by an immense amphitheater, second only in size to the Coliseum at Rome. The tournament is entirely under the management of the club, and no expense will be spared to put the track in the most perfect condition for racing. From the natural advantages presented, it is expected that the track on the day of the race, will be second in speed to none in the country. In case of rain the circular three-lap board track under shelter, in the same grounds, will be used. The above events are open to all amateur wheelmen and will be run under the rules of the L. A. W. All contestants will be furnished with a ticket of admittance to the grounds, dressing room, and track.

## Correspondence.

### FROM THE CITY OF ELMS.

*Editor Springfield Wheelmen's Gazette:—*

THE SPRINGFIELD WHEELMEN'S GAZETTE comes to New Haven and finds a warm welcome, containing as it does more news and reading matter than some bicycling papers do in six months. It is made up in a form most interesting and acceptable, and we congratulate you upon the typographical appearance of your journal.

Bicycling in New Haven is becoming an assured fact, and is assuming a practical aspect. Three physicians make their daily calls upon them. One clergyman uses one in visiting his parishioners, and innumerable clerks, salesmen, and mechanics are riding and learning to ride as a means of conveyance to and from business. Then there is a constantly growing field of those who ride from love of the sport alone, and we can probably num-

ber in our midst 500 wheelmen. New Haven contains but three clubs, the New Haven Club, Ramblers, and the Yale Club. A few of the Ramblers seceded and organized a club called the Knickerbockers, but they were kickers; they died a natural death.

The majority of wheelmen do not see any advantage accruing from belonging to a club, and stand aloof and reap the benefit the clubs have been to wheeling in its infancy.

The old New Haven Club still holds its own. The third club to join the L. A. W., it has been a firm supporter ever since, and has used every endeavor to further its interests. It claims as members three of the fastest racing men of the country,—Hendee, Hamilton and Wait,—and has been the projector of some successful and interesting race meets.

Although its membership has not exceeded thirty, it is made up of professional and business men who are thoroughly enthusiastic and determined, and are widely known from their connection with leading bicycling events and institutions. They have opened the year with a new set of officers, who are already at work and devising a scheme to secure a handsome club-house.

The Ramblers are a jolly good set of fellows: hospitable and warm-hearted, seeking no gaudy chaplet, but a good time. Their inimitable drill-team may be seen several times weekly going through the mazes of the drill, and they are justly entitled to the praise they receive.

The Yale Club comprises a large proportion of the college riding men. It has a number of enthusiastic members who are favorably known in racing circles—Hamilton, Crawford, Maxwell, Rustin, and others. They are not asleep. Already preparations are going forth to give a big tournament on Decoration Day, on behalf of the Yale navy. They have obtained the 20-mile race for the Pope cup, and have made application for one of the L. A. W. championships, should they decide to hold a two-days tournament. The track committee are unusually efficient, and the track will be in good order, and already the more daring record breakers are contemplating more glory.

The New Haven wheelmen have given their machines no time to rust this winter. The riding at times has been superb. One member of the New Haven Club has ridden every day but three, since the beginning of the year, and those were passed over on account of sickness. All descriptions of machines may be seen upon the streets: the primitive bone-shaker, the ungainly American roadster, which is a local production, the tandem bicycle, the tandem tricycle, the sociable, the Facile, the Rudge safety, and many makes of the ordinary wheel.

There are two tracks in New Haven. The Yale Athletic Association has a quarter-mile cinder-track, built at great expense,—but like many other cinder-tracks it does not prove to be fast for bicycling. Hamilton Park trotting track is made of sandy loam and makes a fast track for a bicycle if a little care and money is spent on it shortly before using. It very much resembles Hartford and Springfield tracks, and we look forward to May 30 of this year, to see equal glory rest upon it.

Do not think that because we have not rushed into print, we are dead or dying in New Haven. If we must die, we would die a death like Samson's, and build over our tomb a monument as everlasting as the future of the wheel.

"HERMES."



## HARTFORD LETTER.

HARTFORD, CT., March 20, 1885.

*Editor Springfield Wheelman's Gazette:—*

Although the riding season of '85 may now be considered fairly opened, none but the most enthusiastic cyclists (or *cyclers*, if you prefer) have as yet made any real use of their cycles hereabouts. Our city rake and hoe brigade has thus far withheld the beneficent influence of its annual spring campaign, and the loose macadamite turned up by the winter's frost renders cycling in town very disagreeable. The March winds this year have blown with particularly hyperborean fierceness, and the city has been continually enveloped with great clouds of argillaceous, triassic, original Connecticut valley dust, decidedly bad for the optical and respiratory arrangements of a wheelman or any one else; but, nevertheless, some of the principal avenues leading out of the city have been for several days in beautiful shape for the wheel, notably Farmington avenue, which from its junction with Asylum avenue, to West Hartford, a distance of four miles, furnishes magnificent riding ground, and those who have ventured there during the intervals between the blasts have enjoyed themselves most thoroughly. Speaking of Hartford streets, I am reminded of the ridiculously inefficacious attempts of our street sprinklers to strike a happy medium between dust and mud. In dry weather unless a water famine is alarmingly imminent, the thoroughfares of this town are hourly subjected to a species of hydropathic treatment which the word sprinkling utterly fails to describe; *drenching* would be more appropriate; and this "crying evil" is deplored by the owners of fine carriages as well as wheelmen, and it has given rise to much pungent facetiousness on the part of those who have endeavored to call public attention to the matter through sundry newspaper columns, entitled "Letters from the people."

The two days' fall meet of the Connecticut Bicycle Club is being quietly talked up, and the members of the club are thoroughly interested in what will probably be eventually announced as the finest two days' tournament ever held in America. You may remember that last year we assumed the responsibility of announcing the "finest one day's meet," etc., and the assumption was fairly well verified by practical results.

The building containing the club's new parlors was maliciously set on fire in two places simultaneously on the night of March 1, and but for prompt discovery, and vigorous use of water, would undoubtedly have been destroyed. The results of the fire necessitated the overhauling and repainting of the stairways and corridors leading to the club rooms, and the general appearance of things is now more imposing than before the nipped-in-the-bud conflagration.

Mr. G. H. Illston, formerly of the Speedwell Club of England, who is remembered among the well known English amateurs who visited this country last season, has become a permanent resident of Hartford, and an active member of the Connecticut Club. Mr. Illston is training regularly, and proposes to race again this year. Illston, Bidwell, and Way ought to make a crack tug-of-war team.

Considerable interest is manifested in the coming L. A. W. elections, and the new chief consul for this State will, it is rumored, be chosen from the membership of the Connecticut Bicycle Club.

Mr. Elliott Mason, of the Citizens, New York, an old friend of the Connecticut Club, has lately

presented it with a handsomely framed set of engravings, which conspicuously add to the decorative features of the new rooms.

To depart once more from matters local to matters general: What a providential benefit it would be to the readers of cycling newspapers, if some convulsion of nature were suddenly to wipe out the various authors of "important letters," and "sworn reports" designed solely and disinterestedly (?) to aid beginners, and others about to purchase new machines, in making judicious selections. Some of the advertising methods used by the participants in the internecine war now raging between cycle manufacturers are admirably adapted to excite the disgust of the reader. Honest advertising is commendable, but such bought and paid for stuff as communications signed by "champion" somebody, to the effect that there is only one make of cycle in the world that is worth buying, and statements of repair shop artists, showing that out of 1,000 machines repaired during a certain period, 999 were of other than one particular make, should be suppressed as unhealthy literature. Purchased information, thinly disguised as the personal opinions of those whose experience entitles them to be considered good judges of bicycles and tricycles should be disregarded on principle, even though the wares recommended may be first-class. Of course one can't make a great mistake in buying any of the best known machines. Probably the best adapted wheel for the first year's use of a beginner is the Standard Columbia. I bought one of the old-fashioned kind five years ago for \$75, and after banging it around a year, sold it for \$65. Afterwards it passed successively through three different ownerships, and last year was sold again for \$50, and at last accounts it was still running. The Standard has a great many lives, and will stand any amount of hard use, and it is low priced, as prices go, though it seems certain that all wheel prices are very exorbitant. Let us hope that the financial history of the sewing machine will be repeated in the cycle. While the Standard is especially fitted for beginners, it is of course too heavy and cumbersome for experienced bicyclists, who, if they haven't already done so, will find a good light roadster, equipped with an easy saddle, their best mount if they desire speed, and easy hill work.

Apropos of saddles, it seems to me that the recent wholesale condemnation of the statements of Drs. Strahan, Richardson and others as to the possible grave ulterior results of using the wheel improperly, is a great mistake, and unmitigatedly bad. Rather should the warnings of these physicians be given careful heed. I have read their statements carefully, and have seen them practically verified in at least two instances. They have shown simply, that in order to use the wheel safely, a properly sized machine, and proper saddle are necessary, and I don't see why the doctors are not entitled to our thanks, rather than our ridicule. The great danger seems to be found in the notion that it is desirable to ride as large a machine as possible, and I believe that two out of three of the whole cycling fraternity would be better off on smaller wheels than are now generally used. Last year I came down two inches, and can clear my saddle by a clean inch while standing on the pedals when they are at any position, and find that I can ride faster and climb steeper hills than ever before, and I have no personal anxiety whatever as to questions concerning ischial tuberosities, perineum, or any other part

of the complicated human engine. After using several varieties of saddles, I have settled upon the Lillibridge as suited to my case exactly, though I should say that the new Victor saddle, which I haven't yet tried, may in some respects be an improvement on the Lillibridge. I have found the Duryea saddle admirable for smooth road work, but for rough riding its use is attended with uncomfortable jolting, bad for both bicycle and rider. A great advantage of saddles of the Duryea, Victor, and Lillibridge types over the ancient suspension and more modern long-distance saddles is that they enable the rider to use a larger wheel, though many riders complain that they don't find them so easy to stick to in coasting. If any bicyclist who uses the sliding spring and long distance saddle finds that the reach is longer than he can safely stretch, he can usually overcome the difficulty by changing to either of the saddles I have mentioned.

How about the safety? The coming wheel? Hardly. A coming wheel certainly. In fact, it has already come, but although it is apparently well adapted to the wants of a certain class of riders, the lovers of the graceful lines of the regular bicycle, and the harmonious appearance of rider and machine as a whole, need not be alarmed at the prospect of its being superseded in the favor of the majority of wheelmen by the dwarf wheels or any other product of the inventive spirit of this age, which is certainly an age marked by a multiplicity of inventions. The writer of these lines recently took a short trip on a Kangaroo, and such of the inhabitants of this city as chanced to see him were visibly affected at the sight. He was earnestly requested to "get a man's size"; to "get off and carry it"; to "stop and let it rest." Just imagine a parade of the League of American Wheelmen mounted on 36-inch wheels! Fancy Kaiser Wilhelm's imperial cavalry mounted on Jerusalem donkeys! The safety is, it seems to me, better than the tricycle for those who haven't the nerve to ride a full-grown bicycle; it is lighter, less cumbersome, will go where it would be impossible to use the tricycle, and is safer and easier to propel, but the experienced bicyclist finds his notion of a "safety" machine pretty well idealized in the regulation wheel, and possibly whatever real or imagined danger attaches to the high wheel may act on the whole beneficially by adding a certain zest to his exhilaration and enjoyment in riding. H.

## THE NEW ORLEANS WORLD'S FAIR.

*Editor Springfield Wheelman's Gazette:—*

Having a few days at my disposal while in the Crescent City recently and having promised to write of the World's Exposition, I visited the mammoth enterprise, which was full of interest to me, and the following facts gleaned, although they do not partake of a bicycling flavor, may interest your readers.

You can reach the World's Exposition from any central point of the city, by various street car routes, and on arriving at the entrance to the grounds of the Exposition proper, a charming sight greets the eye.

As you set out on your mile walk from the end of the big building which is nearest to the Mississippi river, to the extreme end of the Government building you pass a nave or auditorium, to the left. There you see what seems to be a little arch and a few chairs. You might easily pass this little arch and platform and pile of chairs unseen, it



is apparently so small; yet that apparently small auditorium has chairs for the comfortable seating of ten thousand people. I only speak of this in order to give some faint notion of the vastness of the edifice. On this platform and in this little nave the ceremonies of the inauguration were held. Here, it is said, all the presidents of all the republics of the land of Columbus are to meet; here judges, generals, men of science and of letters, teachers and profound thinkers—a congress of all that is great and illustrious—will come together. It has been said that the entire buildings of Paris and Vienna which were devoted to their fairs could be put into the one main building of the New Orleans Exposition. It is about one-third larger than that of the Centennial at Philadelphia; but it remains to be seen if it will prove such a success as the Quaker City Exposition. The engines used for lighting the place are of tremendous power, and to watch them while in motion is a treat to those interested in big mechanical movements. Perhaps some definite conception of the largeness of the place might be arrived at by contemplating the number of acres involved. There are here about seventy-five acres under roof. Now if you will go into the country, and try to find a field as large as this seventy-five acres, you can in some way judge of the magnitude of these colossal structures.

#### THE GROUNDS.

The grounds consist of a smooth level field of vivid green, dotted with lakes and gray-bearded old druid oaks, back of which runs a grassy embankment. This is the levee, built at any time and at all times during the last two hundred years, to keep the Mississippi out. Around on the outer side of this crescent, curving here like a drawn sword or cimeter, you see ships sweeping past, and they look precisely as if they were sauntering along the banks of the river and looking down from their lofty eminence into the tree tops. The scene is unique and startling, and without example in the world.

#### THE EXHIBITS.

My own private opinion is that Mexico, in point of interest and instruction, is going to carry off the palm. You see the most of the other things, or something like them at least, in other lands and at other Expositions. But Mexico is unique. With the oldest civilization on this continent, and her wonderful history, she has much, to begin with, in the way of sentimental interest. And then her products are rich beyond parallel. All her goods are displayed with rare taste, in a modest way, in a building set apart for her. This building, though small compared with the others, is of itself an attraction, being one of the best and the brightest things in the way of architecture on the whole grounds. These picturesque quarters are way down in a corner of the park. I hope my readers will not perceive an undue amount of adulation for Mexico in this, for I must confess that one of her fair daughters, the proprietress of a "tamalli" stand in San Antonio, is responsible for this excessive amount of taffy. The generous action of the Mexican Government in promptly contributing nearly a quarter of a million of gold to the enterprise, and the fine behavior of the officers in charge, have won for Mexico much good will and admiration already, both from Americans and strangers. Here you see heaps on heaps of precious stones—opals, pearls, diamonds, and rubies, and indeed all things that are hidden in her great rich heart; heaps of gold, rich and yellow from

the mines; silver in bars and ingots and bricks; great seams of silver and gold threaded in together, that have been hidden away in the mountains' heart, where it was placed by God's finger on the day of creation, until to-day; threads and seams and flakes of silver and gold that never saw the light until a little time ago;—a glittering house of gold and silver and precious stones is this of Mexico.

The great Northwest is also well represented here. Fourteen car loads from a territory—Dakota! This is enterprise. Nebraska is here with thirty-three car loads on exhibition. Minnesota shows up well with a fine exhibit. Kentucky is here with the two "W's"—wood and whisky. Tennessee has 115 kinds of commercial hard wood. California exhibits thousands of dollars worth of rare old brandy. Kentucky wood and California spirits! I have mentioned only a few of the things which strike me as strange. For instance, who would expect brandy from California and wood from Kentucky? And who would ever believe that Tennessee has finer marble and a larger variety than all Italy? Well, this show will teach us many things, I can tell you.

This is a climate that not only tolerates, but invites, even compels, color. Nature sets the example. The boundless blue skies compel some sort of relief and contrast to their glorious monotony. There is no gold so golden as is the fruit of these orange trees, and their leaves are like banners. And so I find the five miles of approach to the fair grounds, from the heart of the city to the upper edge of it, a most delicious bit of road. The whole way is through a green grove of magnolia trees. The road is of that perfect kind which prevails in Washington, and so a drive of many miles in these roads, under the magnolias and amid the March roses, puts you in a splendid mood to lift your hat at the scene before you as you approach the Exposition grounds. And you will lift your hat, my word for it, and wave it too, and shout with exultation and delight, pride, and joy at the achievements of the land, as you catch a glimpse of this city of banners above the tops of the magnolia trees. The sense of life and movement here, the countless multitude, the coming and going, the shouts of youth and the tranquil delight of age, the victories of peace, the triumphs of art,—all these will make the day memorable as one into which years were crowded.

In conclusion, I would say the bicycle exhibit has been sadly neglected, the only attempt at display being made by the Star Company. The "Columbia" is an unimportant exhibit.

"SPOKES."

#### Editor Springfield Wheelmen's Gazette:—

Certainly I could not help smiling when perusing a paragraph on page 175 of THE GAZETTE, by "Bay City," wherein your readers are led to believe that in this glorious climate some phenomenal racing men exist. The world's record of thirty-eight seconds, both in itself and the gentleman who did the performance, has always had my greatest admiration, though I must quietly admit much pleasure in learning of its being bettered one second by a brother rider here, who walks right away from me every time, and, indeed, it is quite a compliment to be considered the holder of a record of five miles in fourteen minutes, but as the performance must have been done, as usual, by admiring friends (on paper), I will with all the modesty possible remind some begin-

ners who talk of records, that "George's" wonderful performance in fourteen minutes and *eighteen seconds* has been quite fast enough up to the present time, with everything in its favor to remain as the five-mile record of the world. Permit me to add, for the benefit of your correspondent, that on May 30, 1884, on an *out-door* track, the second, third, fourth, and fifth miles of a five-mile race were done in six thirty-one (6.31); nine fifty-nine and one-half (9.59 1-2); thirteen thirty-one and one-half (13.31 1-2); and seventeen minutes (17), respectively. It is really distressing, considering the material we have out here now, that the above remarkably slow Pacific coast records have not been greatly bettered long ago, though trusting that they will be, and that at a very early day,

I remain cyclingly and truly yours,

H. C. FINKLER.

SAN FRANCISCO, March 24, 1885.

NASHVILLE, TENN., March 23, 1885.

#### Editor Springfield Wheelmen's Gazette:—

The wheeling season is now at hand, and wheelmen of Nashville have begun to take runs of twenty-five or thirty miles on Sundays to the neighboring towns of Lebanon, Franklin, Ashland, Gallatin, and over smooth roads for which the vicinity of Nashville is noted. The Harding pike affords the Nashville cyclers a delightful run for about seventeen miles, over one of the most beautiful and picturesque roads in the country.

We have two clubs, The Nashville Bicycle Club and the Rock City Wheelmen; the former being one of the oldest clubs in the South, while the latter is only a year old. There is talk of a consolidation of the two clubs, and a committee has been sent out from the Nashville Bicycle Club to wait upon the members of the Rock City Wheelmen and present the proposition to them. In case this consolidation is effected Nashville will have one of the strongest clubs in the South. The new park is to be completed this spring and those interested in wheeling are endeavoring to induce the park commissioners to make a cinder track. Should the track be made, and there are probabilities that it will be, there will be a tournament this summer which will bring out some of the professionals. The races last year were on the fair ground track used for horse racing.

"FIFTY-FOUR."

#### Editor Springfield Wheelmen's Gazette:—

Nashville, Tenn., is a city of 65,000 inhabitants. The surrounding country is very hilly, yet we have good roads and fine coasting, also two tracks. There are two bicycle clubs here,—the Nashville Bicycle Club with twenty-four members, and the Rock City Wheelmen with twelve members.

There is a movement on foot to consolidate these clubs, thus making one large body of wheelmen, which it is thought will strengthen the cause of cycling in this vicinity. Henry Hartung is president, and De Talbot secretary and treasurer, of the Rock City Wheelmen; and A. E. Howell president, and E. A. Coles secretary and treasurer, of the Nashvilles. The Nashville is a League club.

We have the Club, Columbia, British Challenge, Harvard, Sanspareil and Star bicycles, and the Victor and Columbia tricycles.

THE GAZETTE is the best paper published in the world.

"239."



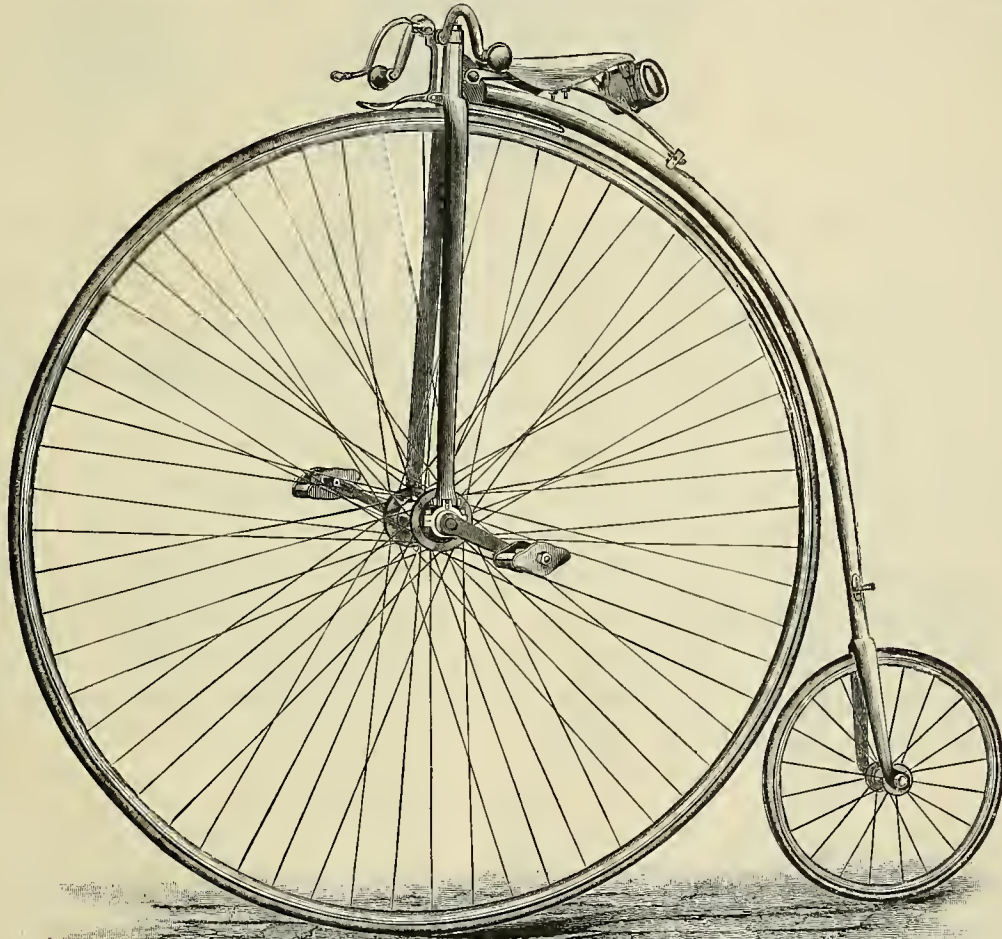
\* THE NEW WHEEL \*

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# The "SPALDING."

(HIGHEST QUALITY.)

ROADSTER, LIGHT ROADSTER & RACER.



— \* ALL BUILT TO WIN ! \* —

Complete stock ready for delivery March 15th. Send for Catalogue giving detailed illustrations and descriptions before you buy a Wheel.

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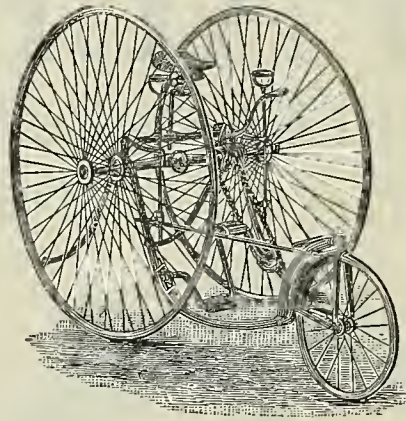
108 MADISON STREET, CHICAGO.

241 BROADWAY, NEW YORK.



# THE COLUMBIA TRICYCLE.

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THE COLUMBIA TRICYCLE is the lightest loop-frame Tricycle on the market, and is a thoroughly reliable and practical roadster, as the two seasons' use has practically proved. It is a genuine double-driver, having a central compensating gear, which is the only real BALANCE gear yet constructed. The bearings are of the well-known COLUMBIA adjustable ball construction, including those for the pedals, and the crank shaft bearings and the main shaft bearings are held in swivel boxes for greater steadiness and truth of bearing. The pedals are so constructed that the ball bearings in them are as perfectly adjustable as in bicycle pedals, and the balls traverse everywhere an unbroken path, which makes them peculiarly excellent. The only practically successful power gear, so far as applied to a tricycle, is applied to and sold with this machine, and, notwithstanding some objections suggested by those who have not succeeded in applying the power gear successfully, if the testimony of experienced riders may be taken it is a valuable feature for hill riding and rough roads. The framework of this machine is entirely of weldless steel tubing, the materials are of the best, and the adjustments have been brought as near to perfect accuracy and security as could be attained.

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See Other Pages for a Description of the New  
**COLUMBIA TWO-TRACK TRICYCLE,**  
AND THE NEW  
**COLUMBIA LIGHT ROADSTER.**

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☛ Our New Spring Catalogue (52 pages) is just issued, and will be sent free upon application.

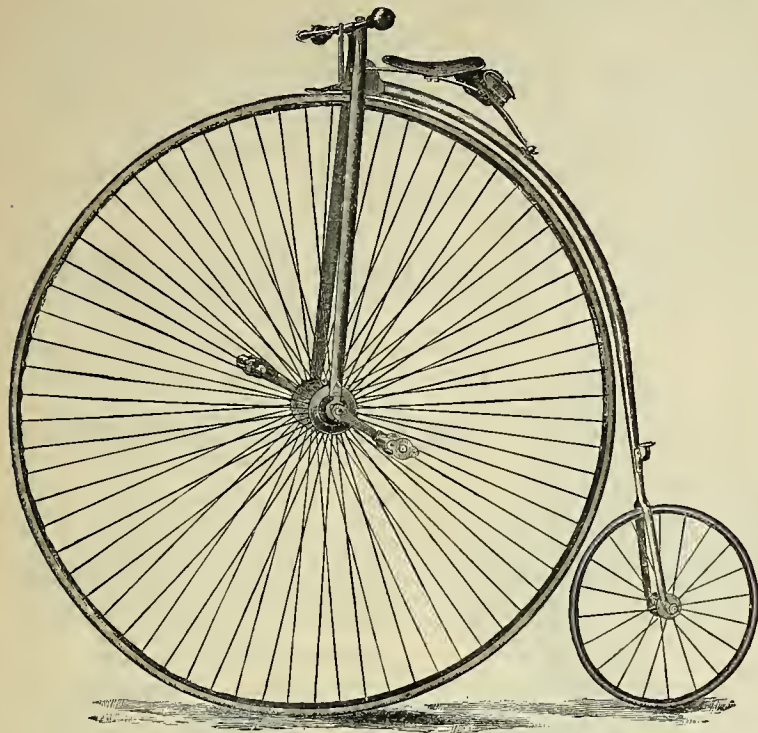
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**THE POPE MANUFACTURING COMPANY,**  
PRINCIPAL OFFICE: 597 Washington Street, BOSTON, MASS.

Branch Houses: 12 Warren Street, New York; 179 Michigan Avenue, Chicago.



# THE STANDARD COLUMBIA BICYCLE.



## THE STANDARD COLUMBIA BICYCLE

REMAINS THE

"OLD RELIABLE WHEEL"

Which has become the most popular and has gone into the largest use of any bicycle in this country.

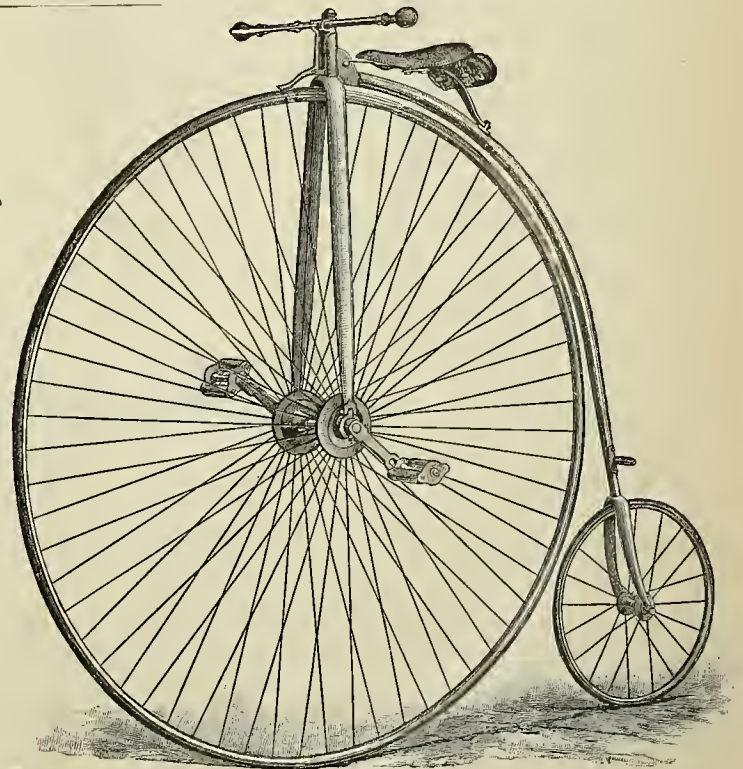
It is a stanch and reliable machine for beginners, for business purposes, and for all-around road use.

It was designed to meet the want, still widely felt, of a substantial, first-class road machine at a moderate price.

It is presented again for this season upon its merits and popularity already acquired.

# THE EXPERT COLUMBIA BICYCLE.

THE EXPERT is a medium-weight full roadster bicycle, in the construction of which strength has not been sacrificed for lightness nor durability for cheapness. It was designed to stand hard and long usage on any road with any weight and strength of rider. It is in actual use by a greater number of riders than is any other bicycle in the United States, except the STANDARD COLUMBIA, and is therefore so well known as to need little description. Amongst the special features of this machine may be noted the hemispherical steering centers, the peculiar section of front forks, the homogeneous weldless steel tubular rear forks, the Knous noiseless spring clip, the strengthening attachment for the handle-bars, both straight and curved, and the ball bearings of the front and rear wheels,—all of which are peculiar to this machine and have helped to make its unparalleled reputation. The rake of the EXPERT was a new departure at the time it was introduced, being 2 inches for a 54-inch wheel and the same angle on other sizes. It insures strength to the machine, steadiness in riding, easier trundling, and a proper degree of safety in passing over obstacles. Not only in practice, but also in scientific theory, has this rake as well as several other features of construction in the EXPERT, been especially justified. Intending purchasers will find a full description of this machine particularly interesting.



Our New Spring Catalogue (52 pages) is just issued, and will be sent free upon application.

**THE POPE MANUFACTURING COMPANY,**  
PRINCIPAL OFFICE: 597 Washington Street, BOSTON, MASS.  
Branch Houses: 12 Warren Street, New York; 179 Michigan Avenue, Chicago.



## 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. Remember, it will only cost you 32 cents for 32 words, and such an announcement will be widely read by wheelmen.

**A** LOT of new suspension \$3 hog-skin saddles for sale at \$2.25 each by THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

**A**NY ONE thinking of purchasing a bicycle will find it for his interest to write to the AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., and state what size and kind he requires, and about what he wants to pay.

**B**ARGAINS!—Send stamp for list of shop-worn and second-hand Bicycles and Tricycles. All sizes. Prices low. STODDARD, LOVERING & CO., No. 152 to 158 Congress Street, BOSTON, MASS.

**B**ARGAINS!—48- to 56-inch Bicycles, (Columbias, Clubs, and Ridges,) 55-inch Rudge Racer (new); hub lamps, little used. Send stamp for particulars, stating size wanted. C. H. DIAMOND, P. O. Box 2434, NEW YORK.

**B**ARGAINS in two 52-inch Experts, full nickel, good as new; one 54-inch nickel Expert; one 54-inch nickel Standard; one 51-inch half bright and painted Star; one Dual Convertible Sociable Tricycle, only used four months; good as new. Will sell either of the above cheap. Send stamp for particulars. A. F. SNYDER, WEISSPORT, PA.

**D**UPLEX BICYCLE WHISTLES, with chains, 75 cents. AMERICAN BICYCLE CO., SPRINGFIELD, MASS.

**F**OR SALE AT A BARGAIN—Victor Tricycle; \$100. Write to FRANK LAGAN, SPRINGFIELD, MASS., for full particulars.

**F**OR 65 cents in stamps THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., will forward you a good sensible tool bag.

**F**OR SALE—50-inch full nickeled Expert, ball pedals, dropped bars; in good order; too small for C. W. HENDRIE, STAMFORD, CT.

**F**OR SALE—Premier Tricycle, in nice order; cost new last season, \$160; price \$90. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

**F**OR SALE—Victor Tricycle, 1884 pattern, used three times; good as new; \$140. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

**F**OR SALE—54-inch American Star, all bright, rocker pedals; new; never been removed from the original crate; price \$80. ALBERT CHAPEN, SPRINGFIELD, MASS.

**F**OR SALE—A nice lot of second-hand Acme bicycle stands; expressed to any address on receipt of \$1.25. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

**F**OR SALE—Nickel-plated spoke grips; sent to any address on receipt of 35 cents in postage stamps. THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

**F**OR SALE—54-inch full nickel Expert, new last season; cow-horn handles, Butcher bell, in fine order; price \$115. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

**F**OR SALE—54-inch Special Harvard, wheels enameled, all else nickeled; new last season; fine order; price \$100. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

**F**OR SALE—54-inch Standard Columbia, ball bearings to front wheel, plain finish, and in good order; if taken now can be had for \$70. H. F. PARSONS, BURLINGTON, IOWA.

**F**OR 35 cents in postage stamps THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., will forward to any address a pair of the Crescent stocking supporters, which are the best.

**F**OR SALE—A 52-inch Standard Columbia, nickel-plated, backbone slightly worn; with lamp, bugle, and saddle-bag; price \$90. WESLEY NEGUS, 313 Varick Street, JERSEY CITY, N. J.

**F**OR SALE—Second-hand 51-inch American Star, full nickel, rocker pedals; been run about 25 miles; comparatively as good as new; price \$85. MARTIN BRECK, SPRINGFIELD, MASS.

**F**OR SALE—51-inch second-hand Star, full nickel, rocker pedals; been run only about 150 miles, and in fine condition; price \$70. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

**F**OR SALE—One 52-inch New American Rudge, dropped handle-bars, nickeled and painted; will sell for \$102 cash. Also one new Tandem Connecting-Bar for 52-inch Harvard and Standard Columbia; will sell at a sacrifice for \$15. Address HARRY H. BROWN, WAPPINGER'S FALLS, N. Y.

**F**OR SALE—60-inch Harvard, in excellent repair; ball pedals, cyclometer, etc. For terms, address F. B., Room 4, 319 Pearl Street, CLEVELAND, OHIO.

**F**OR SALE—58-inch full nickel Shadow, with cradle spring; this machine is in fine condition; ball bearings to both wheels; cost new \$145; price \$95. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

**F**OR SALE—My 54-inch D. H. F. Premier Bicycle, first-rate order, Lillibridge detachable handle-bar, painted wheel, nickeled fork and backbone; fine mount; \$100. B. B. AYERS, 56 Kinzie Street, CHICAGO.

**F**OR SALE—52-inch second-hand American Club, full nickel, ball bearings to both wheels; excellent condition; cost new \$152.50; price \$110. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

**F**OR SALE OR TRADE—A 60-inch Yale Racer, all nickel but wheels, double ball pedals; weight 33 pounds; in excellent condition, nickel like new; price \$115, or will take a smaller Bicycle in exchange. A. W. GUMP, DAYTON, O.

**F**OR SALE—One new 48-inch Star (hasn't been run 40 miles), with rocker pedals, rubber handles, power trap, and Stall & Burt saddle; wheels and stem nickeled; No. 1 condition; a bargain. Address O. W. WELLS, LEONARDSVILLE, N. Y.

**F**OR SALE—One 52-inch Expert Columbia, full nickeled, cranks and brake gold plated, \$130. One 52-inch Expert Columbia Light Roadster, enameled wheels, balance nickel-plated. Both machines used very little and as good as new. Address WM. SEYFARDT, EAST SAGINAW, MICH.

**O**VER SIXTY SECOND-HAND BICYCLES for sale by A. W. GUMP, DAYTON, OHIO. Send stamp for list.

**O**NE VICTOR TRICYCLE, new last September, has not been run 50 miles; \$125 cash will buy it if ordered at once. 52-inch Harvard, full nickeled, splendid condition. C. NORTHERN, NASHVILLE, TENN.

**S**END STAMP TO AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., for April 1 list of second-hand Bicycles and Tricycles.

**S**END \$1 to the AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., and receive a \$2 handy tool bag, which is slightly damaged in being made.

**S**END 65 cents in stamps to the AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., and they will forward you a nickel-plated bicycle lock and chain.

**S**END \$1 to the AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS., and receive a pair of heavy all-wood bicycle hose, sizes 9½, 10, 10½, and 11; the blue and black are ribbed, and the brown are plain.

**S**PECIAL COLUMBIA BICYCLE, 50-inch, full nickel, ball bearings, excellent condition; \$90; cost \$135. Or will exchange for tricycle, good condition. DR. WILDMAN, 1843 Judson Street, PHILADELPHIA, PA.

**S**OЦИABLE TRICYCLE, Coventry Rotary Convertible, in good order, for sale; \$150. Address J. H. ISHAM, 14 Seneca Street, BUFFALO, N. Y., agent for Victor, Columbia, Ideal, Dictator, American Challenge, and other wheels.

**S**TANDARD COLUMBIA, 48-inch, cow-horn bars, new rubber handles and corrugated pedal-rubbers, newly finished in Ardill's enamel and gold; in perfect repair; a bargain at \$40, freight prepaid. GRANT BELL, 1935 Fourth Ave., S., MINNEAPOLIS, MINN.

**T**ANDEM TRICYCLE WANTED.—Give description and quote spot cash price. A. W. GUMP, DAYTON, O.

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

**W**ANTED—44- or 46-inch Special Facile; 42-inch for sale. A. MUNSON, STAMFORD, CT.

**W**ANTED—A Facile Bicycle; state condition, how long run, price, etc.; 34-inch wheel preferred. E. D. GOODRICH, WELLSVILLE, N. Y.

**W**ANTED—To purchase a Rotary Tandem Tricycle. Address, stating description, condition, and lowest cash price for same, GEORGE B. HAYS, 94 Fifth Avenue, PITTSBURGH, PA.

**Y**OU can now get any make of Bicycle you want, and your old Bicycle will be taken in part exchange by writing to A. W. GUMP, DAYTON, OHIO.

**50-INCH AMERICAN RUDGE**, a splendid machine, new last spring, but little used, in absolutely perfect condition, with extras, at a bargain. R. F. HEMENWAY, 22 Central St., LOWELL, MASS.

**52-INCH SANSPAREIL BICYCLE**, full nickeled except rims, balls to both wheels; in fine order except tires cut some; one full nickeled Columbia lamp and chime bell, never used; \$105 buys the outfit if taken at once; cost new \$148; run one season. FRED WARD, WELLSVILLE, N. Y.

**53-INCH YALE ROADSTER**, direct spokes, made to order; a bargain at \$85. 54-inch Harvard, nickeled, run 5 miles. 56-inch Harvard, price \$75. Six others. Correspondence solicited. WILLIS CLOYES, CORTLAND, N. Y.

## BICYCLES AND TRICYCLES!

THE AMERICAN BICYCLE COMPANY OF SPRINGFIELD, MASS., are the largest dealers in second-hand bicycles in the State. Any one thinking of purchasing one will find it for his interest to write to them and state what size and kind he requires and about what he wants to pay. We also have the agency for nearly all first-class machines.

Repairing and nickeling a specialty. A large stock of Sundries on hand.

## AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

### BICYCLE CLUBS, ATTENTION!

## The Wheelman's Official Score Card

(COPYRIGHTED 1883.)

### SEASON OF 1885.

We are prepared to make arrangements with any Club in the United States giving Meets or Tournaments. We issued our Card at all the principal Meets and Tournaments held in 1883 and 1884. *We pay liberally for privileges.* Correspondence solicited. Refer to Stoddard, Lovering & Co., 152 to 158 Congress Street, Boston, and Pope Manufacturing Company, 597 Washington Street, Boston.

### HENRY GOODMAN & BRO.

No. 462 MAIN STREET, - HARTFORD, CT.

## GEO. R. BIDWELL & CO.

2 and 4 East 60th Street, New York,

## Columbia & Rudge Bicycles & Tricycles

REPAIRS A SPECIALTY.

Send for INSTALLMENT PLAN and Circulars.



## "HOME EXERCISER."

The most complete and most fascinating HOME GYMNASIUM ever devised. Durable, noiseless, scientific, and cheap. Takes up but 6 inches square floor room. Fitted for use by gentlemen, ladies, or youths of either sex, the athlete or invalid. Send for illustrated circular.

### HOME SCHOOL FOR PHYSICAL CULTURE,

19 East 14th Street, NEW YORK CITY.

Mention this paper.

PROF. D. L. DOWD.

## KEEP

A record of your wheeling. Every detail of a trip in small space, with no trouble, by use of the Cyclist's Record Book. Neat, simple, perfect. Thoroughly tested by the best wheelmen. Roan, with pencil-loop, pocket for cards, cash, etc., 50c.

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

## Southern Wheelmen

Will find the establishment of CHARLES J. SCHERER the leading house south of the Ohio river for all the largest manufacturers and importers of the country, representing Stoddard, Lovering & Co. for the British Challenge, American Rudge, Rudge Racer, and Rudge Light Roadster; also the Coventry Tricycles; The Overman Wheel Company for the famous Victor Tricycles, and Sundries Department; Western Toy Company of Chicago for their Otto Bicycles, Tricycles, and Petite Tricycles,—nothing equal to them for children and misses. Send stamp for Catalogue.

### CHARLES J. SCHERER,

211 Main Street,

- MEMPHIS, TENN.

## JERSEY BICYCLE AND POLO KNEE-BREECHES.

Comfortable, strong, neat, durable. Try a pair and you cannot use any other. Only \$4.00. Send regular measures.

R. A. PUNNETT,

98 West Avenue, ROCHESTER, N. Y.



## QUEEN OF THE BICYCLE.

Miss Annie Sylvester, the famous and accomplished bicyclienne, the greatest lady trick and fancy rider in the world, was born in St. Louis, Mo., March 2, 1864, consequently is twenty-two years old, her father being of English descent, born in this country, while her mother acknowledges La Belle France as the place of her nativity.

Miss Sylvester from her childhood always had a fondness for difficult and perilous amusements, climbing the loftiest trees, jumping from dangerous heights, and riding the most spirited horses, it being her greatest delight to mount the most fractious of her grandfather's horses and go across the country at the wildest pace. At the age of thirteen she was placed in a convent and there educated. After leaving the somber walls of the convent of La-retta, the old wild spirit of independence and action which usually characterizes all such natures seems to have imbued her with the idea that she would like to do something which none other of her sex ever yet accomplished, and at the same time win for her both fame and fortune. The bicycle at once struck her as being the medium; and recognizing the growing interest manifested all over the world in this marvelous steed, she determined to master it. An opportunity at last presented itself; and remembering the aphorism, "There is a tide in the affairs," etc., she availed herself of it. From the commencement of her exercises, her improvement was so marked and rapid as to be the wonder of her instructor and the chosen few who witnessed her practice, while the opinion was often expressed that it was as natural for her to ride as for a fish to swim. By diligent and continued practice she has succeeded in accomplishing nearly all the most difficult and hazardous feats that are known to cyclers, and executing them with wondrous grace and skill, being the *first* and *only* lady of whom we have any knowledge who rides upon ONE WHEEL. Nature has been most kind to her; even the gods themselves must have banded together to superintend the moulding of so perfect a form and feature. Since her *debut* she has ridden at some of the finest rinks in the country, both east and west, meeting with unqualified success, and in every instance receiving the most flattering encomiums from the press and her audiences. Miss Sylvester has numerous engagements for the coming season, commencing the 25th inst., and we predict for her a brilliant and successful future.

Coventry, England, employs 3,000 men in the bicycle factories, supporting nearly 10,000 people.

## OHIO NOTES.

Harry G. Ellard, of the Brighton Bicycle Club, Cincinnati, ranks as a very able fancy rider, and with a little more practice might become, "one of the finest."

The wheelmen of Dayton, Ohio, propose following the ancient custom of camping out for a week or so this summer. Don't do it, boys. Take an eight days' tour instead.

Bicyclers visiting Hamilton, Ohio, will be cordially received by Mr. Ernst Benninghofen of that town. He has made ample arrangements for the comfort and convenience of visiting wheelmen, by setting aside a special department of his establishment for the storing and taking care of their



ANNIE SYLVESTER.

wheels, free of charge, during their visit; a commendable example, which should be copied by dealers generally.

We would like to see Ohio send a larger delegation to join the "Big Four" on their annual tour this year than went last year; Cleveland sent two, being the only city represented. Can't southern Ohio do something?

Prince Wells, the professional fancy bicycle rider, has been performing in our various skating rinks throughout the State. Your correspondent was honored with a friendly visit from him, and was favorably impressed by his gentlemanly attributes, as well as his skillful proficiency on the wheel.

The attention of wheelmen is called to the

coming meet of the Ohio division of the L. A. W., which will take place at Springfield, Ohio, July 20, and 21. The programme of the meet will be as follows with probably a few variations. First day, Monday, July 20—In the morning business of the division will be transacted. In the afternoon, races at the fair grounds: (1) 1-mile novice; (2) 5-mile State championship; (3) 3-mile open; (4) 1-mile tricycle, State championship; (5) 3-mile record; (6) 1-2 mile open; and in the evening an entertainment to be given by the Champion City Club. Second day, Tuesday, July 21,—Street parade in the morning, at the conclusion of which will be held a hill climbing contest for a prize (prize to be decided on later). Races in the afternoon: (1) 100 yards slow; (2) 1-mile State championship; (3) 1-2-mile tricycle open; (4) 5-mile record; (5) 1-mile ride and run; (6) 2-mile State championship; (7) 1-mile consolation; concluding the two days sport with a grand banquet at one of the hotels.

The Buckeye Bicycle Club of Columbus gave its fifth annual banquet Feb. 4. The occasion was the first of the kind given in the club's own house. Whether this is the reason that the feast of last night eclipsed all previous ones is a question for discussion, but that the best was reserved until the last there cannot be the least shadow of uncertainty. The table was spread in the hall on the first floor, and the providers of the viands and delicacies, Messrs. Gumble and Harmon, distinguished themselves. The dinner, in quality and variety, was of superlative excellence, and the club members were unrestrained in their praise. The *carte du repas* was of unusual novelty. The design is attributed to Mr. W. B. Waggoner, who hardly knew what to do with the many compliments he received. The inner face is a mass of fantastic sketches of the viands to be eaten, and the popular craze was burlesqued by illustrations of quail on

skates, turkey on wheels, oysters on rollers, etc., while the etchings were intermixed with a mass of witty and apropos quotations from many authors, such as: Ice cream, "so coldly sweet"—Byron; "Oh! Rather give me common taters plain"—Crabbes Tales; Quail on toast—"The game is up"—Shakespeare; or Oysters raw—"They cannot commit treason, nor be outlawed, nor be excommunicated, for they have no souls"—Sir Edward Coke. The banquet was marked by the absence of anything to drink stronger than Mocha, yet never did a more fraternal spirit prevail or genuine fun gush forth with more spontaneity. It was a model banquet, found lacking in not one single regard. Songs prepared by Mr. Dudley T. Fisher were sung, and Messrs. H. B. Hutchinson and "Mac" McCollm delighted every-



body by a performance on a number of musical instruments, including guitars, piccolo, mouth harps, ocarinas, etc. Prior to the feast, to which thirty persons including the press sat down, the election of officers was held, the choice falling upon Mr. W. H. Miller as president; Ward Perley, secretary; F. W. Flowers, treasurer; Fred W. Hughes, 1st lieutenant; M. H. McCollm, 2d lieutenant and club committee, W. H. Miller, John Seibert and W. R. Kinnear. President Miller and Rev. Charles H. Babcock, were the only tricyclists present. The banquet committee were Messrs. E. Dunn and Fred W. Hughes.

WILLHELM.

### KENTUCKY ITEMS.

The Kenton Club is working hard to shift the center of cycling from Louisville to Covington, and will do its best to elect a chief consul from its city next May.

Covington, Ky., wheelmen follow the example of their brother cyclists by donning their knickerbockers and mopping up the wax and chalk from the floor of their various skating rinks.

#### RESOLUTIONS ENDORSING THE AMATEUR ATHLETIC RULES ADOPTED BY THE KENTON WHEEL CLUB.

WHEREAS, Some of the young men of this city are, in the pursuit of the exercise of roller-skating, violating the established rules of amateurship in athletics by competing with professionals in public when admission is charged, thereby rendering themselves liable to protest when entering any amateur contest in future; and

WHEREAS, We recognize the fact that the rules of the League of American Wheelmen and the National Association of Amateur Athletes of America, are the standard of all non-professional athletic clubs in this country; and

WHEREAS, The line between professionalism and amateurship must be maintained, and those rules enforced which will conduce to such maintenance; it is

RESOLVED, That this club as an amateur, or non-professional organization, and member in a body of the League of American Wheelmen, does hereby heartily endorse the rules of said League pertaining to amateurship, together with those of the National Association of Amateur Athletes as far as they are identical; and

RESOLVED, That the conditions of amateurship which it strives to maintain, are the following from the Racing Rules of the League, to wit:

"(a) An amateur is a person who has never competed in an open competition, (b) nor for a stake, (c) nor for public money, (d) nor for gate money, (e) nor under a false name, (f) nor with a professional when gate money was charged; (g) who has never engaged in any athletic sport for money, (h) who has never exhibited his skill in any branch of athletics for money, (i) who is not a paid teacher of any branch of athletics. This rule does not apply \* \* \* to the acts of minors under sixteen years of age who are not members of this association;" and

RESOLVED, That any person who has not acted in accordance with the above rules is a professional to all intents and purposes; and

RESOLVED, That this club will use its utmost endeavors in inducing amateurs to abstain from either knowingly or mistakingly competing with professionals in public (thereby making themselves professionals); and

RESOLVED, That this club warns its members and whom it may concern, not to compete with professional skaters or riders in public contest, and advises them to carefully peruse the Rules of the League, and strive to maintain its laws as laid down; and be it further

RESOLVED, That these Resolutions be spread upon the minutes of the club, and published in a suitable manner that they may be transmitted to all persons interested in their substance.

Adopted unanimously by the Kenton Club, January 29, 1885.

Mr. Robert Huebner, the inventor of an automatic pigeon trap, has turned his attention to the bicycle and patented an improvement on the hub, by which the spokes can be easily replaced and adjusted by the rider without the aid of the machinist.

### Items of Interest.

The compressed tire gains ground every day.

No lack of competition in the wheel business.

We shall hear from American riders on American wheels this season.

The Overman Wheel Company are running nights at their wheel factory.

Hereafter all races in England will be run with the inside of the track on the rider's left, in accordance with the rules of the N. C. U.

The salary of the secretary of the C. T. C. has been increased from \$1,500 to \$1,750. The organization has a balance in the treasury of \$5,565.

A young bicyclist in Newark, N. J., is working upon a mechanical whistle which will be attached to the backbone of the machine and blown by the action of the wheel when a lever is depressed.

The Massachusetts Bicycle Club has over 170 members, whose average age is exactly 30 years. Sixty-two and a half per cent. of them are single. The average wheel is a 52-inch, and the riding record in 1884 was 105,451 miles, an average of 500 miles for each member. The best record for the year was made by a clergyman. Twenty-three members of the club have ridden over 1,000 miles. This is the only club that keeps a record of its members' riding from the beginning of their wheeling experience. The best records of this character are respectively 13,368 miles, 12,000 miles, and over 10,000 miles. Ninety-two and one-half per cent. ride bicycles, seven and one-half per cent. ride tricycles, fifteen per cent. ride both, and one member rides a quadricycle.

There has been considerable doubt expressed regarding the accuracy of the time made by John S. Prince, in a quarter-mile race at New Orleans, when, it is claimed, the American professional record was lowered. To certify the correctness of the record the following has been made public:—

NEW ORLEANS, March 10, 1885.

To whom it may concern:

This is to certify that we, the undersigned, laid off 1,320 feet for a quarter-mile track for the two-best-out-of-three-heats race between John S. Prince and W. J. Morgan on March 8, at West End, a suburb of the city of New Orleans. The track had previously been measured by the participants in the race, and we found their measurement lacking about two feet.

WILLIAM W. CRANE, Captain N. O. B. C.  
G. McD. NATHAN, Editor *Bicycle South*.

NEW ORLEANS, March 10, 1885.

To whom it may concern:

We, the undersigned, timed John S. Prince in his race against W. J. Morgan at West End, La., (a suburb of New Orleans,) on the 8th of March, 1885, and do hereby certify that the first heat was made in forty (40) seconds, and the second heat was made in thirty-nine (39) seconds. W. J. Morgan had ten yards start in each heat, and won both.

G. McD. NATHAN, }  
C. H. GLENSLINGER, } Timers and Judges.  
A. M. HILL, }

Thomas Stevens, the bicyclist, who last season accomplished the journey from San Francisco to Boston on a bicycle, has made arrangements to complete the circuit of the globe astride the "wheel." Mr. Stevens will sail from New York, in the "City of Chicago," for Liverpool, April 9, and about May 1 will make the formal start, wheeling from Liverpool to Dover. He will sail across the straits, land at Calais, wheel to Paris, through France and Germany, to Vienna, through Austria and Turkey, and *via* the valley of the Danube to Constantinople, cross to Scutari in Asiatic Turkey, touching at Erzeroum and other points in Persia in the autumn, and will probably spend the winter in that city. The journey will be resumed

as early in the spring as the roads will permit, continuing into the Chinese Empire, and the attempt will be made to go through the empire *via* the valley of Yang-tse-Kiang to Shanghai. The route may be changed, as a very considerable distance is through countries of which little is definitely known, and unforeseen difficulties are likely to occur. After wheeling through the Chinese empire Mr. Stevens will cross to Japan, and on arrival there will have completed the land circumlocution of the world upon a bicycle. Mr. Stevens will carry, securely fastened to the machine, one change of clothing, a rubber coat and writing materials, purchasing *en route* needed supplies. He expects the journey will require about eighteen months, of which fully a year will be spent on the road. The wheeling distance will be about 10,000 miles, which, added to about 3,500 miles ridden in his recent transcontinental trip, will bring the actual distance traveled on a bicycle to considerably over 13,000. Mr. Stevens makes this unprecedented journey under the auspices of *Outing*, and will, while *en route*, write for that publication a series of fifteen or twenty articles.

### Among the Clubs.

THE SALT LAKE BICYCLE CLUB gave a novel and interesting exhibition, on Friday evening March 13, at the Salt Lake skating pavilion. The programme consisted of a grand club drill, fancy riding, racing, etc. It was the first exhibition of the kind ever given here and one long to be remembered by those who witnessed it, as well as by those who participated. At 9 o'clock P. M. the members of the club took the floor for the grand club drill, which was led by Capt. D. L. Davis and sub-captain T. O. Angel, and consisted of the following evolutions: 1st, mount; 2d, around the hall tandem and in platoons; 3d, circles at each end of hall; 4th, Dutch roll; 5th, serpentine; 6th, figure eight; 7th, circles and figure eight; 8th, circles and one standing; 9th, compound figure eight with three standing; 10th, double column around the hall; 11th, double circle; 12th, double figure eight; 13th, double figure eight and circle; 14th, ellipse; 15th, ellipse and cross; 16th, ellipse and cross in pairs; 17th, dismount. At the close of the drill Messrs. Wood and Jennings gave an exhibition of double fancy riding, which was highly appreciated if vociferous applause by the spectators can be taken into consideration. Following this came a two-mile exhibition race between Mr. T. J. Angel, riding the Columbia, and Mr. C. E. Johnson, riding the Star. The race was very exciting throughout, as the contestants were so evenly matched. Mr. Angel finally won but not without a hard struggle. Next came an exhibition of single trick riding by Walter Jennings, which also drew forth loud applause as the different difficult feats were performed; next followed a slow race by several members of the club, this was quite interesting, it being something new and novel to the people; all but two of the riders had to dismount before the finish, but these two, Mr. Wood and W. Jennings, pushed on to the end and at the word dismount, Mr. Wood was declared the winner as he was a few feet behind Mr. Jennings. At this point one of the old style two wheeled velocipedes was led out followed up by Mr. Ed Wood, dressed as a dude. The manner in which the gentleman imitated a dude trying to learn to ride, drew forth peal after peal of laughter



from the people. After this came a one-mile race between Mr. T. O. Angel on a bicycle and Mr. J. Clinton on skates; this race was easily won by the bicyclist, although the skater did very well. This concluded the exercises for the evening with the exception of skating, which was indulged in by the young people until a reasonable hour for quitting. The performance as a whole was looked upon as a decided success, and as everybody wishes it repeated it is quite probable that the club will satisfy that desire by an early repetition.

THE CITIZENS BICYCLE CLUB held its annual meeting the 16th inst., when the following officers were elected for the ensuing year: President, Rev. Thos. McKee Brown; vice-president, Fred G. Bourne; secretary, Knight L. Clapp; treasurer, Wm. C. Frazee; captain, Simeon Ford; first lieutenant, Thos. C. Smith; second lieutenant, Harwood R. Pool; surgeon, Dr. J. S. Aitken; first color bearer, Geo. A. Paillard; second color bearer, W. H. McCormack; first bugler, E. A. Hoffman, Jr.; second bugler, Fred C. Thomas; members of board of directors, Richard Nelson, John C. Gulick, Dr. N. M. Beckwith, Wm. H. Book. The following ticket was unanimously endorsed by the club: for chief consul, Edward F. Hill, Peekskill, N. Y.; for representatives, John C. Gulick, New York, C. K. Alley, Buffalo, N. Y., Robert Hibson, Brooklyn, N. Y., F. A. Egan, New York, A. E. Fauquier, Mt. Vernon, N. Y., W. S. Bull, Buffalo, N. Y., E. W. Adams, New York, J. W. Clute, Schenectady, N. Y., F. B. Graves, Rochester, N. Y., Geo. Dakin, Buffalo, N. Y., J. G. Burch, Jr., Albany, N. Y., I. R. Adriance, Poughkeepsie, N. Y., Knight L. Clapp, New York, A. H. Scattergood, Albany, N. Y., Joshua Reynolds, Stockport, N. Y., Geo. R. Bidwell, New York, E. A. Caner, Brooklyn, N. Y., H. D. Brown, Weedsport, N. Y. After the meeting adjourned, the newly elected officers invited their fellow members to partake of a collation, which had been prepared and was served in the club-house. The remainder of the evening was given up to social enjoyment, enlivened by the musical talent of the club. There was a large attendance present, and the result of the elections gave general satisfaction.

THE CITIZENS BICYCLE CLUB will hold its second annual race meeting at the Knickerbocker roller skating rink, American Institute, 63d street and Third avenue, New York, on Friday evening, April 17, 1885, at a quarter to eight. The following events are open to all amateurs: One-mile bicycle—for those who have never won a prize; one-mile bicycle,—scratch; one-mile tricycle; two-mile bicycle,—handicap; one-mile safety bicycle,—40-inch wheels and under; one-mile tandem tricycle; one-mile roller skating race,—open only to members of bicycle clubs.

THE BOSTON BICYCLE CLUB, the acknowledged leader in road riding and racing, has the following runs prepared for the coming season: Fast day, April 2, run to South Natick and return; Memorial day, May 30, tally-ho coach run to Wellesley; June 17, cycle picnic in the woods at Readville; June 28, clam bake at Downer's Landing; August 1, tricycle road race, from South Natick to Boston, over the same course as last year. Special prizes will be given for tandem tricycles. September 5, tally-ho coach run along the North shore; September 19, tally-ho coach run to Lake Massapoag; October 3, 100-mile road race. Instead of starting from South Natick as has been the case in former years, the start will

be made from the club-house, thence to South Natick and then over substantially the same course as last year.

THE MEMPHIS BICYCLE CLUB has contracted for the building of a quarter-mile track near the terminus of the Vance street car lines, which is to be completed by the 1st of April. The track will be of hard clay. A grand stand will also be erected which will comfortably seat 1,200 people. The grounds are most eligible, and will be known as the Memphis Cycle Club Park. A series of races have been arranged for April 30 and May 1 and 2. The programme will embrace six or seven races each of the three days, and the purses will aggregate about \$1,900.

THE MONTREAL BICYCLE CLUB has decided not to invite the Canadian Wheelmen's Association to hold their meet in Montreal and has named Woodstock as the place where the meet should be held. The reasons for the present determination are the uncertainty of being able to offer a good track and because the League of American Wheelmen are to hold their annual convention in Buffalo on the two days (July 2 and 3) following that on which the Canadian gathering is to take place.

THE MEMPHIS (Tenn.) BICYCLE CLUB is to build a quarter-mile clay bicycle track.

THE MARYLAND BICYCLE CLUB has 107 members, no debt, and \$700 in the treasury.

THE LOUISVILLE (Ky.) WHEEL CLUB will hold a tournament, May 27 and 28.

#### CLUB ELECTIONS.

ADRIAN BICYCLE CLUB—President, W. B. Munford; vice president, George Bowerfind; secretary and treasurer, W. H. Burnham; captain, J. H. Finch; lieutenant, Charles G. Wiesenger.

BRANTFORD (Can.) BICYCLE CLUB—Honorary president, John Harris; captain, Lloyd T. Harris; first lieutenant, C. R. Fitch; second lieutenant, S. Slater; bugler, Fred Fawkes; secretary and treasurer, Walter Webling.

BRIGHTON BICYCLE CLUB (Cincinnati, O.)—President, Alvin Smith; secretary, William Bahmann; treasurer, H. Kessler Smith; captain, James Barclay.

CAMBRIDGE (Mass.) BICYCLE CLUB—President, H. W. Hayes; secretary, E. B. Coleman; treasurer, A. L. Bowker; captain, C. L. Smith; first lieutenant, J. H. Grimes; second lieutenant, F. W. Haartz; executive committee, the president, secretary, captain, W. A. Lister, and John Amee.

FALLS CITY (Iowa) BICYCLE CLUB—President, Owen Lawson; secretary and treasurer, A. L. Dietzman; captain, David Biggs; first lieutenant, Hugo Helburne; bugler, Percy Bettison.

KEYSTONE BICYCLE CLUB (Pittsburgh, Pa.)—President, George A. Lyon; secretary and treasurer, Charles M. Clarke; captain, John Pears; first lieutenant, P. S. Johnson; color bearer, H. P. Murdoch; club committee, Messrs. George A. Lyon, Charles M. Clarke, John Pears, H. E. Bidwell, and John Graff.

KINGS COUNTY WHEELMEN (Brooklyn, N. Y.)—President, Robert F. Hibson; vice-president, Thomas B. Hegeman; secretary, A. C. D. Loucks; treasurer, Charles Schwalbach; captain, E. Pettus; first lieutenant, E. F. Fisk; second lieutenant, F. N. Fenstermaker; color bearer, J. H. Long; bugler, E. Johnson.

MARYLAND BICYCLE CLUB (Baltimore)—President, Samuel T. Clark; captain, E. R. Jones; secretary, A. C. Kenly; treasurer, E. P. Hayden; first lieutenant, Jos. D. Chesney; second lieutenant, J. H. Schone; bugler, Dr. H. W. Hoopes; executive-at-large, Yates Penniman, Ira C. Canfield, Jr.; chairman house committee, H. E. Brown; house committee, Jas. Thompson, Oscar Wolf.

MEMPHIS (Tenn.) CYCLE CLUB—President, A. B. Pickett; treasurer, W. L. Surprise; captain, S. M. Mallalieu; first lieutenant, W. F. Yates.

NORTHAMPTON (Mass.) BICYCLE CLUB—President, Dr. Daniel Pickard; vice-president, Fred C. Ahearn; secretary and treasurer, L. L. Campbell; captain, E. E. Davis; first lieutenant, W. S. Howard; second lieutenant, H. S. Campbell; bugler, J. A. Ross.

NORWALK (Ct.) WHEEL CLUB—President, Edward M. Jackson; secretary, Charles E. Miller; treasurer, Wm. T. Olmstead; captain, O. B. Jackson.

OSKALOOSA WHEEL CLUB.—President and captain, W. L. Howe; vice-president and bugler, Fred S. Loomis; secretary and treasurer, Will Neagle; color bearer, W. D. Forsyth. The charter members are as follows: Messrs. Will Neagle, W. A. Seevers, Fred S. Loomis, C. A. McGlasson, W. C. Johnson, W. D. Forsyth, J. W. Wray, and W. L. Howe.

OTTAWA (Canada) BICYCLE CLUB—President, G. A. Mothersill; captain, F. M. S. Jenkins; first lieutenant, Henry Roy; second lieutenant, S. M. Rogers; honorary secretary and treasurer, J. W. Hawley.

OTTUMWA (Iowa) BICYCLE CLUB—President, A. B. Post; vice-president, C. M. Woolworth; captain, Walter Gephart; bugler, Bert Pickett; color bearer, Wm. H. Pallister; secretary and treasurer, A. L. Eaton.

PAWTUCKET (R. I.) BICYCLE CLUB—President, Dr. J. A. Chase; secretary and treasurer, Geo. C. Newell; captain, Fred Binford.

PORTLAND (Me.) WHEEL CLUB—President, C. H. Lamson; vice-president, Captain John C. Stevens; secretary and treasurer, C. C. Tukesbury; first lieutenant, F. C. Clarke; second lieutenant, H. S. Higgins; bugler, W. N. Beckett; club committee, president, vice-president, captain, F. N. Palmer, H. D. Cahill. F. A. Elwell was recommended for chief consul.

PROVIDENCE (R. I.) BICYCLE CLUB—President, A. G. Carpenter; vice-president, H. L. Perkins; secretary, G. R. McAuslan; treasurer, Waldo Stewart; captain, O. M. Mitchell; first lieutenant, F. B. Armington; second lieutenant, H. A. Young; guide, J. W. McAuslan; executive committee, F. M. Sims, H. Breed, the president, vice-president, and secretary.

RIVERSIDE WHEELMEN (New York)—President, T. C. Stratton; vice-president, A. H. Hall; secretary, A. J. Menge; treasurer, J. Nightingale; captain, J. B. Fischer; first lieutenant, H. Barnard; second lieutenant, W. A. Hall; color bearer, A. S. Stratton.

ROCHESTER (N. Y.) BICYCLE CLUB—President, W. E. Williams; captain, G. E. Maur; secretary, R. A. Runnett; treasurer, E. Pillow; lieutenant, Jas. Lennox; first-guide and color bearer, A. Greiner; second, Geo. Clark; bugler, A. M. Bennett.



RUTHERFORD (N. J.) WHEELMEN—President, J. L. Chapman; captain, George Rice; lieutenant, H. R. Jackson, Jr.; secretary, C. L. Jackson; treasurer, E. A. Edgar; bugler, Fred Doolittle; color bearer, F. K. Hollister.

RUTLAND (Vt.) BICYCLE CLUB—President, N. R. Barty; captain, C. G. Ross; lieutenant, F. W. Knapp; secretary and treasurer, J. R. Bates; bugler, H. L. Burt.

SHARON (Pa.) BICYCLE CLUB—President and captain, C. W. Test; secretary, D. P. Porter; treasurer, H. J. Filer; lieutenant, W. S. Palmer.

TROY (N. Y.) BICYCLE CLUB—President, R. D. Cook; vice-president, G. R. Collins; secretary, C. C. Rushmore; treasurer, F. H. Norris; captain, James O. Wood, Jr.; first lieutenant, T. B. Collins; second lieutenant, William Gardner, Jr.; bugler, M. R. Kelly; trustees, R. D. Cook, G. R. Collins, A. P. Dunn, I. O. Wood, Jr., and L. Hermann.

WASHINGTON (D. C.) CYCLE CLUB—President, E. T. Pettengill; vice-president, Marbury B. White; secretary, J. H. Hawley; treasurer, A. P. Crenshaw; chronicler, F. W. Moulton; captain, C. A. Moss; first lieutenant, G. W. Meyer; second lieutenant, J. C. V. Smith.

#### NEW ZEALAND ITEMS.

The annual Interprovincial bicycle race meeting was held at Christchurch on January 24. These races are regarded as the most important held in New Zealand, and were contested by all the best riders in the colony and were held under the management of the Pioneer and Christchurch Bicycle Clubs.

About half-past 12 some 40 cyclists mustered in Cathedral square for the purpose of riding in procession to the park. Several of them were attired in "fancy" costumes, the grotesque appearance of which added variety, if not beauty, to the procession. One rider was "made up" as a Chinaman, somewhat more picturesquely attired than those usually seen in our streets. Another, in red shirt and billy-cock hat, and with a fierce black beard, looked sufficiently ferocious as Ned Kelly, though at times his anxiety to prevent his beard from being blown away detracted somewhat from the savageness of his appearance. A particularly unruly "Hallelujah Lass" caused a good deal of amusement, and others of the processionists created much merriment by grotesque masks and dresses. The procession, headed by the City Reed Band, in a drag, started in a cloud of dust, and went by a circuitous route to Lancaster Park. Large crowds of people were assembled in the square and streets to witness its progress. During the afternoon nearly 1,000 persons paid for admission, and, including competitors and those who were admitted by ticket, not less than 1,500 people must have been on the ground.

About 2 o'clock, His Excellency the Governor, accompanied by Major Eccles, A.D.C., and Mr. Pennefather, private secretary, drove on to the ground, where he was received by the Hon. E. C. J. Stevens and Mr. W. H. Wynn-Williams, presidents of the Pioneer and Christchurch Clubs, and escorted to the pavilion, the band playing the national anthem. His Excellency remained for over an hour, and manifested much interest in the proceedings.

Those who had anticipated good sport from the meeting were not disappointed. Though there were very few close finishes, there were plenty of

exciting contests, and some capital displays of skill and judgment in riding. Mr. W. H. Langdown was especially noticeable for the correct tactics which he exhibited in all his races. He competed in three, and in only one was the handicap too much for him, the others being won with apparent ease. Good form was shown by all the Dunedin representatives, though they were evidently not equal to an encounter with Langdown—on Lancaster Park, at any rate. Mr. Fitton, the Auckland bicyclist, was very unfortunate in the champion race, as his machine capsized when he was turning a corner where there is a nasty soft patch in the ground, and he was a good deal knocked about. His bicycle was also damaged, and he was unable to compete in any of the other events. Mr. Painter, the Christchurch Club crack, was unluckily too unwell to ride, to the great disappointment of the members of his club. The times were in most instances good, and a decided improvement on those of the last big bicycle meeting—that held on Boxing Day, 1883. An improvement was also manifested in the punctuality with which the events were got off, though some few of the later races were started rather behind time. All things considered, however, a good deal of credit is due to the officers and committee, particularly to the honorary secretaries—Messrs. Lowry and Oakey. It may be noted that Messrs. Oates and Cooper acted as handicappers, Mr. Oates as starter, Mr. E. C. Farr as judge, and Messrs. Adams, England, and A. Francis as time-keepers.

#### ONE-MILE MAIDEN.

*First Heat*—L. Simpson (C.B.C.), 200 yds.; T. Godfrey (C.B.C.), 200 yds.; dead heat. Time, 3m. 47 1-2s.

*Second Heat*—C. Reece (P.B.C.), scratch, 1; A. J. Warren (C.B.C.), 60 yds., 2. Time, 3m. 53 2-5s.

*Final Heat*—C. Reece, 1; A. J. Warren, 2.

The first, second, and third men in each of the other heats competed in this heat. At the end of the first lap all the six were in a cluster, and, about 50 yards past the stand, Reece went through his men, assuming second place. Godfrey strove hard to keep his lead, but Reece overtook him when two-thirds of the final lap had been covered. Warren then went into second position, but was unable to overtake Reece, who won hands down. Time—3m. 27s. Time, at last races—3m. 50s.

#### ONE-MILE BICYCLE CHAMPIONSHIP OF NEW ZEALAND.

*First Heat*—W. Langdown (P.B.C.), scratch, 1; P. E. Baldwin (D.B.C.), scratch, 2. Time, 3m. 35s.

*Second Heat*—F. A. Cutten (D.B.C.), scratch, 1; F. R. Dunsford (P.B.C.), scratch, 2. Time, 3m. 32s.

*Final Heat*—W. H. Langdown (P.B.C.), 1; F. A. Cutten (D.B.C.), 2; P. E. Baldwin (D.B.C.), 3.

The men were got off well together, but Langdown soon shot to the front, with Baldwin second. The Pioneer champion passed the stand on the first round 40 yards ahead of the others, amid a roar of enthusiasm. Cutten immediately after passed Baldwin, who fell to the rear. Langdown maintained his lead, and finally won by about 30 yards, with Cutten second, Baldwin third, and Dunsford fourth, Fitton unluckily fell and broke his machine on the second lap. The race was a fine exhibition of skillful riding, but Langdown was evidently too good for his company, while Cutten was unapproachable in second place. The following is the time of the various laps: First, 45 4-5s.; second, 47 2-5s.; third, 88 2-5s.; fourth,

47 2-5s. Time for the race—3m. 9s. Time at last meeting—3m. 28s.

#### NOVICES' RACE—ONE MILE.

C. J. Atkinson (P.B.C.), 1; J. C. Coughlan (P.B.C.), 2.

Godfrey (C.B.C.) went away with a tremendous rush, but was overtaken and passed by Atkinson after going about 100 yards. He then fell to the rear, while Lough (P.B.C.) took second place. He yielded to Coughlan on the second round, and never regained his position. Atkinson, meanwhile, went ahead, and won as he liked. The other competitors were out of the race soon after the start. Time—3m. 41s.

#### ONE-MILE TRICYCLE RACE.

A. E. Preece (P.B.C.), scratch, 1; N. Oates (C.B.C.), scratch, 2.

F. Cooper (P.B.C.), 175 yds., also competed, but became exhausted when he had done three-fourths of the second lap. Oates, a strong thick-set man, strove gamely to overtake Preece, who is a much lighter weight. He could not manage it, however, and the latter finished nearly 20 yards in front of him. Time—4m. 27 1-5s.

#### ONE-MILE BICYCLE HANDICAP.

W. H. Langdown (P.B.C.) scratch, 1; C. Reece (P.B.C.), 110 yds., 2; P. E. Baldwin (D.B.C.), 50 yds., 3.

A good deal of interest was felt in this race, as all the crack riders were among the competitors, but were handicapped with the view of giving those less expert a chance of a prize. Nine men started, and directly the pistol went off, Langdown put on tremendous speed, leaving Cutten, who was at the scratch with him, far behind. He passed three men on the first lap, and on the second assumed the lead in spite of the game struggles of Reece and Baldwin. Having gained the lead, he took good care to keep it, and won simply as he liked. The tussle for second place was a good one. Reece and Baldwin made the pace pretty hot, and Cutten worked hard to overtake them. He could not, however, for Reece drew away on the last round, and came in second, with Baldwin third and Cutten fourth. The rest were nowhere. Time—3m. 15s. Time at last meeting—3m. 20s.

#### FIVE-MILE BICYCLE ROADSTER HANDICAP.

W. A. Thompson (P.B.C.), 140 yds., 1; A. J. Warren (C.B.C.), 450 yds., 2; T. Godfrey (C.B.C.), 850 yds., 3.

As the distance for this race was 13 times round the course, very little interest was manifested in it till towards the finish. The fact that several of the men received a handicap of more than a lap rendered it impossible for the spectators to guess their relative positions. When the tenth lap was completed, Thompson had the lead, with Godfrey second and Warren third. Jenkins, the scratch man, gave up on his ninth lap, and his example was followed by several of the others. Warren took second place on the eleventh lap, but could not get near Thompson, who won by about 150 yards. Warren was 100 yards in front of Godfrey, who took third place. Time—15m. 52s. Time at last meeting—19m. 15s.

#### THREE-MILE BICYCLE HANDICAP.

F. J. Saville (C.B.C.), 900 yds., 1; W. H. Langdown (P.B.C.), scratch, 2; P. E. Baldwin (D.B.C.), 110 yds., 3.

Only about half a dozen of those who had entered started. As in the five-mile race, it was difficult to judge of the relative positions of the



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\* BOSTON, MASS. \*



men till the closing laps. Saville kept his lead throughout, and won by about 25 yards. The chief interest of the race centered in the struggle between Langdown and Baldwin. The former steadily overhauled the Dunedin man and passed him on the last lap. Spite of Baldwin's efforts to recover his lost ground, Langdown kept ahead of him, and finished second. Time—9m. 39s. Time at last meeting—11m. 22s.

#### TWO-LAPS BICYCLE STEEPLECHASE.

*First Heat*—H. Thompson, 1; L. Simpson, 2.

*Second Heat*—F. R. Dunsford, 1.

*Final Heat*—H. Thompson, 1; F. R. Dunsford, 2.

A good race took place between the two men, but Dunsford lost ground owing to having to change his bicycle, and, moreover, fell at the last hurdle but one. He was unable to make up the ground thus lost, and Thompson won easily.

#### TWO-MILE BICYCLE HANDICAP.

H. Woodrough (C.B.C.), 500 yds., 1; C. J. Atkinson (P.B.C.), 450 yds., 2.

Woodrough held the lead given him by the handicappers throughout the race, and won with tolerable ease. Atkinson and Coughlan (P.B.C.), 500 yards, had a good race for second place. Through a mistake the race was finished a lap short.

#### ONE-MILE COMBINATION—SCRATCH.

H. Thompson, 1; A. E. Preece, 2.

The competitors in this event had to walk half a lap, then mount and ride another half lap, dismount and run the same distance, again mount and ride home. Thompson won easily.

#### TEN-MILE BICYCLE HANDICAP.

P. E. Baldwin (D.B.C.), 350 yds., 1; F. A. Cutten (D.B.C.), scratch, 2; R. Fulton (D.B.C.), 650 yds., 3.

The three Dunedin men were the only starters, most of the others who had entered having been somewhat knocked about in previous races. One Mr. Fisher, of Dunedin, was absent, and another, Mr. Painter, of the Christchurch Club, was unwell. Fulton kept his lead till the tenth lap, when he succumbed to Baldwin. Cutten strove gallantly to catch the leaders, and in the last mile got into second place. He could not, however, overhaul Baldwin, who won by half a lap. Time, 34m. 54s. Time at last year's meeting, 41m. 5s.

The following are the winners of the ten-mile handicap since 1880:—

Year.	Name.	Handicap Allowance.	Time.
1880	G. E. Dalton,	200 yds.	40m. 23s.
1881	G. E. Dalton,	scratch	39m. 2s.
1882	T. Searell,	400 yds.	36m. 44s.
1883	W. H. Langdown,	scratch	38m. 6s.
1884	F. W. Painter,	500 yds.	41m. 5s.
1885	P. E. Baldwin,	350 yds.	34m. 54s.

During the afternoon a deal of amusement was occasioned by a race or rather parade, of those cyclists who had come to the ground in fancy costumes, and towards the close of the proceedings Mr. Thompson, with the aid of his little brother, gave an exhibition of fancy riding, which deservedly elicited loud applause from the spectators.

"PAKEHA."

CHRISTCHURCH, N. Z., Feb. 25, 1885.

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

## The Trade.

List of patents granted for devices of interest to wheelmen for the four weeks ending Tuesday, March 17, 1885, compiled from the Official Records of the United States Patent Office, expressly for THE SPRINGFIELD WHEELMEN'S GAZETTE by Shipley Brashears, patent attorney, solicitor and expert, No. 637 F Street, N. W., Washington, D. C., of whom copies and information may be had.

No. 312,634, February 24, Sylvester B. Hill, Chicopee, Mass., assignor to the Overman Wheel Company, same place, velocipede.

No. 312,732, February 24, John Knous and Albert E. Wallace, Hartford, Ct., assignors to the Pope Manufacturing Company, same place, bicycle fork.

No. 312,930, February 24, Charles G. Thayer, Fredonia, N. Y., assignor to O. M. Gawne, same place, bicycle.

No. 313,018, February 24, A. H. Overman and C. F. Hadley, Chicopee, Mass., assignors to the Overman Wheel Company, same place, steering device for tricycles.

No. 313,083, March 3, John Knous and Albert E. Wallace, Hartford, Ct., assignors to the Pope Manufacturing Company, same place, making bicycle forks.

No. 313,234, March 3, Frank B. Powers, Springfield, Mass., velocipede.

No. 313,323, March 3, Charles F. Hadley, Chicopee, Mass., assignor to the Overman Wheel Company, same place, pedal for velocipede.

No. 313,460, March 3, L. P. Valiquet, Mount Kisco, N. Y., lady's tricycle.

No. 313,490, March 10, John Gibbons, West Troy, N. Y., assignor to the Meneely Hardware Company, same place, bicycle.

No. 313,863, March 17, Charles F. Hadley, Chicopee, Mass., assignor to the Overman Wheel Company, same place, tricycle.

No. 314,013, March 17, George H. Griffiths, New Rochelle, N. Y., treadle motion for velocipede.

No. 314,142, March 17, Thomas J. Kirkpatrick, Springfield, O., bicycle saddle.

No. 314,160, March 17, Charles L. Work, Philadelphia, Pa., assignor to the Pope Manufacturing Company, Boston, Mass., velocipede.

#### 1885 ROYAL MAIL.

This Light Roadster, which was so successfully introduced last year to the American wheelmen, and which met with such remarkable favor, has some new features for the coming season. A new pattern, very close fitting brake of very handsome appearance has been applied, which is claimed to be noiseless, having also a very strong handle-arm; it has a new patent grip rubber tire, very full outside, moulded and not spliced at all; a somewhat stouter head with a new and tasty cap; the forks now have round edges, thus giving more strength and greater rigidity, and this even without increasing the weight at all; a new spring also has been brought out, although the last year's coiled Humber spring is also still used; the spokes are strongly tied by a new system, adding strength and preventing any separation; it has the genuine Warwick hollow rim with the folding edges overlapping and strongly brazed together, thus making two thicknesses of metal on the under side of the rim through which the spoke passes, also a washer fitting the concave, adding another thickness before the nut is fastened, making it impossible for the spoke to pull out. The backbone will be oval shape, which the makers claim is stronger and handsomer than the round. The Harwood

adjustable step will also be used this year. Other new features will be the new American saddle and the Buffalo tool-bag.

The intent seems to be to keep the Royal Mail right up to the highest quality of workmanship in every detail, and combine all latest improvements. It is certainly a very handsome wheel and has proved itself of great merit. William Read & Sons already report large orders for them.

#### W. B. EVERETT & CO.

Among the newcomers in the cycling trade, we welcome W. B. Everett & Co., who have opened salesrooms in Odd Fellows' Hall, Boston, with a well selected stock of cycles, of which the following is a brief description:—

The British Challenge has been remodeled and very much improved. Steel hubs take the place of the old ones of gun metal. The tread is reduced one and one-half inch without narrowing wheel; the spokes are put in differently; the handle-bar is gracefully cow-horned, and, notwithstanding the extra cost of manufacture caused by these and other changes, the price is reduced.

The "Apollo" bicycle is a light roadster of the highest possible class. Like the "British," it is made of steel tubes, steel wire, and steel stampings throughout. As made for English market with 3-4 inch front rubber, it weighs only 33 pounds; for 5-4 inch with 7-8 front rubber, and as made for our roads, it weighs 37 pounds. The tangent spokes, each of which is fastened into the hub separately and in a manner avoiding all sudden bends (Singer's tangent wheel, patented), are tied with wire and brazed firmly at the principal crossings, and are fastened into the hollow rims with long sleeve-nuts, making them practically butt-jointed; the bearings are Singer's patent single ball bearings, being a modification of his double ball bearings used in the "British"; it has ball pedals, as has also the "British"; the handle-bars are hollow and gracefully cow-horned; the backbone is oval and of large size; the forks are new pattern, elliptical.

The "Extraordinary" has been subjected to many of the changes made in the "British." The rake has been slightly reduced, and the whole machine improved, and the price reduced.

The "Challenge Safety" is a really safe machine, having a rake of six inches. It is geared as high as 64 inches if wished; but those in stock are 52 and 56 inch, the standard size of wheel being 40 inch; saddle and handle-bar are adjustable for rider.

The "Challenge" (there is a little question about this name) is a fine roadster of best material and workmanship at a very low price; it is fitted with single ball bearings and cow-horned handles. The forks are of steel tubing, as is also the backbone (which is round); the rear forks are semi-tubular. They are able to sell this machine at a moderate price on account of all extras, such as fluted forks, oval backbones, patent springs, etc., having been discarded.

All the above machines have detachable cranks, Andrews head, and detachable handle-bars, the standard finish being black enamel, with bright parts nicked.

The "Apollo" tricycle in its three forms, viz., the "Central-geared," "Two Track," and "Convertible Tandem," they will carry in stock.

The Central-geared, is of the usual popular type. (See "Apollo Central-geared" in "Tricyclists' In-



dispensable" for 1884). The front wheel is, however, 18-inch diameter, not 16-inch, and the side wheels are 44-inch (possibly 46-inch). The weight, ready to ride, is 80 pounds and a few ounces, single ball bearings throughout, pedals included.

The Tandem is made by attaching the backbone and upright of a Humber pattern tricycle, making it into a tandem, such as the Coventry Machinists' Company have been advertising so much, and is adjustable for both riders.

The "Two Track" is built on very fine lines, and is the stiffest two track on the market.

Messrs. Everett & Co. will have a Humber pattern tricycle, "Singer's Traveller"; this has adjustable handle-bar and scat, and weighs exactly 74 pounds.

#### THE POPE MANUFACTURING COMPANY.

The Columbia Light Roadster is a genuine light-weight bicycle, about ten pounds lighter than the Expert. This machine has been designed and constructed by the same careful and scientific methods, with the best improvements known to the art, for very light riders and experienced ones, and for good roads. It is a light machine for light riding, made of the best qualities of materials throughout, in forgings, weldless-tubing, and all the parts. The wheels are made of entirely new design after thorough experiments and tests, and will become the favorite for light wheels. On a firm steel axle are very light forged-steel hub flanges most rigidly secured, sufficiently recessed to take in the bearing parts necessary, and having secondary flanges (Wallace patent) of curved section at their periphery. The rims are of cold-rolled, hollow steel, made by the White-patent process, and of utmost rigidity and reliability. The rims made by this method have no lap or seam on the exterior at all, and though made in two sections have no joint dependent upon bearing or solder, as all other hollow rims have. The spokes are steel wire of generous diameter, headed at the hub, and are drawn over the curved secondary flanges so as to be nowhere weakened by bending; they are set at an angle, with one crossing, where they are held by a fine wire wrapping and solder, and are held in the rim in the line of draught by a neat sleeve-nut extending well over the spoke and strengthening it. These spokes will be classed, perhaps, with "tangent" spokes; but they are not. The spokes are single, and vary in number from 48 to 68, according to the size of wheel; and they may be adjusted as easily as direct spokes, without removing the tire, and, being held in the rim by a device on the balband-socket principle, they are not weakened by bending there. The front wheels are all made on the odd-inch sizes, from 47 to 59 inch; and the construction is such that ordinarily a rider fitted by a 54-inch full roadster will take a 55-inch size of these machines with the same fit. This difference is not, however, gained at the expense of spring room. The rear wheels have light steel hubs, double resultant-spokes set at an angle as the others and with similar sleeve-nuts, and crescent steel rims, and are very light and strong. The rear wheels are 16 inches on 51 size and under, and 18 inches on larger sizes. The front forks, perch, and rear fork are all made of the best weldless steel tubing on lines similar to those of the Expert, but lighter. The tires are of the best rubber, endless moulded, and held in the rim by a cement process very securely. They are 7-8 to front and  $\frac{3}{8}$  to back wheel. The bearings

are the adjustable Columbia ball (Wallace patents) to front and back wheels, as in the Expert, but lightened, and gauged with such accuracy that the balls vary less than one four-thousandth of an inch in size. The cranks are slightly different in shape from those of the Expert, for lightness, but are detachable, and have from 4 1-4 to 5 1-4 inches throw. The spring is of the bolted sliding pattern, with anti-rattling (Knous patent) clip. This ingenious clip, by a small steel spring acting in a steel shoe above the saddle-spring, not only prevents rattling, but insures an even bearing for the spring and clip as they wear, and offers no projection whatever to the clothing or to the hand in trundling. The Columbia swing-spring will be supplied as an extra at the difference in price.

The Columbia Two-Track tricycle will present, to those who have studied and compared machines, many points of interest. It has been designed and made after careful study of every detail, and its old features retained have had as much attention as its new features adopted. Amongst the former may be mentioned the sizes of both driving and steering wheels, a mean being chosen between the larger and smaller extremes that have had their trial, which mean best combines the requisite qualities; the use of weldless steel tubing in the frame, which secures at once the most rigidity with least weight; the Whitehead compensating-gear, with Wallace's improvements, which has proved itself practically, as it is theoretically, the only real *balance* gear yet devised; the Serrell contractile rubber tire, which is still the best for the most important uses of an elastic, non-slipping tire for velocipede wheels; solid fellos and direct spokes, which, when rightly made, as the Expert and Columbia tricycle wheels have shown so well, are the most reliable, except when more weight must be saved; the enamel finish where there are too many surfaces to take care of in any other; and the cradle-spring, which, for a tricycle with a frame that does not sway and does need so many changes of position, is still the most comfortable and safe. Amongst the new features introduced in this machine may be mentioned the Wallace dwarf steering-head, which, besides its graceful and neat appearance and its lightness, conducts the strain more directly from the steering-wheel to the driving-gear, and insures steadiness of motion; the spiral-rack and its connections, by which the steering apparatus is made most simple and effective to do just what is wanted of it, and is most out of the way and least subject to disarrangement; the three-part frame jointed in a peculiar way, affording just the parts needed and just where they serve most directly, and no more; the double band brake, by which greatest effectiveness with most certainty and ease of action is obtained; the combination of brake-drums, sprocket, and balance-gear together and in the middle under the seat, lightest and most out-of-the-way of arrangements; the large, weldless, steel tubular axles in place of solid shafts, which are heavier and more likely to break.

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

#### THE CYCLISTS' TOURING CLUB.

Written for THE SPRINGFIELD WHEELMEN'S GAZETTE.

The mere mention in type of the name of any grand international organization cannot fail to attract the attention of the most casual reader of any publication. To how much greater extent then should the recital of the principal events in the history of this club, composed of the best young blood of two continents and embracing in its ranks sixteen thousand young men from the most civilized nations of the world, call for the thoughtful perusal of the readers of this widely circulated GAZETTE. The most difficult part of the pleasant duty of placing the history of the C. T. C. before our American wheelmen is to decide what events in its career will be of general interest and also the avoidance of dry statistics as much as possible.

The formation of the Cyclists' Touring Club dates back to August 5, 1878, on the occasion of a Harrogate meet and from a small gathering on that occasion the club has grown to its present dimensions—slowly at first, but through the efforts of a few earnest, unselfish workers this grand freemasonry of the wheel has spread until its quiet gray uniform and silver badge are the recognized symbols of fraternity and genial *camaraderie* the wide world over. The general policy of the club, as originally outlined, has been vigorously carried out and touring interests in all parts of the world have been encouraged and sustained. The objects of the club as stated in the first notices published were as follows: The appointment of a consul in each city, who would supply members with all information, etc., needed to make touring a pleasure; to provide suitable companions for members wishing to tour; and to promote touring in every possible way; and no radical change has been made from this programme announced in the name of the Bicycle Touring Club in August, 1878.

The club holds its fostering arms open to amateur cyclists of all conditions and nationalities and the influence it can exert for the good of all is only limited by the number of members supporting it and the extent to which individual members are willing to be benefited by intermingling with one another and each doing his utmost to further our glorious cause.

The membership has grown from 200 in August, 1878, by the following steps: 730 in August, 1879; 1,000 in January, 1880; 3,356 in December, 1880; 4,200 in December, 1881; 6,705 in December, 1882; 10,819 in December, 1883; to a grand total of 16,625 in December, 1884; with 1,400 duly appointed hotels and over eight hundred local consuls.

The government of the club is not only one of the most strictly representative but also one of the most simple in form and would be a good model for some of our would-be legislators to study. Briefly stated, the officials of the club, in whose hands are entrusted the reins of government, consist of representative councillors, and chief consuls who form what is called the council. These gentlemen are elected to office in the following manner: The secretary publishes in the monthly gazette for January each year, the number of representative councillors to which each division is entitled according to its membership, and any member will, upon application to the secretary, receive a form of nomination for the office of representative councillor, which must be returned to the secretary with the name of the



candidate, proposed and seconded by members of the division.

In the March gazette the names of the various candidates, with their proposers' names, are published, and each member of the division receives a voting paper which must be filled out and returned to the secretary.

The Council appoints five tellers, who receive the votes from the secretary, count them and announce the result.

The newly elected representative councilors come into office April 1, and they proceed immediately to elect a Chief Consul for each division for the ensuing year.

The representative councilors with the Chief Consuls so elected form the Council for the year and must elect from among their number a chairman, treasurer, and secretary. They may also elect a president and vice-president to preside over the general meetings of the club.

The Council meets once a month on fixed dates, and in a different city each time so that each division may be properly and easily represented.

There are seventy-five representative councilors and thirty-five Chief Consuls in office now, most of whom will be re-elected for this year.

Two general meetings are held by the members of the club each year, the annual general each May, but the date of the half-yearly is appointed by the Council—generally in December.

At these meetings the reports of the various officials are rendered and acted upon, and any change in the rules governing the club may be made at these meetings providing notice of the proposed change or addition to the rules is given in the monthly gazette previous to the meeting. These annual meetings are also held each time in a different location so that all members of the club may have an equal share and responsibility in its general management. Several attempts have been made, since the formation of the club, to centralize its government in some one of the large cities and to elect an executive committee of a few members, but fortunately for the best interests of all these misguided efforts have failed most signally.

The duties of the representative councilor are to attend the meetings of the Council as regularly as possible in order to represent his division thoroughly and to promote and guard the interests of the members in every way in his power. The Chief Consul is expected to appoint a local consul, hotel-headquarters, and place for repairs in each town in his division where such appointment is feasible, and he is held generally responsible for the welfare of the club in his division. He is expected to have such information regarding roads, etc., in his division as may tend to help the tourist who may call on him, and is expected to answer correspondence on such matters when sent in the proper way. He should attend Council meetings when possible and has the privilege of appointing a deputy to assist him if his duties prove too onerous.

The local consul's duties consist in being always prepared to give information as to roads, hotels, etc., in his vicinity, and care for the general interest of all tourists who may need his assistance. In this connection let me remark that it is wonderful to note the amount of good, earnest work which one man acting as Consul can perform if he is thoroughly alive to the opportunities of his position and has the good of the club at heart. One such man can do more, working faithfully the

year round, toward gaining good members for the club and making his consulate a model to visiting wheelmen than all the meets and parades of the busiest year in the club's history, although these have their legitimate place and are all very well in their way. Any cyclist who is an amateur according to the definition of the National Cyclists' Union may apply for membership to the club upon the recommendation of two members and the payment of the initiation fee of one shilling and the yearly dues of two shillings and sixpence. This payment entitles him to all the privileges of the club including reduction at official hotels and the monthly gazette for the year.

In this short history of the club, lack of space forbids the mention in detail of the earnest, faithful work of Cotterell, Wilson, Tanner, Varley, Gurney, Bryson, Maddox, Hillier, the Wellfords, Duncan, Sturmey, and a host of others whom the club delights to honor, but no history of this organization would be complete without the mention in some way of our energetic secretary and editor, Mr. Ernest R. Shipton, the right man in the right place, and the club collectively and individually owes him a debt of gratitude for faithful service which no mere salary can ever pay, but his burden may be greatly lightened by generous, cordial support, and any consideration shown him will return four-fold to all who show it.

In this brief summary—brief to all who realize the magnitude of my task—of the history of the club the first event of interest, after its birth, was the formation on September 13, 1879, of the governing body, then first called the Council, formed solely of Chief Consuls, president, several vice-presidents, secretary and treasurer. In June, 1881, the first representative councilors were elected, and from this time must be dated the establishment of the representative system which constitutes one of the greatest blessings of the club. In May, 1882, the color of the uniform was changed from green to the present neat and serviceable gray, which is now so widely worn, and has been adopted by so many large clubs as their official uniform.

In December, 1882, after eighteen months of struggle and debate carried through three successive general meetings, the name of the club was changed from the "Bicycle Touring Club" to the more comprehensive title of the "Cyclists' Touring Club," the honor of which change belongs mainly to Mr. Shipton.

The other incidents of general interest are the removal of the chief offices of the club to London, in June, 1883, and the creation in June, 1884, of a general reserve fund.

All entrance fees received since January, 1884, and from that time forward are to be paid into this fund, which will eventually give the club a large sum to draw from in any emergency. I have given these incidents and outlined the general policy to this extent to show the numerous readers of this widely circulated GAZETTE that the "Cyclists' Touring Club" is in every respect a well established, well managed institution deserving of their fullest confidence and support; and I will now pass to the easiest part of my pleasant task, viz.: a short review of the doings of the American division which is destined at no very distant period to be one of the foremost in the club.

"Papa" Weston and the American division! How familiar and cheery those few words ring in the ears of any of our wheelmen who have at-

tended our annual gatherings, and the mention of them cannot fail to bring to the mind of any one fortunate enough to be personally acquainted with the man, the brave, earnest struggle lasting through five long years to make the American division what it now gives promise of being, viz.: a practical hard working body of enthusiastic men and an honor to the club and the brave spirit which has made it what it is.

The early history of the division is comparatively uninteresting and the first real impetus was given to the cause in this country in October, 1880, when Mr. Weston returned from England after being appointed Chief Consul of the division. At this time I believe there was a local consul in New York City, and Detroit, Michigan.

In May, 1881, there appeared a notice in the *Bicycling World* inviting all members of the C. T. C. who might visit Boston on the occasion of the L. A. W. meet to call on C. C. Weston at St. Botolph's hotel and also giving notice that the Chief Consul would engineer an English smoking concert, on May 31.

Right here I am reminded of the fact that no inconsiderable part of the success of this division is due to the *Bicycling World*, and the members in this country owe a debt of gratitude to the management of that journal for publishing notices, lists of application, etc., free of charge, and we should support it in every possible way.

In June, 1882, the membership of this division was about thirty-five, and in June, 1883, about eighty, but during the summer and fall of 1883, the list of applications increased rapidly so that we closed the season with about two hundred in our ranks. 1884 will always stand out clearly as an important period in our history. Commencing the year with one hundred and fifty-eight renewals in March, the list steadily increased until in December we counted six hundred good men and true in our ranks; not all men, either, for we are proud and happy to boast of a large number of the fair sex in our ranks. Please keep joining, ladies! If you are timid you have only to join the "Nemo" Club to find genial companions.

Poughkeepsie, N. Y., was the scene of a very pleasant business meeting and banquet in May, and we shall long remember the cordial reception given us by Consul Halliwell and the Ariel Club. It was then and there decided, at the instigation of the writer, to hold an annual tour in the fall, the date and choice of route being left in the hands of a committee who finally decided on a repetition of the famous "Wheel around the Hub." The date fixed on, October 6, was afterward changed to September 22, and all who were so fortunate as to be present on that occasion will remember it with great pleasure and look forward to a similar tour in the fall of 1885.

At a business meeting which was held in connection with this tour, three gentlemen were elected as representative councilors for the American division. These were G. Lacy Hillier, of London, England, (the able editor of the *Tricycle*); W. V. Gilman, State Consul of New Hampshire; and Chas. H. Potter, of Cleveland, Ohio. An important measure was passed with a view to relieving Chief Consul Weston of the detail work of the division and to this end all applications, letters of inquiry, etc., are to be sent to the State Consul of the State in which the member resides.

We are looking forward with hopeful impatience to the annual business meeting which will be held in Cleveland, Ohio, on May 18, 1885. Several im-



portant propositions for the benefit of this division will be brought before those present and no doubt some steps will be taken with a view to having some part of our dues retained in this country for the use of the division. With constantly increasing numbers comes increased responsibility and we can find work for every earnest member. We are gradually but surely taking charge of the touring interests of this great country and we will show ourselves worthy of the trust. The racing interests of this country need an authoritative legislative body to govern them with a firm hand and this they find in the "League of American Wheelmen," which can do a grand work in this direction, but it would be folly, considering the constantly increasing magnitude of the racing interests, for the League, powerful as it is, to attempt to manage all the different branches of cycling in so large a territory.

In defense of this opinion I will take the liberty of quoting the words of one who has made an earnest study of this question. "A merely national organization for touring purposes is a waste of power. A touring organization to be thoroughly efficient must be international. This little world of ours is not large enough for more than one such organization and that one is, and should be everywhere and always, the C. T. C."

As rapidly as is consistent with thoroughness and the importance of the work, consuls and hotels are being appointed and amateur wheelmen all over the land are becoming impressed with the value of having the great touring interests of America directed by so capable and efficient a club.

In concluding I can only say, come into our ranks and the good which will result to you will only be limited by the capacity you have for perceiving that good and taking advantage of it. There is earnest work for all and the more each one does to bravely perform his allotted task the more reward and satisfaction he will reap.

*An earnest worker has no time to grumble.*

The officials of the division are as follows, and any correspondence will meet with attention and immediate reply from any of the State Consuls.

#### CHIEF CONSUL.

F. W. Weston, Savin Hill, Boston, Mass.

#### REPRESENTATIVE COUNCILORS.

G. L. Hillier, London, England.

W. V. Gilman, S. C., Nashua, N. H.

Chas. H. Potter, 99 Superior St., Cleveland, Ohio.

#### STATE CONSULS.

Connecticut, F. A. Jackson, P. O. Box 429, New Haven.

Illinois, L. W. Conkling, 108 Madison St., Chicago.

Massachusetts, F. A. Pratt, 31 Chestnut St., Boston.

Maryland, S. T. Clark, Hanover St., Baltimore.

Missouri, W. M. Brewster, 309 Olive St., St. Louis.

New Hampshire, W. V. Gilman, R. C., Nashua.

New Jersey, L. H. Johnson, Orange.

New York, Dr. A. G. Coleman, Canandaigua.

Ohio, A. Ely, 873 Prospect St., Cleveland.

Wisconsin, B. K. Miller, 102 Wisconsin St., Milwaukee.

Rhode Island, A. G. Carpenter, 2 Westminster St., Providence.

#### CHIPRIC.

### IN THE O. W. CO. CATALOG:

The way to true a wheel—don't.

Hand work cannot compare with machine work for accuracy. Thumb measure guesses, while steel measure determines.

Joints should be watched both before and after buying.

Light machines are good to a certain point; the question, however, is not entirely one of weight.

It takes steel to make cycles.

How to repair a bicycle: send to the maker and get duplicate part, and if it doesn't fit without being touched with a file, send it back for one that will fit. No machine, the parts of which are not interchangeable, can be permanently useful.

If a rubber tire can be *pulled out*, the wheel is not safe to ride.

Have you "risked one eye" on the back page?

If you have a break, tell the maker what you ran into. The "slow on a smooth road" act is good, but—

Don't "tinker" with your wheel.

Mr. L. H. Johnson says of his 53-inch Victor: "I never mounted its equal."

### THE SUMMONS OF SPRINGFIELD.

Springfield's summons is sounding far,  
O'er each commonwealth proud that owns a star  
In the dark blue ground of the banner grand  
That flings its folds o'er our fatherland;  
And where'er outflung, unfurled, unrolled,  
That summons leaps from each falling fold.

From the hardy land of the wild north breeze,  
Where the pine knots blaze and the great lakes freeze,  
To the land where cousins in Southern clime  
Have strung a new spoke in the "wheel" of time—  
Flies the welcome message which makes us feel  
What a mighty link is the steel of steel.

And the new spoke fitted in Southern land  
Is as firm and true as that "New South's" hand,  
Which has butted that spoke with a union star  
Tempered and tried in the lap of war.  
What a mighty bond of peace will steal  
O'er the land we love, on the brave old "wheel."

From the tide that washes the "Empire State,"  
To the wave which rolls through the "Golden Gate,"  
From Alaska's wilds to the "crescent moon,"  
From the North land's cape to the South's lagoon,  
Flies the wheelman's summons that near and far  
Makes a union land 'neath a union star.

And that union star o'er the cluster grand  
That in union bound forms the fatherland,  
Is "Progress"—one hand on the dome above,  
The other linked on the earth with love;  
Oh the "wheel" will bind in a long bright chain  
Those stars which divided might shine in vain.

Let this song be sung to the Northern breeze,  
Let its whispers fall among orange trees,  
Breathing ever soft o'er the cyclist's way,  
At the breaking forth or the close of day.  
Linking heart with heart, linking hand with hand,  
Let the "wheel" roll on through the fatherland.

CHRIS WHEELER.

## BICYCLE CLUB DIRECTORY.\*

*Arranged according to date of organization.*

NAME OF CLUB.	CITY OR TOWN.	STATE.	ORGANIZED.	NO. OF MEMBERS.	SECRETARY.
Massachusetts Bicycle Club,	Boston,	Mass.,	Mar. 8, 1879,	202	George Pope, 152 Newbury Street.
Cleveland Bicycle Club,	Cleveland,	Ohio,	Sept. 30, 1879,	58	Fred S. Borton, American Wire Co.
Rockingham Bicycle Club,	Portsmouth,	N. H.,	May 8, 1880,	38	C. A. Hazlett.
Fort Edward Bicycle Club,	Fort Edward,	N. Y.,	1880,	6	J. Goodfellow, Fort Edward.
Peoria Bicycle Club,	Peoria,	Illinois,	Jan. 25, 1881,	36	R. S. Clarke, 102 So. Adams Street.
Brunswick Bicycle Club,	New Brunswick,	N. J.,	March, 1882,	24	I. Newton Veghte, Box 820.
Leominster Bicycle Club,	Leominster,	Mass.,	April 22, 1882,	25	Edmund Munsie, Box 718.
Long Island Wheelmen,	Brooklyn,	N. Y.,	Nov. 23, 1882,	30	S. W. Baldwin, Box 2125.
Newton Bicycle Club,	Newton,	Mass.,	April 1, 1883,	46	J. H. Aubin, 53 Tremont Street.
New Haven Ramblers,	New Haven,	Ct.,	April 9, 1883,	30	E. L. Manville, 316 Elm Street.
Natick Bicycle Club,	Natick,	Mass.,	April, 1883,	13	R. Foley.
Columbia Wheelmen,	Stockport,	N. Y.,	June 19, 1883,	10	R. B. Reynolds.
Monmouth Wheelmen,	Red Bank,	N. J.,	Aug. 22, 1883,	23	G. O. Waterman.
Passaic County Wheelmen,	Passaic,	N. J.,	Nov. 15, 1883,	8	E. P. Shepherd.
Oregon Bicycle Club,	Portland,	Oregon,	Nov. 17, 1883,	18	Dr. C. C. Newcastle, 167 First Street.
Adrian Bicycle Club,	Adrian,	Mich.,	Mar. 16, 1884,	13	H. W. Bartlett.
Elkhart Wheel Club,	Elkhart,	Indiana,	Mar. 31, 1884,	14	F. E. Hunt.
Park City Wheelmen,	Ashland,	Ky.,	April 10, 1884,	12	Ashland Poage.
Rockland County Wheelmen,	Nyack,	N. Y.,	May, 1884,	7	William Gray.
Newburyport Bicycle Club,	Newburyport,	Mass.,	June 20, 1884,	24	George W. Richardson.
Riverside Wheelmen,	New York,	N. Y.,	June, 1884,	12	H. G. Barnard, 19 Clinton Place.
Napanee Bicycle Club,	Napanee,	Ontario,	June, 1884,		W. J. Trimble.
Jamestown Bicycle Club,	Jamestown,	N. Y.,	Oct. 4, 1884,	10	Edward Dempsey, 603 Lincoln Street, corner 7th.
Garden City Bicycle Club,	San Jose,	Cal.,	Aug. 10, 1884,	7	H. D. Boschken, Box 618.
Bedford Cycling Club,	Brooklyn,	N. Y.,	October, 1884,	20	S. Henderson, 775 Bedford Avenue.
Union College Bicycle Club,	Schenectady,	N. Y.,	January, 1885,		Allan Jackson.
Danbury Wheel Club,	Danbury,	Ct.,	March 5, 1885,	11	J. S. Bristol.
Noblesville Bicycle Club,	Noblesville,	Indiana,	Mar. 11, 1885,	11	Elbert Shirts.
Allston Bicycle Club,	Allston,	Mass.,	Mar. 14, 1885,	11	J. L. Howard.
Rutherford Wheelmen,	Rutherford,	N. J.,	Mar. 21, 1885,	14	C. S. Jackson.
Cleveland Tricycle Club,	Cleveland,	Ohio,	Mar. 23, 1885,	5	J. H. Collister.
Hudson County Wheelmen,	Jersey City,	N. J.,		28	George Bawden, 54 Monticello Avenue.

\* Received too late for last issue.



## THE ROADS AROUND NEW-YORK.\*

BY KARL KRON.

Washington Square, which is the real center of the world, as the three thousand subscribers to this book are well aware, stands at the head of Fifth Avenue, which is the wealthiest and most famous street in America, as intelligent people in general are well aware. The Avenue stretches northward from the Square, in a perfectly straight line, for six-and-a-half miles, or until terminated by Harlem River, unless it be considered as ending where a break is made in it by Mount Morris Square, at 120th st., about a mile below the river-terminus, and about a half-mile above Central Park, whose eastern wall fronts upon the Avenue for two-and-a-half miles. Double that distance intervenes between the southern wall of the Park and the southern terminus of Manhattan Island, which is a little park called the Battery; and Washington Square lies just about midway between them. "Of the 26,500 acres comprising the area of the city, 14,000 acres compose Manhattan Island, which is thirteen-and-a-half miles long, and increases in breadth from a few hundred yards at the Battery to two-and-a-quarter miles at 14th st. Its breadth is but little less than this for the next five miles, or to 114th st.; while for the last four miles, or from 144th st. (just below the region of Washington Heights) to Kingsbridge, the island averages less than a mile in width. It was originally very rough, a rocky ridge running from the south point northward and branching into several spurs which united after four or five miles, culminating in Washington Heights, 238 feet above tide-water, and in a bold promontory of 130 feet at the extreme northern point. The East River, which is simply the outlet of Long Island Sound, separates it from Long Island, on the east; a narrow arm of the Sound (called Harlem River and Spuyten Duyvil Creek, though forming a mere tidal channel of connection with the Hudson) separates it from the mainland of the State, on the north; while the great Hudson itself (often called the North River) separates it from the State of New Jersey, on the west. On the south lies the bay, beyond which, distant half-a-dozen miles from the Battery, is Staten Island, whose easternmost point approaches within about a mile of the westernmost point of Long Island to form the Narrows, —the passageway between New York Harbor and the Atlantic Ocean. The settlement of the island was begun at the Battery (by the Dutch in 1623), and extended northward very gradually, so that, at the opening of the present century, when the population numbered 60,000, there were few residents as far up as the region of the present Washington Square, which the city purchased in 1797 for a Potter's Field."†

Fourth Street forms the southern boundary of

the Square, and the streets below that are irregular in nomenclature as well as in length, breadth and direction. In this old part of the city the great bulk of its business is transacted, and its "tenement house population" live there—one of the wards containing more than 290,000 of them to the square mile. It is a confession of pecuniary weakness and of social unimportance for a New Yorker to reside below Washington Square, for this oasis of eight acres serves as a well-recognized dividing line between wealth and poverty, virtue and vice, distinction and obscurity. It is a stock joke, on the local variety-stage, to speak of South Fifth Avenue (the "French quarter" of New York) as if it were in every way equal to the Avenue; but though the social separation of the two streets is of the superlative sort, the slight geographical barrier between them is represented by the width of the Square. From this extending southward also is Thompson Street, distinguished as the "negro quarter"; while the "Irish quarter," the "German quarter," the "Jew quarter," and the other foreign "groups," which give the city so cosmopolitan a cast, must all be sought in the densely-populated region below the Square.

Above it the streets are all numbered consecutively rather than named; and the reckoning of distances is rendered easy by the fact that any given twenty of them cover a mile: 34th st., for example being a mile above 14th st. Each of these is of extra width, as a special thoroughfare, and the same may be said of 23d, 42d, 57th, 72d, 79th, 86th, 96th, 106th, 116th, 125th and 145th; while 59th and 110th are important as respectively marking the lower and upper boundaries of Central Park. Fourteenth Street extends in a straight line across the island, east and west, from river to river, and all the streets of higher numbers are exactly parallel to it, though the continuity of many of them is broken by the Central Park and smaller squares. The longitudinal roads of the island are laid at right-angles to these streets, and are designated as avenues, being parallel to Fifth Avenue, which, though not exactly in the center, may be considered the backbone of the system. "The house-numbers begin there, and run east and west, a new hundred beginning at each of the other numbered avenues, whether the prior hundred has been filled out or not." Thus, 101 East 50th st. is the first door east of 4th av.; 201 East 50th st. is the first east of 3d av.; 101 West 50th st. is the first door west of 6th av.; 201 West 50th st. is the first west of 7th av., and so on. The higher the number, the further the distance from Fifth Avenue, the nearer the approach to the waterside, and, usually, the poorer the character of the house. East of First Avenue may be found Avenue A; and, in the lower part of the system, also Avenues B, C, and D; while Eleventh Avenue is on the extreme west side. To accredit a man with residence upon any of these is to announce him as far removed from the world of society and fashion. Broadway, the longest thoroughfare of the island, extends in a straight line from the Battery to Graec Church (10th st.), in a direction nearly parallel to that of the avenues; but it then takes a diagonal course to the westward, crossing 5th av. at 23d st., 6th av. at 34th st., 7th av. at 44th st., 8th av. at 59th st. (the southwest corner of Central Park), 9th av. at 64th st., 10th av. at 70th st.; and at 106th st. it enters 11th av., whose identity there becomes merged in it. Broadway above 59th st. is known as the Boulevard, and is laid out with two wide road-beds, separated by small parks of

grass and trees in the center, as far as 125th st. It continues of extraordinary width for two miles above that, or until it joins the Kingsbridge road at 170th st., and trees are regularly ranged along each of its sides.

Below Central Park (59th st.), the island is so completely covered with buildings that such of its original inequalities of surface as have not been graded out of existence are practically hidden or forgotten. A resident habitually thinks of the city as flat, though considerable hills and depressions may be found on both Broadway and Fifth Avenue, if one cares to look for them; and, on many of the lateral streets, sharp descents are noticed as one approaches the waterside. The stone pavement which covers all the streets of the city (with insignificant exceptions), for five miles above the Battery, is usually spoken of as "Belgian block"; and much of it really is so, as in Fifth and other avenues. Broadway and many other streets, however, are paved with stones shaped like bricks, but much larger, laid edgewise, and with the long side at right-angles to the main line of traffic. Though I have driven my bicycle over these five miles of stone blocks (doing the last half of the distance, through Fifth Avenue to the Park, without dismount), I must declare that there is little pleasure in such rough riding. In the winter, however, I have often seen the cracks between the stones so well filled with frozen mud or snow as to supply a smooth surface; and I hope I may some time find leisure to make an extensive trial of the New York streets while in this attractive condition. The city sidewalks are almost all composed of broad, smooth flagstones, —brick or concrete being rarely used for the purpose,—but, as their curb is six inches or so above the street level, the bicyclist who resorts to them must dismount at every crossing. In a north-and-south direction, therefore, he must make twenty stops to the mile; but, in an east-and-west direction, he may go by stretches nearly a quarter-mile long between the Hudson River and Fifth Avenue. East of that thoroughfare his stops will be twice as frequent, for Madison av. is interpolated between 5th av. and 4th av., and Lexington av. between 4th av. and 3d av.; while the distances between 3d av., 2d av., and 1st av. are less than those between the avenues on the west side.

There is no special municipal regulation against bicycling on the sidewalks, though each policeman may prohibit it on his own beat, under the general orders given him to keep the walks clear of all "obstructions." It depends upon circumstances or personal temper whether any individual policeman exercises this right of prohibition; but the probability is against his doing so unless the number of people on the walk is so great that no prudent person would wish to ride a bicycle among them. Policemen have urged me to mount on the crowded sidewalks of Wall Street, and have ordered me to dismount on upper Fifth Avenue when the walks were almost vacant. The same officer who may grant the request to ride, if politely put to him, for the sake of seeing "how the thing is started," may soon afterwards, on meeting a man already in the saddle, order him to leave it, for the sake of seeing "how the thing is stopped," or because the whim takes him to gratify his feeling of authority by humbling the pride of the superior creature whom he imagines to look down disdainfully upon himself from the serene upper heights of the wheel. The street children are a much greater obstacle than the patrolmen,

\* This is to be reprinted in the eighth chapter of "Ten Thousand Miles on a Bicycle" (12mo, 400 pages, price \$1.50), to be published next June by Karl Kron, at the University Building, Washington Square, New York. The appendix of the book is to contain the names of 3,000 subscribers at a dollar each, whereof all but 350 have now been enrolled. Subscribers' copies are not only offered at two-thirds the retail price, but are to contain a special fly-leaf, numbered and signed in the autograph of the author. The volume is to be manufactured by the Springfield Printing Company, from the same briefer type used upon THE GAZETTE, and each page will carry nearly 600 words. The names of towns upon the subscription list in January (representing all but four of the States and Territories, and many foreign countries) were exhibited upon page 171 of the March GAZETTE.

† "Appletons' Dictionary of New York," p. 160, somewhat altered.



however, to sidewalk touring in the metropolis; for the appearance of a bicycle in most of the densely-populated quarters will generally draw out so tumultuous a swarm of them as to force the lover-of-quiet to dismount, in order to rid himself of his escort,—even if he can persuade them to give him a pledge of safety by taking to the roadway, instead of running noisily alongside him on the walk. The children will usually agree to this at the outset, as they are anxious to see the riding; but the new-comers in their ranks will continually infringe upon the rule; and the task of shouting with sufficient vigor to drive them out of reaching distance of the rear-wheel, and of simultaneously keeping a sufficiently sharp eye for obstacles ahead of the front wheel, is too great a task to be paid for by the pleasures of the experience.

There is a broad sidewalk of hardened earth (having a central line of flagstones on the 8th av. side from 59th st. to 110th st., and on the 5th av. side from 90th st. to 110th st.) which serves as a border for Central Park, and on which a bicycle might be driven for about six miles without more than twice that number of dismounts being required by the curbs; but the walk is under control of the same persons who have charge of the walks inside the park walls, and they prohibit wheeling upon it. This is no great deprivation, however, for the roadway of 5th av. is macadamized from the park-entrance to Harlem River; while a wheelman along the west side, who might wish to avoid the Belgian blocks of 8th av. by resorting to the flagstones, would rarely be molested,—so slight a watch is kept of the very few foot-passengers along that thoroughfare. The west-side bicyclist, furthermore, would usually prefer to avoid the desolate 8th av. altogether, and try the Boulevard, before described as extending in the same general direction, a little to the west of it; for this is macadamized as far as 155th st., and probably soon will be to its junction with the Kingsbridge road at 170th st. When I first began riding, in 1879, its surface was in rather better condition than now; and the construction of a double-line of street-car tracks, within the last few months, will impair the facility formerly enjoyed by the bicyclist for changing from one side of the Boulevard to the other, though each side of it will still afford him ample space to ride upon. Four transverse roads, as they are called, pass under Central Park from east to west, leaving 5th av. at 65th st., 79th st., 85th st. and 97th st., and entering 8th av. at 66th st., 81st st., 86th st., and 97th st., respectively. The sidewalks of all the four are smooth, as are also the roadways of some of them. The highest passage (97th st.) is the poorest of all, and the lowest is chiefly to be recommended, on account of its nearness to 72d st., which is an important macadamized thoroughfare both east and west of the park. The Belgian blocks of its lower border, 59th st., may be ridden more easily in an easterly direction, because there is a descending grade from 8th av. to 5th av. At the upper end of the park, macadam covers the whole surface of 110th st. from river to river,—its westernmost terminus being the Riverside Drive. This is a broad parkway, of excellent macadamized surface, which extends along the heights overlooking the Hudson, from 72d st. to 129th st., and which may also be entered at 116th st. and elsewhere. Its average width is about 500 feet and its area is 178 acres. It has been open to the public only two or three years, but some handsome residences are already to be found there, and the expectation is that its

eastern side will in course of time be solidly lined with them. The same hope is held in regard to the adjacent Boulevard; and, indeed, the whole region west of Central Park is destined soon to be covered with fine houses, though the shanties of the squatters have not yet completely disappeared from the rocks. They may still be seen, also, in the corresponding unsettled region east of the park; and though the avenues and streets nearest to it will finally be filled with elegant mansions, a majority of the habitations on the lower ground near the water will be of a humbler sort than a majority of those west of the park. North of this is a region not yet built upon, where market-gardens and hot-beds cover unbroken acres of ground which the city map represents as cut up by the east-and-west numerical streets. When these are really built, upon the lines now laid down, it is likely that many of them may be macadamized, as 116th, 145th, 152d, and 155th sts. already are. A level, macadamized stretch, about two miles long, straight from Central Park to Harlem River, is supplied by both 6th av. and 7th av., but the latter has a good deal of earth on its surface, and is much frequented by the drivers of fast horses, so that the former is to be recommended to the bicyclist, who should turn west at 145th st. and thence ride a half-mile northward to the end of 7th av., in case he wishes to cross at Central Bridge. If he continues on 145th st. to the top of the hill, he will find the macadamized Boulevard (11th av.) just beyond; or he may turn into St Nicholas avenue (macadamized) when half-way up the hill, and follow it northward until (at 161st st., where it crosses 10th av.) he finds its name changed to Kingsbridge road; while, if he turns left from 145th st., he may follow the avenue in a southeasterly direction, crossing 8th and 7th avs. obliquely, and reaching its end at the junction of 6th av. and 110th st.

The rider who enters Manhattan Island at Harlem Bridge (3d av. at 130th st.) may go through 127th st. to 1st av. and down this to 109th st., mostly on macadamized surface; thence to 92d st. the roadway is unpaved, but I have found its frozen earth to supply smooth wheeling in December; while from 92d st., to its origin at 1st st., 1st av. can boast nothing better than Belgian block. The next thoroughfare to the eastward, Avenue A, offers the best riding surface in that part of the city, for it is smoothly macadamized from 86th st. to 57th st., and is not marred by the presence of horse-car tracks. There is a hill at each end, and the lower one is steep enough to be rather difficult; but from the top of this an excellent view may be had of the river-traffic, from the fence overlooking the water, a few rods to the east. This abrupt terminus of 57th st. is just about opposite the jail, which stands a quarter-mile from the southern end of Blackwell's Island; and the end of 86th st. is just opposite the light-house which stands at the northern point of that island. Stations of the 2d av. elevated railroad are at both those streets, and also at 65th, 75th and 80th sts.; and the rocky water-front of much of this region is occupied by monster beer-gardens and picnic-grounds, of which the one called Jones's Wood (opened in 1858) is perhaps the oldest and most widely-known. At the foot of 86th st. a pretty little public park is also included between Avenue B and the river.

Blackwell's Island, though two miles long, is only about a sixth of a mile wide; and the 7,000 people who are confined to its area of 120 acres

are all under the care of the Commissioners of Public Charities and Correction, whose office is at 3d av. and 11th st. By obtaining a pass there, and taking a ferry-boat at 26th st. or 52d st., the island may be visited at any time except Sunday; and I presume there would not be much difficulty in getting permission to visit it with a bicycle.

The uppermost half-mile of Avenue A (known locally as "Pleasant Avenue"), from its river-terminus at 124th st. to where the water again interrupts it near 113th st., offers a smooth surface for wheeling; and 5th av., almost a mile to the westward, may be reached on the macadam at 124th, 116th, 110th and 72d sts. There is a stretch of rough macadam on 128th st., from 3d to 6th avs.; and the macadam of 116th st. reaches to 7th av., and will perhaps finally be extended to the lower road of Morningside Park. This is an irregular, elongated piece of land, comprising some 32 acres, between 123d and 110th sts., and its lower road—which is a broad macadamized thoroughfare connecting those two streets—begins at its southeast corner, which is about 500 feet from the northwest corner of Central Park. This road was first opened to the public in December, 1884; and the corresponding upper road, extending along the top of the massive wall which is noticed by passengers on the elevated trains, will probably be finished during the present year. The surface will be smooth, and the grades not difficult for the bicyclist who leaves 110th st. at 9th av., of which it is the continuation; while the extensive views from the top will well repay him for a brief visit. I have never tried 10th av. below 145th st.; but in the other direction it is rideable for two-and-a-half miles, or to its terminus at 196th st. This is a sort of "jumping-off place," in the woods; a bluff which the map names as Fort George, and which gives a fine view of the meadows stretching along the upper Harlem. Bordering 10th av., at 173d st., is the embankment of the Croton reservoir; and from this, the highest ground on Manhattan Island, may be had a most extensive outlook, which no stranger can afford to miss. Hard by stands the lofty water-tower of granite,—one of the city's most widely-known landmarks,—and from the base of this the tourist may carry his bicycle down two long flights of steps, to the entrance of High Bridge, whose top is a broad walk of brick, with stone parapets, concealing the aqueduct pipes below. The structure has thirteen arches,—resting on solid granite piers, the crown of the highest arch being 116 feet above the river surface,—and it is 1,460 feet long. The beauty of the scenery makes the bridge a specially pleasant place to walk or ride upon, and I have enjoyed several spins there; but recent regulations command that bicycles on the bridge must be trundled by their owners, and not ridden. A smooth road called Undercliff av. leads northward from the east end of the bridge; but, if a southern course is desired, the tourist may soon make a turn to the left and descend the hill into Sedgwick av., by which he may go without stop, to Central Bridge (end of 8th av.), a mile below.

When I began exploring this region, in '79, my northward course from Central Bridge (then called McComb's Dam) was always through Central av. to the Kingsbridge road at Jerome Park, whose southern end is bounded by it, while its eastern side is bounded by the avenue, which, a mile beyond, forms a part of the west boundary of Woodlawn Cemetery.



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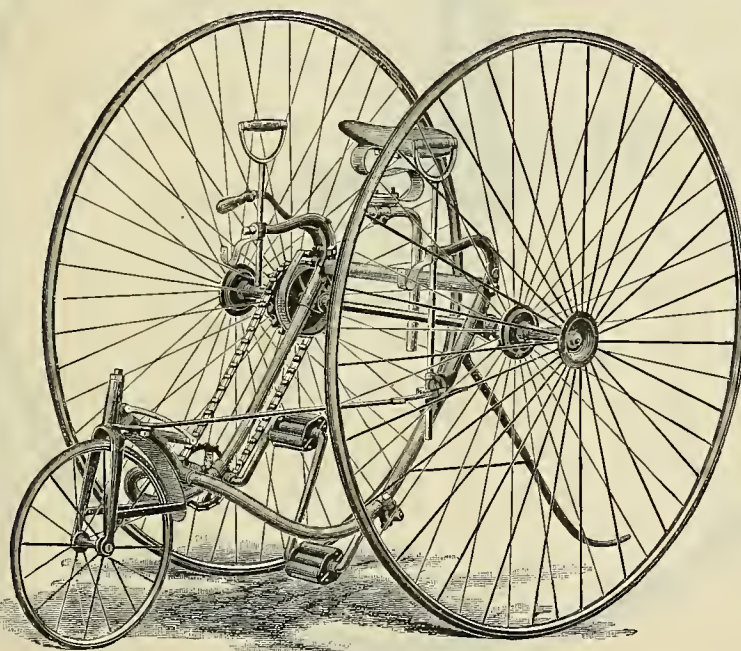
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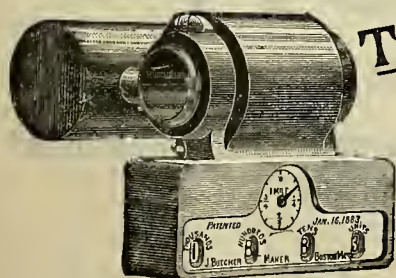
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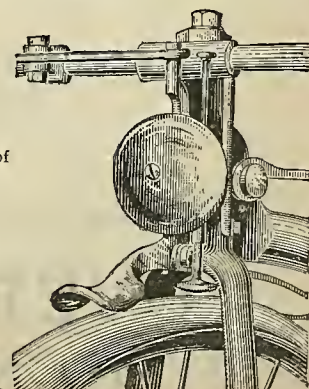
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