

VOL. X.—No. 3]

NEW YORK, APRIL 16, 1886.

[WHOLE NUMBER, 237.

PLEASE NOTE.

We do NOT control the wheel business.

We do NOT dictate the prices at which other wheels shall be sold.

We do NOT claim any hold upon riders other than the merit of our goods.

We do NOT compel our agents to agree not to sell wheels which compete with ours.

We do NOT fear competition.

We are the **OVERMAN WHEEL CO.**, of Boston, Mass., and we will place upon the market this spring a higher grade Bicycle than has ever been offered in this country.

All wheelmen are invited to examine this wheel critically, and determine for themselves whether or not the statement is justified. We work for wheelmen and depend upon the merit of our wheels to insure their patronage.

THE WHEEL:

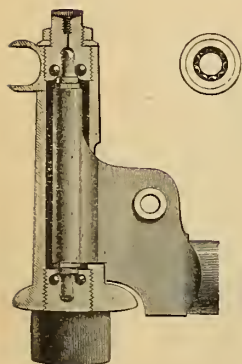
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ROYAL MAIL: The Wheel of the Year.

SIX IMPROVEMENTS.

A Combination of Practical and Well-Tested Improvements.

INTERCHANGEABLE PARTS.



Although Last Year's Royal Mail had More Improvements than Most Wheels in the Market, we have now added

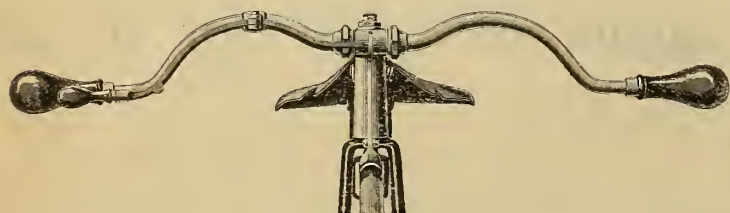
THE ADJUSTABLE BALL HEAD.

Advantages: 1,000 Miles Without Adjustment or Oiling.

Wheelmen know that in ordinary heads constant adjusting or tightening up is necessary, owing to the wearing or friction of the cones. In this head, friction is done away with, and Ease of Steering is attained. Can be used six months without readjustment or need of oiling. Tested for three years in England, and pronounced perfect.

New "Grip-Fast" Rim and Tire, Needing No Cement.

No more trouble with Rubbers Coming Out. In the old pattern rim the thin edge is the weak part, and always liable to become dented by stones on the road. The edges of this new rim are thick, and besides, being protected from any blows, makes the whole rim stronger and more rigid, and with the rubber makes a smooth side. No seam outside. The new tire is more firmly held by this rim than by cement, and a new one can be put in by the user whenever necessary. All who have seen this at our warehouses declare it the greatest improvement yet shown in bicycles.



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Merely Unscrew Nuts Each Side of Head to Detach.

Also This Year a New SELF-ADJUSTING DUST SHIELD. Also, New Way of Tightening Spokes, if necessary, Without Removing Tire.

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To Subscribers and Correspondents.

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

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

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL, should be addressed to the Company. Make all Checks and Money Orders payable to CENTRAL PRESS & PUBLISHING CO. We cannot use stamps other than the two or one cent issue.

MAKER'S AMATEURISM.

We are glad to note that the *Bulletin* comes out with a sound and well written editorial on this question. Our readers will remember that in our issue of April 2nd, we commented on a lame effort made by the *Bulletin* to support the Racing Board. Its editor drew from several sources to prove that he and they were right, first, last, and always, in denouncing Maker's Amateurism. He claimed that only the dog and cock fighting papers were denouncing the action of the Racing Board. The majority of them were not denouncing the Racing Board, however, but the law which compelled their action, and yet the editor of the *Bulletin* now confesses to the same sentiments, that animate the hearts, the brains, and the pens of the aforesaid cock, horse, dog, and rat-fighting fraternity. Verily, consistency, thou art a Kohinor.

We are glad that the editor of the *Bulletin* has thrown himself overboard in his official capacity, and shown himself in *propria persona*. We present the important paragraphs of the editorial.

All will at once admit that no one is better able to tell us what will best please racing men than are the racing men themselves. If they are, as a rule, willing that amateurs and promateurs (as now classed) shall be allowed to stand together, then those to whom the touring interests are most dear, can well afford to vote accordingly.

If it is ascertained to be a fact that the men most interested in racing, are unwilling to draw the line of demarkation between the man who rides for glory alone, and the one who rides for glory and his expenses, but rather prefer to draw it between those who ride for glory and expense, and those who ride for the expenses and a profit, then those who do not

race, can afford with a very good grace to let them so arrange it.

At all events the touring majority cannot afford to deal harshly with the racing minority; but it can do both touring and racing, and the cause of cycling in general much good, by a display of liberality which will prove a refreshing contrast to some of its actions in the past.

* * * * *

Now, who can say that the talents that made one a rider the other a writer, differ save in quality of bioplastic matter that they call into play? Can any one prove that gray matter is more worthless than sinews, or that ink is a higher grade of lubricant than is the sweat of the brow? Surely no one can draw the line."

New York and Brooklyn riders are reminded that THE WHEEL may be purchased at any of the downtown stands in New York, and at the Bridge entrance, and foot of Broadway, Brooklyn, early Friday morning.

AN INTERNATIONAL CHAMPIONSHIP.

The Springfield B. C., through its President, Henry E. Ducker, has signified its willingness to do everything in its power to promote an International Championship race. The following generous proposal has been sent to the Racing Board.

The race to be for one mile, and to be run as follows: The N. C. U. to have the nominating of not more than six men to compete. The L. A. W. to be limited to the same number. The Irish Cyclists' Association to choose four men; the Dutch Cyclists' Union the same number; the Australian Cyclists' Union to send two men. The race will be run as follows: The names of all the contestants to be drawn; the race will be run in heats limited to two men each,—thus numbers 1 and 2 will run the first heat, and numbers 3 and 4 will run the second, and so on till the list is exhausted. These heats will be run the first and second days. The winners of the primary heats will compete together the second day, and the winners on the second day will compete in the final heat on the last day. The winner of the final heat to be declared the "Amateur Champion of the World." For this race the Springfield Bicycle Club will offer two valuable prizes, to be awarded, first, to the winner of the final heat; second, to the winner of the fastest heat (even though they go to the same man). The prizes are to be the absolute property of the winners.

The contestants, one and all, are to be to the guests of the club, and travelling expenses in the United States from place of landing to Springfield and return, including hotel bills for man and trainer, to be paid by the Springfield Club.

The value of prizes will depend upon the number of contestants. The total expense of the race not to exceed \$1,000 and this appropriation must pay all the hotel and travelling expenses above referred to, and also for the prizes. In other words, we offer a committee chosen from the N. C. U. and the L. A. W. the sum of \$1,000 to be expended on this race as they may deem most advisable. Our only reserve is that the prizes become the absolute property of the winners; otherwise the \$1,000 is at the disposal of said committee. In offering the above, the Springfield Bicycle Club feels prompted by the desire to inaugurate a series of international championship races, which we hope to see transferred to other countries with each succeeding year, and to establish beyond dispute, who is entitled to the championship of the world, believing that these contests, when once established, will prove a means of introducing a friendship among wheelmen unknown to any other sport.

While fully recognizing the generosity of the Springfield Club, we would say that the plan of starting only two men in a heat, thus stringing the contest over three days, is not

by any means the wisest. If a man is sent out from Australia, let us say, to battle for the supremacy of the World, he is not going to imperil his chance by competing in any other race than the great event, and for three days he will be compelled to content himself with a single mile dash, and his mouth will moisten as he stands idly by, while others, probably his inferiors, will carry off several honors. The Springfield track will easily allow the starting of four men in a heat, giving each an equal chance. If the international mile was finished on the first two days, these twenty high muck-a-mucks could supply plenty of attraction by competing in the general events during the last two days. In fact, they would be ready to step into the place of those who had tired themselves out on the first two days, and there would be no falling off in the quality of the sport.

THE LEAGUE ELECTIONS.

The Committee on Rights and Privileges met at the Grand Union Hotel, this city, last Sunday at 10 a.m., and commenced to count the League vote. The gentlemen comprising this committee are, Stephen Terry, John C. Gulick and Chas. E. Pratt; E. M. Aaron acted as clerk for the committee. By close attention to business the committee concluded its labors on Tuesday at 4 a.m. The result will not be known until it is officially announced by President Beckwith. We have been told that there is a surprise party in store for many of the Divisions. We think it a hardship that three men should be delegated to count the entire League vote; the large Divisions should certainly be allowed or compelled to count their own returns. The result of the vote will be known in a few days.

A MONSTER "KANGAROO HUNT."

Whatever may be comparative racing abilities of English and American riders, it is quite certain that in the matter of cycling social novelties, our Trans-Atlantic brethren are in the van. On this side we have scarcely begun to creep in the matter of winter club sociables, and the same is true of many out-door branches of the sport. Below we give a sketch of the Wheelman Harriers' "Kangaroo Hunt," held at London on March 13th.

At 4:30 P. M., the rendezvous looked quite lively. All London was out; that is, a number of path, road and press scorchers were present. At 4:40, A. J. Wilson and A. Kendell, who were to act as the "hares" were dispatched carrying bags of "scent" to lay the trail. Four minutes after the hares started, the first batch of hounds mounted on tricycles were sent after them, and four minutes after the departure of the three wheelers, the bicyclists were given the word.

The route selected was quite free from stones; the roads were dusty and a cold wind was blowing. Mr. A. J. Wilson on a "Rover" safety was the first man home; he having ridden the ten and one-half miles in 49 minutes. Mr. Percy Furnivall, on an ordinary bicycle finished second; time 55 m. 50 s.; Mr. O. G. Duncon, ran third in 55:53. Among the fifty-four hounds were road and path record breakers of national reputation.

After the hunt, the party adjourned to the "Old Salisbury" and had a "high" tea; accompanied with songs, recitations etc.

WHEEL GOSSIP.

The first bicycle handicap was ridden in 1869.

Harrisburg, Pa., will have a tournament on May 2d and 3d.

The Springfield Bicycle Club will give a minstrel performance shortly after Lent.

The Troy B. C. recently expended \$13,462.20, for a new club house and grounds. The building was formerly occupied as a skating rink.

During the year 1885 the receipts of the Cyclists Touring Club were £3,898 odd. The balance on hand, January 1, 1886 was only £56. 15 S.

The buildings occupied by the manufacturers of Bown's famous ball bearings, at Birmingham, Eng., were completely gutted by fire on March 24th.

The N. C. U. has suspended a number of crack riders; who the men are is not yet known, but Furnivall and Webber are positively not of the number.

We scored record week before last, being the *first* and indeed the *only* paper which published Burley B. Ayers' Big Four Tour letter to President Beckwith.

Wheeling says that nearly every racing man on the back-marks, from 60 yards to scratch, is endeavoring to get free machines from the trade. "Here's a state of things."

On May 1st, the Buffalo B. C. will remove to larger quarters on Main Street, a largely increased membership making this move imperative.

A London club talks of holding a road race, in which every style of bicycle will be represented. It is thought the result will decide which class of machine is the superior.

R. Cripps, advocates a push-off for tricycle races. The machines are now built very light, and the efforts of the rider to get under way subject himself and the machine to a great strain.

It is now in order for clubs to apply for League championships. The following is the list:—Bicycle: One-half, one, two, three, five, ten and twenty miles. Tricycle: One, two and five miles.

To those interested in developing the bicycle business, we would recommend them to send stamp for a copy of the "Agent's Guide," to Messrs. Stoddard, Lovering & Co., Boston, Mass.—*Adv.*

A good opportunity is offered by Messrs. Stoddard, Lovering & Co., Boston, Mass., to any one who wishes to purchase a shop-worn or second-hand bicycle or tricycle at a low figure. Write for list.—*Adv.*

Messrs. Stoddard, Lovering & Co., and Messrs. Geo. W. Rouse & Son have set the dealers a good example, by including in their catalogues, a list of the cycling papers with price of yearly subscription, and recommending all dealers and agents to support the cycling press. Both these firms have our thanks for favors extended.

The glorious weather of last Saturday was taken advantage of by many cyclists. A large number were also out on Sunday, though the threatened rain and chilly winds of the earlier part of the day prevented many from making extended runs.

At the regular business meeting of the Washtub Bicycle Association, held April 5th, at Lynn, Mass., the following officers were elected: President, John F. Ring; Vice-President, Arthur Cheney; Secretary, Geo. Kellan; Treasurer, Arthur Cheeney.

Mr. Burley B. Ayers has withdrawn his name as candidate for the chief consulship of Illinois. Mr. J. O. Blake had announced his intention of not running on the ticket, but he has been induced to change his mind, and he now heads the list of nominees.

Our Newark contemporary takes great delight in frequent reference to the bicycle "disease" and the bicycle "fever." Is not this just the way to give the public the impression that wheeling is a mere temporary craze or hobby? We answer ourselves; it undoubtedly is.

The *American Wheelman* presents portraits and biographies of Professor C. H. Stone and Percy W. Stone, the father and brother of the late Cola E. Stone. The Professor is an enthusiastic wheelman and the son, although but eighteen years old, is reputed to be the coming champion of the West.

For the past two weeks the E. W. and the K. C. W. have been racing fast and furious—on paper. We must now notify the M. D., THE JONAH, and THE TATTLER that this warfare must cease. We emphatically put our foot—number eleven only—on it. The real race will take place some time this summer, when the work will be done by pedals, not pens.

A new club entitled the "Northside Wheelmen" was organized at Cincinnati, last week. The officers are: President, George A. Blinn; Sec.—Treas., W. H. McGarry; Captain, George H. Williamson, First Lieut., R. S. Crawford; Second Lieut., A. G. Gale. The club has rented a club house on the Hamilton Pike. It will join the League and adopt the L. A. W. uniform.

That delightful journalistic cyclienne who conceals her personality under the refreshing *nom de plume* of DAISIE, has set her heart on having the ladies well represented in the League parade. Already there is promise of at least a double quartette of New Jersey tandemnesses. Let every man who owns or can procure a tandem take his only girl, or his wife, sister or cousin, and swell the ladies division at the great procession.

Under the caption, "A Superb Project," the *Bulletin* informs us that a proposition to connect Prospect Park and Coney Island by an asphalt path is exciting the admiration of New York and Brooklyn. This item has been going the weary rounds of the press for some three years. It is a "chestnut;" an out-and-out "peachblow." We have interviewed THE TATTLER and he has heard naught of it, and what he doesn't know about Brooklyn isn't worth knowing. We believe the story to be a canard, but of course, we may be mistaken.

The riding record of the Elizabeth Wheelmen for the month of March totals 2,536 miles. Twenty-nine men reported, the highest record, 347 miles being credited to D. B. Bonnett; A. S. Roorback rode 205 miles.

Surely the Cleveland Bicycle Club members have sufficient inducements to total a big record this season. A silver medal is offered to every member riding over 100 miles in twenty-four hours; a gold medal to the member with the highest score between April 10th and December 1st, and an L. A. W. diamond pin to every member making over 150 miles in twenty-four hours. But think of the absurd proviso "Sunday riding not to count".

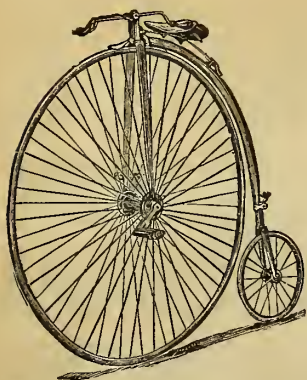
Among the desirable changes in the Racing Rules, is the following: In a heat race, where the contestant must win two in three or three in five, the position of each rider must be taken at the finish of each heat. The first man shall count a number equal to that of the contestants in the first heat, the second man shall count one less, the third two less, and so on. The competitor who scores the greatest number of points shall be declared the winner.

While waiting for the commencement of Mr. Gladstone's speech of last Thursday to commence, some members of Parliament were out exercising on a path behind the legislative buildings. Two of the members were speeding on a tricycle, which upset, dislocating the arms of one of the riders, who was an Irish member. Thus in the midst of the cares of State, do the votaries of wheeling snatch a few hours enjoyment of their favorite hobby.

The Long Island Road Book is "out." It is compiled somewhat on the plan of the famous Pa. and N. J. Road Book published last season by H. S. Wood. Besides presenting the roads of Long Island, The Brooklyn Riding District and the Orange Riding District, it contains many other routes. It is the duty of every wheelman to encourage efforts in this direction, by purchasing a copy of the book to help pay the cost of publishing. Remit \$1.00 to L. W. Slocum, 3 Chambers St. N. Y. City.

The Chicago B. C. held its last monthly sociable of the season at the club rooms on Tuesday evening, March 30. President Miller called the assemblage to order and introduced Major McClure, who gave a humorous history of his experiences while trying to establish the wheel in Chicago. The regular programme was as follows: Banjo trio, Messrs. Henning, Perkins and King; Banjo solo, Mr. J. E. Henning; Tenor solo, Sam. S. Miller; Exhibition of Indian club swinging, George H. Benedict; Zither solo, J. F. Festner; Banjo solo, F. W. Perkins; Wrestling contest, F. Whitmore and S. A. Ribolla; Tenor solo, Mr. Sam. S. Miller; Banjo solo, Mr. P. R. King; Zither, J. F. Festner; Banjo trio, Messrs. Henning, Perkins and King, and Boxing, Messrs. Benedict and G. E. Lloyd. This long and varied programme was much enjoyed. After the entertainment a caucus was held and an L. A. W. state ticket nominated. Burley B. Ayers was nominated for Chief Consul and the following gentlemen as Representatives: J. L. Magill, Owl Cycling Club; A. G. Bennett, Chicago B. C.; H. G. Rouse, Peoria B. C.; A. Thompson of Rockford and J. M. Trasher of Elgin.

THE WHEEL.



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THE DETACHABLE DROPPED Handle Bar in One Piece. **THE G. & J. CLOSED HEAD** and Neck. **THICK ENDED SPOKES** at both Hub and Rim, rendering Breakage of Spokes Impossible. **SOLID RUBBER HANDLES**, which serve as a cushion and protect the machine against accident occasioned by falling. **THE IMPROVED ADJUSTABLE** Rubber-Capped Step. **LONG-DISTANCE SADDLE**, with attachment to Tighten or Loosen the Leather at will. **PATENT PARALLEL BEARINGS**, held in Spherical Cases which adjust themselves to any changes in the forks occasioned by accident.

THE FOREGOING ADVANTAGES APPLY TO ALL SIZES WHICH RANGE FROM 30 TO 50 INCHES.

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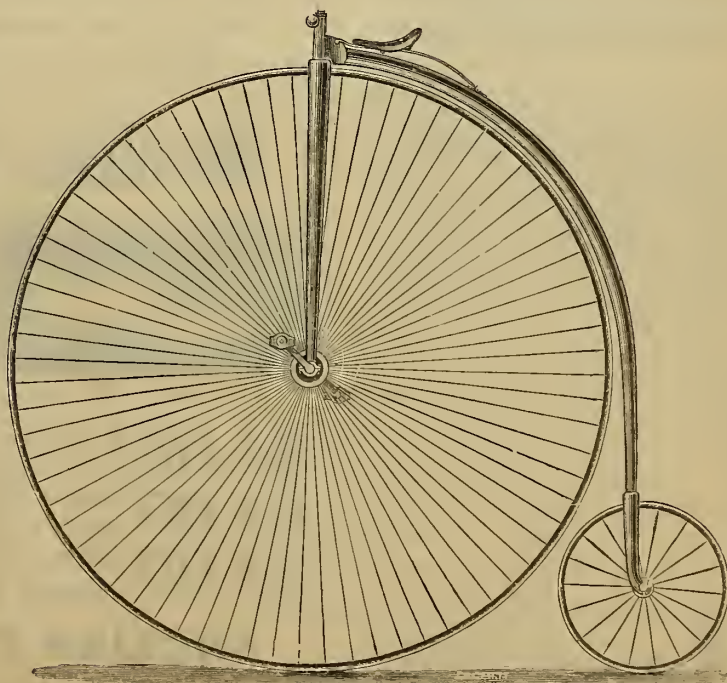
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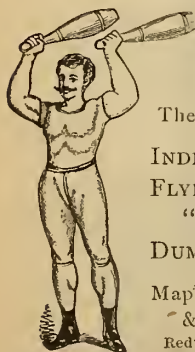


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FOR SALE—"BRITISH CHALLENGE," 50-inch, never been used, nickel and enamel, everything complete. Price \$90.00.
Address Box 5319, Boston, Mass.

FOR SALE—"RUDGE LIGHT ROADSTER," 52-inch, good as new, warranted, balls over all. A bargain. Price \$110.
Address Box 5319, Boston, Mass.

FOR SALE.—36-inch "RUDGE SAFETY," only slightly used, good as new, cost \$140.00 Price \$115.00
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BULL & BOWEN, 578 & 589 Main Street, Buffalo, N. Y.

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World's long distance record at Minneapolis.

HUB HAPPENINGS.

SLOW PROGRESS OF THE LEAGUE MEET ARRANGEMENTS—POSITIONS ON THE FINANCE COMMITTEE NOT AT A PREMIUM—THE SECOND LIST OF SUSPECTS—

POINTS AND GOSSIP.

During the past few weeks I have frequently heard it asked, why the press committee of the coming L. A. W. meet does not keep the out-of-town and local papers informed as to what is being done towards making the meet in Boston the biggest thing on record? As a member of that committee, I can state that the reason so little activity has been displayed by the press committee, is, because nothing has been done which they can report. I dislike to say anything which may seem to disparage the prospects of the meet, yet I am compelled to say, that I think it high time that something more practical than mere talk was done. Of talk there has certainly been a sufficiency, and little modesty has been displayed, in the promises of making the Boston meet an affair which shall throw all previous efforts in the shade. You may, perhaps, think that I have done a good deal of that kind of talking myself; well, I will not deny it; but I can assure you I was honest in my intentions, for I firmly believed that the Meet would indeed be something truly wonderful, and with the precedent of such a grand success six years ago, was there not reason for such sanguine hopes? I will not say but that I am still of the same opinion, but I should like very much to see a little more activity displayed in the matter.

It was generally understood that there was to have been a meeting of the various committees last Saturday evening, and a goodly number of committee-men wended their way to the new Marlboro Hotel, but on arriving there they found, much to their disgust, that no meeting was to be held, and that Chief Ducker was in Burlington, Vt. You can imagine that the language used was not of the choicest. Very little enthusiasm is manifested in the meet, but, perhaps, that will come later. One great trouble is, that no one in Boston seems to consider himself responsible for the success of the Meet. I hear it said every day, that as the affair is to be run under the auspices of the State Division, and that the local clubs are not responsible for its success or failure. This is certainly not the correct way to look at the matter, but that is the way it is considered, and I fear the result. Chief Consul Ducker has the whole affair in charge, or, at least, everybody seems to think he has, for when

any complaints are made, they have all been laid at his door, and, this being the case, it is time that he began to "hump himself." I understand that the finance committee has not yet been organized, and that the present chairman, Mr. S. A. Merrill, of the Massachusetts Club, has sent in his resignation. He is the fourth chairman that has resigned from this committee. Truly, the office does not seem one greatly sought after, or one long to be retained when secured.

The League Racing Board has sent out its second list of suspected racing men, who travel under the title of amateurs. The list is not so long a one as was expected, and in consequence there is much rejoicing in the breast of many a trembling amateur. I am told that there is yet to be another list sent out before the League Meet, so the afore-said tremblers should not rejoice over-much at present. The only Boston man whose name appears upon the list, is that of C. F. Haven, of the Newton Club. Haven has always been looked upon as one of our straightest amateurs, and that he should be classed among the suspects will no doubt prove a great surprise to his friends. He is not accused of taking money for racing, but merely of having accepted payment for his expenses when he attended race meetings. That Haven races solely for the love of the sport, there can be no question. So far as his accepting expense money is concerned, I am, of course, ignorant, but it seemed quite the thing with wheelmen among all classes to do so last year.

While everything is quiet enough about Boston, there seems no end of activity displayed by the Lynn cyclists, who are leaving nothing undone which may add to the success of their cycle track scheme. They are confident that the track will be in practicing condition by May 1, and that the tournament they intend giving on May 31, will run far ahead of anything of the kind ever held about Boston. It is probable that the \$1500 Columbia Prize Cup will be raced for at this Meet. This will make the sixth time that this cup has been contested for, and there is every reason to believe that this time it will be won permanently, not by any one wheelman having won it three times, but because the twenty miles will very likely be covered inside the hour. There are a number of men who think they can do their twenty miles in the hour, and they have all announced their intention of having a try for the cup. The entries of all the suspected amateurs will be received for the races, but will be subject to the action taken at the General Meeting of the League members. If the general meet-

ing is abolished by the mail vote now being sent out, what a howl there will be!

Captain Peck, of the Massachusetts Club, is showing no end of activity and enterprise, and is giving the club members reason to congratulate themselves upon his selection as Captain. He is preparing a lengthy schedule of club runs, and is sure to be present himself at every one of them, which is something that cannot be said of the former captains of this club. For next week there will be a lot of moonlight runs. This week he has planned to have runs to the German Turners and the Cambridge gymnasiums, where special athletic exhibitions are to be given for their entertainment. On the evening of April 18, they will be entertained by the Nonantum Club of Newton, riding to Newton on their machines.

The Boston Club has long felt the need of increased club house accommodations, and have at last decided to take some definite action in the matter. At the meeting of the club held last Wednesday evening, President Hodges referred at length to the matter, and said that a special meeting to consider it would be held next Wednesday evening. It is not improbable that the club will decide to build a house which will be second only to that of the New York Athletic Club.

At the regular monthly meeting of the Massachusetts Club, held last Tuesday evening, there were sixteen new members admitted. A tricycle division was formed and officers elected as follows: John T. Williams, Captain; W. W. Palen, Lieutenant. The election of Librarian resulted in the choice of Mr. Colbath. The Massachusetts Club is believed to be the first cycle club to establish the office of Librarian.

POINTS.

The Wakefield Club is to hold a series of Ladies' Nights.

The Boston Club is to reorganize its tricycle division.

Messrs. Lund and White recently rode up Corey Hill on a cyclone tricycle.

The Suffolk Club is arranging for a several days' tour along the North Shore.

An effort is being made to get up a tandem tricycle race to occur during the League Meet.

President H. S. Kendall, of the Dorchester Club, is to remove away to Montana, and chase cows for a living. George L. Haynes has been elected to succeed him as President of the club.

THE AMERICAN CHAMPION IS A ROADSTER

but it holds the World's long distance record, won by Albert Schock at Minneapolis, Woodside, in a racer nearly 100 miles behind.

Stewart C. Miller, of the Massachusetts Club, has left for a several months' trip through the Southern states.

The roads were in a terrible condition on Fast Day, yet most of the clubs managed to carry out their called runs.

J. A. R. Underwood has given up his drug business, and will, hereafter, devote his entire attention to the sale of Quadrant tricycles.

Arrangements have been made for issuing season tickets for the Boston Club's cycle show, admitting wheelmen in uniform, for 25 cents. The regular price of season tickets will be 50 cents, and the price for a single admission, 25 cents.

Mr. Ernest R. Benson, Treasurer of the Massachusetts Club, was married last Wednesday to Miss Lulu Sawyer, of South Boston. Mr. Benson's fellow clerks at the Pope Manufacturing Co., presented him with an elegantly illustrated family bible and a Webster's unabridged dictionary.

Boston, April, 13, 1886. C. S. H.

"JONAH" TO THE "TATTLER."

The heart of the poor, innocent, inoffensive and well-meaning Jonah is sad. Once more he has been overwhelmed by that relentless "Jonah" luck, which gave to him the title which has now taken the place of his original baptismal name. With the most innocent and laudable of intentions, he proposed to his wheel brother, Mr. Bridgeman, that there should be a race between the K. C. W. and the E. W., thinking thus to inaugurate a series of contests, which should create lasting bonds of good fellowship, between the wheelmen of the City of Churches and the Bankrupt city. Mr. Bridgeman agreed to the proposition, and Jonah went home to tell his club mates the glad news, and Brother Bridgeman did likewise. Then forthwith was there rejoicing in the club rooms of the K. C. W. and the E. W., and each straightway began to plan a hospitable reception and good time generally, for the club, which should happen to be the visitor, whether victor or vanquished. The E. W. wanted to race and the K. C. W. were willing to wait until after the race, before the public announcement was made as to which had the better team. And so all was peace and gladness in both camps, and Jonah was cheered by the thought, that he had contributed his little mite toward bringing about this happy state of things.

But unlucky Jonah's "Jonah" luck would, of course, not let him remain in this cheerful frame of mind long. Behold there arises

from the midst, or more probably the outskirts of the camp of Jonah's Brooklyn friends, a dispeller of peace and discourager of good fellowship, calling himself the TATTLER, who, with blood in his eye, discord in his heart, and a desire for battle suffused throughout his whole being, brings the aforesaid sadness to the heart of Jonah, by uttering in cold printer's ink the cruel wish "to see the Jonah and Tattler at war."

Now Jonah is by nature peaceful, and Jonah is also too prudent to fool with an unknown quantity, and so hereby absolutely refuses to go to war with the Tattler, but instead extends to him the right hand of peace and friendship. And now as a friend of the Tattler, whoever he may be, Jonah modestly begs leave to make a few friendly suggestions to his would-be enemy in interrogative form.

Is it good taste and conducive to the brotherly feeling, which the whole fraternity of wheelmen is striving for, to attempt by utterances in the public prints, to change a contest, arranged to promote friendly rivalry and good fellowship, into a match productive only of bad blood, hard feelings, and unworthy jealousies?

Is it sportsmanlike to attempt to enhance the glory of victory, or discount the conclusions of defeat, by alleging boastfulness or great prowess on one side or the other?

Is it fair to construe a challenge to race, into a boastful claim of superiority, instead of a mere desire for a race to test comparative prowess, which a challenge alone expresses?

Is it square and to the good of honorable sport, to attempt to place the clubs in such a position, that the losers cannot sincerely and honestly extend their hands to the victors and say, "we congratulate you on your victory. We like you and respect you all the more because you have proved yourselves the better men, and we hope to make you like us and respect us more next time, by proving ourselves the better men?"

Come, dear Tattler, "let us have peace." Let us fight our battle at the race, the only spot where it can be fought, and when the match is over, let the losers heartily cheer the victors, avoid excusing defeat, and wait for the next time to turn the tables.

Yours fraternally in peace and friendship,
JONAH.

[We take pleasure in publishing "Jonah's" peace-offering. We never knew he was a Quaker. When we opened his letter, vivid thoughts of war between "Jonah" and "The Tattler," with THE WHEEL as the battle ground, flitted through our brain. Ed.]

FIXTURES.

APRIL 26.—"American Wheelman's" fifty mile road race.

MAY 21-22.—International Tournament at Alexandra Park, London.

MAY 26-27-28.—Annual Meet of League of American Wheelmen at Boston.

MAY 31.—Lynn Bicycle Club, inaugural race meet, at Lynn, Mass.

THE RACING PATH.

April 3. Annual Spring games of First Regiment National Guard of Penn., held at armory, Philadelphia. Two mile bicycle race—First heat: S. H. Crawford, Penn. B. C., 7m. 11 1-4s.; W. S. Allen, Co. B., 2; G. B. Hancock, Un. of Pa., o. Second heat: G. D. Gideon, Germantown, B. C.; w. o.; Final: Crawford, 6.48 1-4; Gideon, 2. Two miles tandem tricycle race—C. B. Nichols and S. M. Gideon, 10m. 12s.; G. L. Walker and E. C. Markley, 2.

The Lynn Cycle Club is early in the field with the programme of their inaugural meet on their new track, which will take place on Decoration Day. The following events will be decided on that day: One mile scratch, one mile 3.10 class, three mile record, five mile match race between Prince and Neilson, for the professional championship of America, and a twenty miles race for the Pope cup.

PRINCE VERSUS WOODSIDE.—The first race of a series of three, was decided by these riders last Saturday night at the Washington Rink, Minneapolis; the distance was ten miles. Woodside came out first on a 57in. Columbia, the band greeting him with his favorite air, "The Wearing of the Green." Prince shortly appeared and mounted a 53 inch Columbia Light Roadster. At the signal, Woodside shot away at once, took the inside of the track, and led for five miles. At this point Prince spurted and went into the lead which he held for two miles, when Woodside again put it on and passed him. The eighth mile was nip and tuck, Prince leading at the finish. At the end of the ninth mile, this order was reversed, Woodside leading the way. Two laps from home Prince suddenly spurted and gained several yards before Woodside could recover. He maintained this lead to the finish and won in the excellent time of 31m. 28 1-2s. The time at each mile was as follows: 1, 3.03; 2, 6.04 1-2; 3, 9.08 3-4; 4, 12.13 1-2; 5, 15.21 1-4; 6, 18.35 1-2; 7, 21.54 1-2; 8, 26.02 3-4; 9, 28.20; 10, 31.28 1-2.

A CHICAGO BOY ON A CHICAGO WHEEL.

Albert Schock on the first "AMERICAN CHAMPION" shipped, defeated William Woodside on a racing machine, by nearly one hundred miles, and won the World's long distance record at Minneapolis.

NOTES FROM BROOKLYN.

The final drill of the K. C. W. will take place at the games of the 22d Regiment on May 6th.

Mr. E. K. Austin, our proficient Sec-Treas. is preparing his quarterly report for the division.

The Ramblers are struggling along, and now and then one of them can be seen on the road.

The roads to the Island were in good order last week, considering the large amount of rain that fell.

Barkman's Road Book is meeting with greater success than was anticipated. It is selling rapidly. Better secure one before they run out.

Mr. Williams, of the Taunton Bicycle Club, has become a resident of Brooklyn and will join the ranks of one of the larger clubs.

Numerous touring parties left the clubs last Sunday morning for various points; The Tarrytown party was a jolly one, and considerable scorching was done.

The home trainer at the Brooklyns has taken a strong hold, judging from the line that is in waiting for their turn, and the old familiar barber shop cry is heard: "Next."

Mr. H. Moore will spend the Summer and Fall in Europe, visiting London, Paris, Naples, Venice, and perhaps tour to land of the Turks. He will use his bicycle during the trip.

The Ilderan Bicycle Club have moved their headquarters a few doors below their old rooms. The membership is gradually picking up, and it will, in course of time, become a strong organization.

The Tennis fiends are still at it. They have secured a plot of ground corner Randolph and Wythe Avenues. The principal leaders are such well-known wheelmen, as Hobson, Douglass, Lake, Watson and McKee.

As soon as the weather settles, Bedford Avenue will be repaired, commencing from the Taylor, Eastern District, and running to DeKalb Avenue; the remaining blocks, which are in pretty fair condition, will be patched, thus putting the Avenue in first class order for wheelmen, and affording good riding at night. The sum of \$50,000 has been appropriated for this work: Does this look like cobble-stones or belgain? I guess not

The Club House Building fever has attacked the Brooklyn's. Elaborate plans are laid out, schems of all sorts devised, and the building will be a handsome structure if the diffent suggestions, ideas, etc are carried out. With their membership, wealth etc, they should be able to carry out this project successfully.

At last Brooklyn's best rider has been suspended by the Racing Board under Rule H. Rich has ridden under his club name, but I can safely say that his club has never defrayed a cent of his expenses, and I am certain nobody else has but his father. If all the riders were as pure as he is, there would be no necessity of these wholesale suspensions. Of course his certificate will be filled out, and a clear one at that.

The Brooklyn Bicycle Club held their election for officers Tuesday, April 6th. The independent ticket that had been made up, did not show its full strength, and the regular ticket was elected. The voting for First Lieutenant was close and Spelman and Hankins made a close run both, Spelman in the lead. The new officers are: President, A. Barkman; Vice-President, Isaac B. Potter; Secretary, H. H. Koop, Jr.; Treasurer, H. E. Raymond; First Lieutenant, F. B. Jones; Second Lieutenant, H. Spelman; Color Bearer, W. R. Snedecor; Bugler, B. J. Kellum; Surgeon, A. C. Brush, M.D. After numerous speeches by the successful candidates, a hearty repast was served and this pleasant evening wound up at a late hour.

The Brooklyn Union frequently give notes and notices of the Wheelmen, and a few Sundays ago the following was published. As it is an old "peach-blow" I consider it would be of interest to those that may not have heard it:

As Messrs. M. L. Bridgeman and Charles Schwalbach were coming down town on the elevated railroad one morning last week, and, as they say in novels, the pitiless storm that beat furiously against the window panes of the car was the subject of conversation.

"This long rain will hurt the country," advanced Mr. Schwalbach.

"It does come from a very long distance," suggested Mr. Bridgeman, "but I don't think it will hurt the country."

"I do," retorted Mr. Schwalbach. "Don't you see that it will—"

"No, I don't see. Why, look at England. Nobody is afraid that country will be hurt, and yet Queen Victoria has reigned there nearly fifty years," and Mr. Bridgeman dodged a cane blow.

The match inter-club road race is the principal topic among the club men. All anxious to see how the race will progress, and the race on paper between the Tattler and the Elizabeth writers. Evidently Dr. G. C. Brown has misunderstood his case, otherwise he would not make the statements that he has. If he will interview the delegates that attended the meeting of the Road Racing Association, he will learn that what I have stated is correct. In regard to paper talk, he should be aware by this this time that the K. C. W.'s never announce anything in the papers; that they always carry through successfully, financially and otherwise what they undertake. They do not make any boasts, have no eloquent orators *a la* Wetmore, etc., make no record of their road riding abilities and publish it throughout the country, but go their way; they can be seen throughout the different sections of the country, towns, etc., and I can safely say that the K. C. W. are seen upon the roads more than the E. W. at any time during the season, and if this is what Mr. Brown calls riding upon paper, he and I differ.

THE LEAGUE MEET.

The following is an official list of the men who will make all arrangements for the League Meet, to be held at Boston, May 26th, 27th and 28th.

COMMITTEE CHAIRMEN.

<i>Reception,</i>	E. G. WHITNEY, 106 Dartmouth St.
<i>Entertainment,</i>	A. D. SALKELD, 119 Milk St.
<i>Storage,</i>	C. S. HOWARD, Boston Globe.
<i>Programme,</i>	A. E. PATTERSON, 597 Washington St.
<i>Photograph,</i>	W. B. EVERETT, 338 Washington St.
<i>Transportation,</i>	W. B. EVERETT, Tremont & Berkley.
<i>Hall,</i>	C. S. HOWARD, Boston Globe.
<i>Tours and Runs,</i>	A. D. PECK, JR., 13 Otis St.
<i>Parade,</i>	A. N. WALLBURG, 39 Dearborn St.
<i>Hotels,</i>	E. W. POPE, 597 Washington St.
<i>Police,</i>	W. W. STALL, 509 Tremont St.
<i>Race Meeting,</i>	HENRY E. DUCKER, Springfield, Mass.
<i>Music,</i>	C. L. SMITH, 70 Kilby St.
<i>Press,</i>	ABBOT BASSETT, 22 School St.
<i>Banquet,</i>	A. S. PARSONS, Cambridge, Mass.
<i>Executive Committee,</i>	HENRY E. DUCKER, SANFORD, LAWTON, CHARLES E. PRATT, F. C. KENDALL, ABBOT BASSETT.

The Springfield B. C. has voted \$100 towards the expenses of the League Meet. Henry Goodman, of Springfield, has been awarded the contract for the score cards. Ten thousand copies of the programme will be published. It is proposed to get up something very artistic.

THE AMERICAN CHAMPION AT MINNEAPOLIS

1009 miles and 3 laps in six days of 12 hours each, the World's long distance record, won by Albert Schock on the first American Champion shipped, Woodside on a racer nearly 100 miles behind.

MORE RACING BOARD SUSPENSIONS.

BOSTON, April 6th, 1886.

EDITOR L. A. W. BULLETIN:

I have this day suspended from the track for 30 days the following parties, and they have been called upon to remove a reasonable doubt affecting their amateur status.

L. J. Martel, Chicopee, Mass.; C. P. Adams, Springfield, Mass.; H. E. Bidwell, East Hartford, Conn.; F. R. Brown, Springfield, Mass.; L. A. Miller, Meriden, Conn.; W. F. Knapp, Denver, Col.

The following parties have been suspended for 38 days on a charge of having violated Rule H.: C. F. Haven, Boston; A. B. Rich, New York.

ABBOT BASSETT, *Chairman Racing Board.*

TRADE NOTES

Mr. Jens. F. Pedersen has been awarded the contract for the League medals.

Mess. Gormully and Jeffery are more than satisfied with the encomiums that have been showered on their new wheel, The American champion. Schock will use this wheel in the six days race to be held at St. Louis.

We would call the attention of our readers to the advertisement of the New York Bicycle Agency. It's proprietor, Mr. C. H. Diamond, is always present to exhibit the many machines on hand. If you want to buy or sell a machine call on him.

Four "Royal Mails" were sold last week by Charles Schwalbach, the Brooklyn agent for this machine. This gentleman tells us that the many new improvements on this machine for 1886, is causing a furore over Brooklyn way.

While in England, John S. Prince had an "Apollo" racing bicycle made to his order by Singer & Co. The "Apollo" is a stanch and graceful machine. Mess. W. B. Everett & Co., of Boston, handle the wheels made by this firm.

The April edition of the Pope Manufacturing Co.'s catalogue of Columbia Bicycles and Tricycles is just issued. In it can be found illustrated descriptions of the nine makes of Columbia cycles, put out by this house for the season of 1886, including the new Columbia Safety Bicycle, the new Columbia Semi-Roadster, and the new Ladies' Columbia Two-Track Tricycle. The catalogue contains 52 pages and 51 engravings, the mechanical drawings being remarkable for artistic distinctness. The book will be mailed free upon application.

The well known firm, Zacharias & Smith have dissolved their partnership by mutual consent. The business will henceforth be conducted by Howard A. Smith & Co., the Co. being Mr. A. M. Hall. Mr. C. R. Zacharias continues with the firm as manager of its Orange branch store.

The Pope Manufacturing Co. are about bringing out a new safety bicycle. It will be of an improved crank and chain driving gear pattern, embracing the best principles of construction used in the other Columbias—Columbia ball bearings all round, cow-horn handle bar, Kirkpatrick saddle, and Columbia double-grip ball pedals. It will be made in two sizes, with such ample and perfect means of adjustment of the cranks and lower sprocket wheels up or down, as to fit any rider with one or the other, and without change of their relative position on the machine, or the power; and other advantages will be presented. It will be lighter than most machines of its class, and exceptionally handsome in form.

A most ambitious and successful catalogue is that issued by Messrs. George W. Rouse & Son, Peoria, Ill. These gentlemen have as large and varied a stock of wheels and sundries as can be found in any agent's in this country. The catalogue is a thirty-three page illustrated pamphlet. It contains descriptions, illustrations and price lists of the following wheels, all of which the firm handle: Columbias, Light Roadster, Racer, Expert and Standard; American Champion, American Challenge, Ideal, American Safety, Otto Special Bicycle, Otto Tricycle, Facile, Otto Improved bicycle, Columbia "two track," Ideal "two-track" and Petite steel tricycle. The catalogue also describes a number of the popular bicycle accessories.

The Pope Manufacturing Co. send us a "record" card, 24x18 inches. The ground is jet black and the figures are white and formed like those made with chalk on a scoreboard. After the title, "Some records on Columbias," are the important records made on this machine. The place of honor is given to the greatest distance ever made in an hour, 20 1-2 miles, 396 1-3 ft. by Wm. A. Rowe; followed by Wm. A. Woodside's, hour performance of 20 1-6 miles. Then we have a brilliant galaxy in: Around the World, Thomas Stevens; 10,000 miles, who indeed, but Karl Kron; 9,000 miles, Henry W. Williams; beware of your laurels, Karl; and, From Penn., to Neb., and return, Hugh J. High. Below these, arranged in tabular form are Rowe's world beating performances,

commencing with the quarter mile and ending with the hour. After Rowe, Woodside has an inning, being credited with the American professional record from 4 to 50 miles, the World's professional record from 4 to 10 and 21 to 43 miles, and the World's record from 21 to 38 miles.

THE "MARLBORO CLUB" TANDEM.

Last week we published a description of the Coventry Machinists' Company's light, graceful and staunch "Marlboro Club" single tricycle. This enterprising concern has constructed a tandem combining many of the excellent features of the single.

The popular tricycle or automatic steering arrangement is used. The driving wheels are 44 to 46 inches in diameter, and are propelled by a rotary motion on the chain principle. A little safety wheel behind, of the Salvo pattern, ensures the safety of the riders.

The patent handle on this machine enables the rider to mount easily from the front, an advantage which is the sole property of the company. The springs are spiral, and so easy that there is very little difference in personal comfort on the roughest of macadamised roads, or wood pavement. The front wheel fork ends are suspended on "coiled" or miniature "cradle" springs, which most certainly reduce in a great measure, the vibration which would be transmitted to the rider's hands through the small steering wheel.

FOR SALE. EXCHANGE. WANTS.

[Advertisements inserted in this column at the following rates: Under 16 words, 30 cents; three insertions, 75 cents; under 21 words, 40 cents; three insertions, \$1.00. Special rates on application.]

BARGAINS!!

SECOND HAND CYCLES in great variety at VERY ATTRACTIVE PRICES. All sizes, makes and finishes. Enclose stamp for particulars, stating wants. Machines bought, sold on commission (10 per cent.), or exchanged. New wheels if desired. Correspondence solicited.

NEW YORK BICYCLE AGENCY,
21 North Street, New York.

FOR SALE.—50 and 54 inch Expert Columbias. In good condition. A. Box 2683, N. Y. City.

FOR SALE.—54 inch bicycle with lamp. English make. Full nickel. First class condition. Address, Bicycle, P. O. Box, 444, N. Y. City.

FOR SALE.—52-inch American Club. All Nickel except rims, cow horn handle-bar. Good condition. Price \$85.00. F. L. Bingham, 49 Rose St.

52 INCH second-hand machine of a standard make. Expert preferred. Address with price and particulars.

D. Mc L., P. O. Box 444, N. Y. City

MR. FRED G. BOURNE'S SEND-OFF.

On last Monday evening, about thirty members of the Citizen's Bicycle Club, together with a half dozen specially invited guests, assembled at Sieghortners' to give an appropriate "send-off" to Mr. Fred. G. Bourne, their fellow-member and friend, who was to sail for Europe on Thursday. The dinner commenced at 7.30, and from that hour till after 1 P. Q., conviviality was the order of the day or rather night. After an excellent meal had been discussed, Simeon Ford, the chief wag and toast-master, opened the feast of reason and the flow of soul with a flood of gratuitous advice to the intending voyager, whereby he might escape the enemy of all land lubbers, *mal de mer*. He himself had been given twenty different recipes when he crossed to the other side, and he was the first man to get sick.

Mr. Bourne made a very touching address. He was surprised at the number present to do him honor. Among them he recognized all his older friends in the Citizens B. C. When he became convalescent, he had examined, with pleasure, the basket-full of cards which had been left at his house during his illness. Speaking of the value of true friendship, Mr. Bourne related an incident, which also attested the benefit of belonging to a good club. In his earlier days, he one day met an old gentleman, who, noticing the Citizens' badge on his vest, inquired what it was. On being told, the old gentleman advised him that, if he ever expected to succeed, he must give up clubs and such things, and devote all his attention to business. Not long since, he again met the old and gentlemanly party, and this is what he told him. "Young man," said he, "you are doing right to belong to a club, where you can form friendships, many of which may last through life. I spent the best part of my life accumulating wealth, and now, although I have all the enjoyment that money can procure, I have no friends. It is these, indeed, who often spur us on to renewed exertions, by practical help and words of encouragement." Mr. Bourne's remarks were greeted with a salvo of applause.

One of the most interesting gentlemen present was Mr. J. Harrington, proprietor of Harrington & Co.'s enamel and cradle spring works, of Coventry, England. Mr. Harrington came to this country years ago, and had a machine built at Boston, at a cost of \$350. On it he taught Colonel Pope, and it is to the inspiration given by this machine, that the Colonel interested himself in the bicycle business. Mr. Harrington gave reminiscences of the early days of wheeling. He visits this country in quest of recreation, and during his stay he will be the guest of Col. Pope.

Among the other speakers who made extended remarks were, Messrs. Richard Nelson, Geo. Wilson, who made his maiden effort at post-prandial oratory and covered himself with glory, Knight L. Clapp and J. W. Curtis. A request from the skillful toastmaster for remedies for seasickness, brought nearly every man to his feet; the best remedy suggested was, "to stick to dry land." Messrs. Yeungling and his friend, Mr. Sugetmeyer, played the zither and banjo, and sang songs. Messrs. Bourne, Huss, Centre and Grant also sang.

Among the more prominent gentlemen present were the following: Mr. Simeon Ford, at the head of the table, with the guest

of the evening, Mr. Bourne, on his right, and President N. M. Beckwith on his left. Then came Col. A. A. Pope, J. Harrington, Richard Nelson, J. W. Curtis, C. H. Thomas, Robert Centre, A. E. Paillard, Prof. P. Harvard Reilly, G. M. Huss, Geo. Wilson, and Knight L. Clapp. Among others present were Messrs. McCormack, Mason, T. C. and A. P. Smith, Fisher, Straton, Grant, Frazee, Thomas, Martine, Eaton, Pool, Wilson, Yeungling and Fitzgerald.

On Thursday afternoon, several of Mr. Bourne's friends accompanied him down to the "Adriatic" to wish him *bon voyage*. Mr. Bourne had a severe attack of typhoid fever, shortly after the end of the Big Four Tour last year. He was very ill all winter, his life at one time being despaired of. A long period of convalescence has brought him round to something like himself, but he goes to Europe to win back his old robustness.

THE ROAD! THE ROAD'S THE THING.

With the last convulsive struggle of the winter-god to maintain a "firm grip of the land" dying away into impotence, all Nature is leaping into life, laughing at its late oppressor and rejoicing in the anticipation of the reign of Flora. And we of the wheel forgetting our sorrows and quarrels, our joys and our pleasures of the wintertime, are hastening forth to seek that which gives cycling its reason for existence—the Road! the grand old British Road. The Road which Dick Turpin and Tom King toasted in many a wayside inn. The road on which the flying heels of Black B ss rattled off the sweetest of music to the fly-by-night's ear as he dashed through murky midnight to establish an *alibi* with a fat purse at his saddle bow. That is what the wheelman is seeking now, and whether he seeks it with the rapture of the speed lover, esteeming it the greatest joy in life to whirl from point to point in the shortest possible space of time, with furlongs flying into miles, and scenery flashing by unthought of in the madness of the record fever, or whether he seeks it with the calm enjoyment of the meditative man seeing his God in everything that is good and beautiful in life, and drinking in each passing glimpse of scenic loveliness with the deep contentment of one who mutely thanks Providence that he is alive and able to appreciate, and glory in the bountifulness of Nature—whichever he be, the Road, the Road's the thing.

To the wheelman the Road appeals in a manner which the coach driver, our rival of rural roads, cannot in the least degree appreciate. True, he can send his noble team along the noble highways, while the merry horn startles the far-away fawn in the thicket, or drives the waterfowl splashing into the recesses of the sedge, but for him the world of byelanes,—those beautiful British bye-lanes—exists not. The wheelman, like some latter-day Crusoe, can wander on through the long summer day, heedless of time or distance in the search for new delights, far from the broad arteries which lead to great cities. Alone with the trees, the birds, and the hum of insect life, he can pedal his way with no fear of meeting his brother man, save when Hodge, mopping his brow for an instant as the rider passes, gazes with lack lustre eyes at the embodiment of the speed and lightness which he personally can never attain to. No shout of "Clear the way!" greets his ear as a flying tandem with a pair of Ripleyites or North-road men aboard comes spinning on the wheels of proof. No! in the lanes he is free to be alone and has time to think how good it all is.

Or, taking another view, let us stand by the wayside of some great cycling road and watch the men who whirl along in the delirious joy of pace-making. See, yonder pair who, handle-bar to handle-bar, come tugging and straining up the hill first one a foot in front and then the other, with clenched teeth and set brows. Do you think when they reach the crest their battle's over? No! Ten miles away that long struggle will finish when hills and valleys have seen their flying forms, and the stout wheels have been furiously driven through many a looselaid mass of stones, and the clang of the good machines has gone up to the ears of the riders as side by side they fought out the race. There is some pleasure in the Road thus considered, too, and whatever be the tastes of wheeling men it will go hard if it cannot satisfy them.—*Wheeling*.

MAKERS' AMATEURISM IN ENGLAND.

The National Cyclists' Union has suspended nearly all the prominent riders from competition with amateurs, until they prove to the satisfaction of the Union, that they have not been guilty of accepting salary or expenses. Furnivall, Webber and Lee are the only very prominent men who are positively known not to have been suspended. The "suspects" received registered letters, but their names were not published, as the libel laws are much more strict on the other side than they are in America. At a meeting of the Union held April 1st, a motion was made that letters of inquiry be sent to every prominent racing man, in order to remove any special stigma from those who have already been noticed. This matter was laid over till the next meeting of the Union.

The *Bicycling News* has it on good authority that a new association will be formed, to be called "The Racing Cyclists' Association," which will base its policy on a more liberal ruling than that of the N. C. U.



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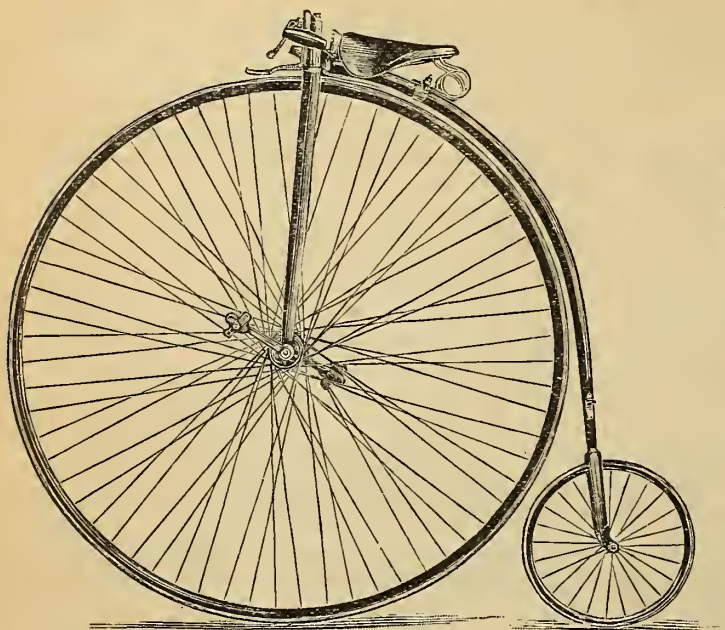
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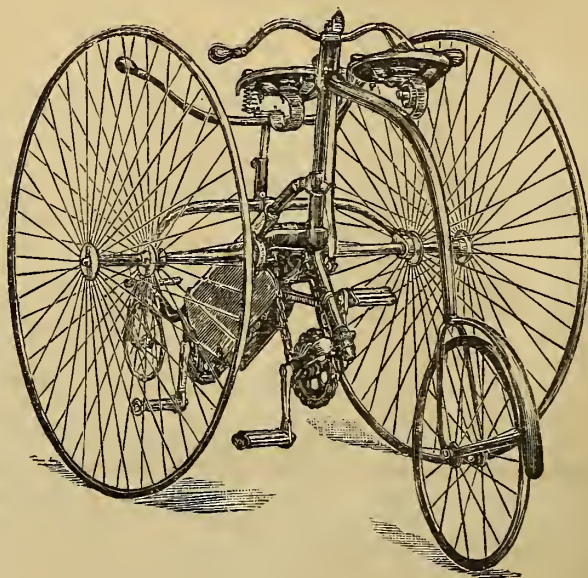
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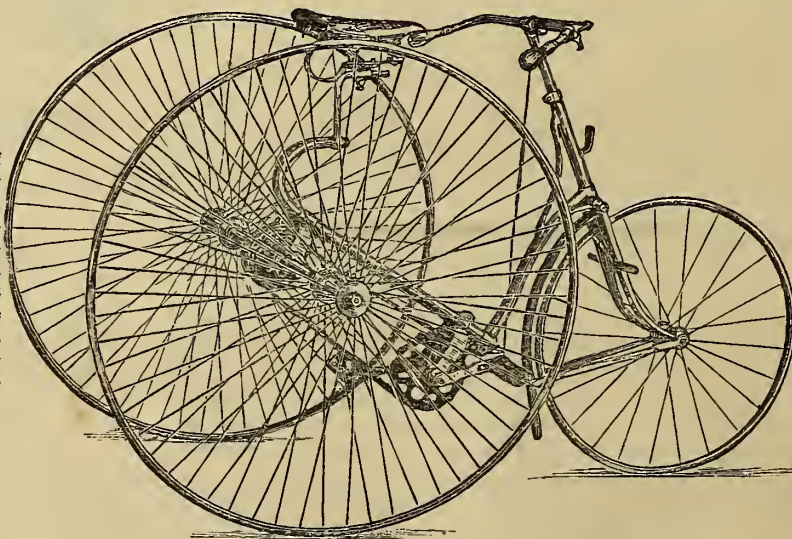
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Yours truly,

EDWARD L. KELLOGG,

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The following is a report by Henry Sturme, Esq., Editor of *The Cyclist*, from which paper the following excerpt is taken:—

"A GOOD MACHINE.—One day last week we had the opportunity of a short spin upon the new 'Sparkbrook' Tandem. The one in question was the first of the latest pattern, and was, at the time we tried it, still in the rough and unfinished. A feature about the machine is the attachment of the front portion by *side tubes carried right to the very ends of the axle*, which renders it especially stiff and firm. Although unaccustomed to steering the 'Humber' pattern machines at any pace, we were able, without the slightest difficulty, to manipulate this one, even when flying downhill at speed. Its easy running qualities struck us immensely, and when we say that, although geared to 56in., we carried the front rider—who only worked one pedal—up a fairly stiff hill without any more exertion than we should ordinarily have used to mount the same hill on a single machine, we think this speaks volumes for the running powers of the 'Sparkbrook.' A trial of the foot-brake, too, down the next slope, convinced us of the power of that useful adjunct. Altogether, the 'Sparkbrook' Tandem is one that will 'go' in more senses than one, and it is very quickly and easily convertible into a single machine."

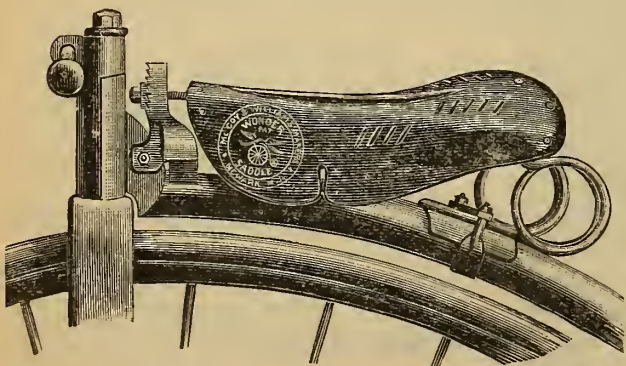
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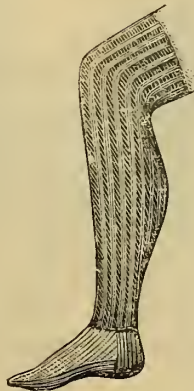
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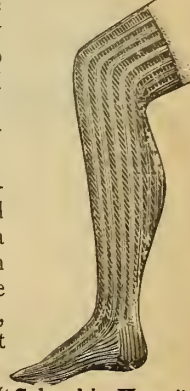


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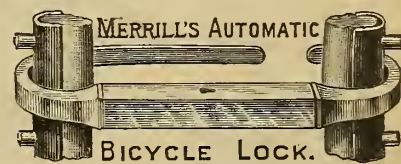
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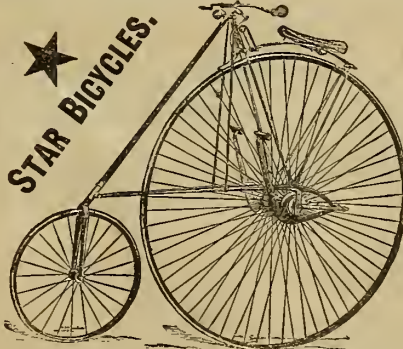
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