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THE SPRINGFIELD WHEELMEN'S GAZETTE.

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A WORD FOR OURSELVES.

In opening the second volume of THE WHEELMEN'S GAZETTE, a word about ourselves will not be out of place. We approach the work with confidence, because of the hearty reception accorded us last year. The GAZETTE not only accomplished its mission well as a herald and chronicle of the Springfield Bicycle Club's September tournament, but filled a creditable place in the literature of the wheel. Many of its articles were copied and credited by journals throughout this country, and the cycling papers of England made good use of our work. This was especially gratifying as an indication that we had not spent our strength for naught.

What we did last year, we hope not only to do, but to improve upon, this year. The fraternity of the wheel has greatly enlarged within a year; the field is broader, and the interests to be considered and guarded certainly no less important. There is room enough for us in the journalistic ranks, and we have made due preparations to fill our place. The GAZETTE, this year, will be printed from entirely new type and upon a superior grade of paper, and in typographical appearance we are sure that it "can't be beat." Its make-up may be varied somewhat, according to circumstances; but we shall use the same care as last year in the classification of news, and intend that the paper shall not only serve a special purpose, but prove valuable and interesting as a chronicle of current events and an indicator of public opinion in all matters of importance to wheelmen. Among our readers last year were hundreds who were not devotees of the wheel, and as we still value their good-will and hope to retain their friendship, we shall try to make the GAZETTE acceptable to the general reader.

A PERMANENT PUBLICATION.

At the close of the first volume of the GAZETTE, we received many flattering requests to make it a permanent publication, and we enter upon the work again with that object in view. We have placed the subscription price at 50 cents per year, or to clubs whose entire membership subscribe at 30 cents per year; and we confidently expect to have the largest circulation of any cycling publication in this country or England. We think we have all the facilities for making a paper which will stand on its own merits, and command the respect and support of a wide constituency. If it do not, anything we may say here will be useless. To all our old friends and to hundreds of new ones whom we expect to attract, we offer our hearty salutations.

REFORM!! WHAT?

The great political war cry of 1884 will be reform, and, as it has become necessary for *all* honest and well-meaning wheelmen to utter the same cry for the forthcoming meet at Washington, a few facts here will not be amiss.

Wheelmen have a growing mistrust in the present management of the L. A. W., and especially of our noble and well-meaning president, Dr. N. M. Beckwith, who has discharged his duties as president of the League in a *faithful*, *honest*, and conscientious manner, one who has lived up to the laws and constitution, with perhaps one exception; whose only fault was not suspending our late corresponding secretary when Foster's protest was first received, for which he has given good and sufficient reasons. We know that Dr. N. M. Beckwith has done well; but the *curse* of the League has been the *official organ*, which has a man for its editor who has had only good words for those that help to serve his own ends; a man who has insulted and abused every gentleman in the L. A. W. who has dared to express an opinion of his own; whose only excuse for living is the reason that rattlesnakes and vipers are allowed to live, viz.: *Evil is allowed to exist that good may come of it.* The editor has brought odium on the Citizens' Club and its worthy president by his scurrilous attacks, which the club *do not uphold* notwithstanding all reports to the contrary. The lies and one-sided reports that have gone forth in the organ weekly have served to prejudice the minds of 3,700 League members, who have only heard one side of the story; but, thanks to the good sense of wheelmen, they are not like the Dutch judge, who, when he had heard the prosecution, said, his mind was made up and it was no use for the defense to appear. We have been blessed by having a paper which has been alive to the interest of the League, and has weekly pointed out the *glaring* faults of the late corresponding secretary in a fearless and fair manner. Were it not for *The Bicycling World*, we know not where we should have been led. Wheelmen should be careful in condemning *any* of the present officers of the League; *they* are not to blame; they have discharged the duties of office *faithfully*, as their vote at New York, February 22, testifies—a nearly unanimous vote for the expulsion of the obnoxious member. The officers fully realize the stigma brought upon the League and its management by the unscrupulous editor of the *Wheel*, and all have had to suffer by the policy it pursued. The last issue contains an unwarranted and cruel attack upon the faithful treasurer, W. V. Gilman, Esq.; but it is like chaff thrown to the winds; its motive is too apparent. The spectacle presented is laughable in the extreme. The late secretary, the editor of the *Wheel*, having heard the report that the mail vote for his reinstatement was a perfect avalanche of *Noes*, seeks to prevent its presentment to the public by trying to throw out the vote as illegal, for the *very*, *very* thin reason that the corresponding secretary *pro tem.* inclosed a circular of the board of officers signed by the chief consul, five states and ten representatives, instead of mailing it out in a separate envelope and causing additional expense to the League. We think we had one man in the League who has bled it *dry*, and as long as there is any apparent reason will continue to do so. The last mail vote has settled the question; but it is no sign that we shall have *peace; a leopard cannot change his spots;* it would be useless to expect anything different of a man of the mean, spiteful disposition which is born in him, or to expect a broad and liberal view from a man so narrow-minded as the present editor of the *Wheel*. We firmly believe that the League and its officers were badly handicapped by the action of the official organ the last few months.

THE GOVERNMENT'S BICYCLE.

The National Board of Health is criticised for some of its items of expenditure which are regarded as extraordinary. One of them is for a bicycle, the price of which was $140. The cost of the bicycle was all right, but the question is asked by some of the impertinent people who are nosing about Washington, why the Board of Health should want a bicycle.

The Board has been charged with being old, fogyish, but this item shows the contrary. It is right up to the times, sees the value of the wheel as an improved means of locomotion, and sets a good example to the other departments of the government. Perhaps the time will come when the President and his Cabinet, the members of Congress and the heads and clerks of all the government departments will be required by law to ride bicycles or go afoot. What a spectacle Pennsylvania avenue would present on inauguration day with the whole government on bicycles, escorted by regiments of soldiers similarly mounted!

But, to get back to the Board of Health—we are not authorized to speak in its defense, but anybody who knows anything about the wheel knows that there isn't an instrument in existence which does more to promote health than the bicycle. Why then shouldn't the Board of Health have one and ride it, patronize it generally and recommend it nationally? We regard it as quite a card for the bicycle that the National Board of Health has faced criticism boldly and bought a bicycle for $140, and if it wants to buy more and to know where the very best are to be obtained, let it apply to the advertising columns of the WHEELMEN'S GAZETTE.

ENTRY FEES.

The *Bicycling World* of April 18 takes exceptions to the charging of entrance fees at amateur race meetings, as follows:

> Our ideas were once that entry fees were simply charged as a guarantee of good faith in making an entry. From the programme of the Quaker City Bicycle Club we should now judge that the fees would contribute materially towards defraying the expenses of the meeting.

Entry fees are not charged as a guarantee of good faith only, but, as in the case of the last tournament of the Springfield Bicycle Club, they serve the purpose of keeping out those wheelmen who like to see their names in print, and will enter all of the races on the list, from top to bottom, and may perhaps run one race. By charging a fee for every race, the list is smaller, and nearly every man entered will run, thereby saving the public from being misled by a large field of would-be-starters. Further, no amount of entrance fees or would contribute very largely towards g the expenses of any meeting. The urther states:

> his is all wrong. It tends to encourage professionalism ong our amateurs. If a man pays a large sum of money the privilege of competing, he will expect a handsome return in the way of prizes. He will look to the monetary value of the prize rather than to the honor of winning. If our racing men refuse to enter where large fees are charged, they will soon put an end to a bad practice. The racing men make a meeting a success or failure, and should not be compelled to pay for the privilege of racing. A nominal sum is all that should be charged.

Not so. It does not tend to encourage professionalism. All wheelmen like fine prizes, also love to have a great antagonist to contend with. Good racing men do not object to paying an entrance fee, at least that has been the experience of the Springfield Bicycle Club. It is necessary to the success of a meeting to have good racing men. It is also *very essential* that a large amount of work must be done by others to make the meet a success. What makes and constitutes success is the combination of both. Without the other either would fail. It requires a large outlay of time and money by one, and training and time by the other, combined with skill and power of endurance. A good manager cannot be a racing man, and *vice versa;* hence the necessity of joining forces and all working together for the one common interest, a successful race meeting.

THE FUTURE OF THE WHEEL.

It is estimated that there are now over 30,000 bicyclists in the United States. There are probably as many more persons who intend to join the ranks as soon as circumstances will permit. It now looks as if the next generation of boys would be born upon the wheel, so to speak, and will take to the new style of locomotion as readily as the Indian or the Arab takes to horseback. It is common enough to say that the bicycle is a steed which requires no oats. But it is better than that; it offers an entirely independent method of progression. If you ride a horse you are dependent upon the powers of the horse. If you are drawn about by a locomotive you are dependent upon a great variety of forces outside of yourself. But a skilled wheelman is about as independent as the man who depends upon his legs alone for locomotion. His wheel may get out of repair, to be sure, but if he was on foot, his ankle or his knee might trouble him. As the wheel is really an artificial extension of his legs, his force is as self-contained in one case as in the other. There are no indications whatever that the use of the wheel is to prove a mere "craze." It is employed by thousands of men in their daily vocations, and, as a time-saving machine, is of great importance. Its practical uses, aside from those of pleasure and exercise, are becoming more and more appreciated, and we feel that we are not only serving the interests of healthful amusement, but are promoting a public benefit, in doing what we can to foster the interests of "the silent steed." According to our telescope the future is full of wheels.

FROM WHEELS TO WINGS.

Dr. B. W. Richardson of England, in a magazine article published not long ago, in which he was very enthusiastic upon the subject of bicycles and tricycles, let himself out upon a flight of imagination which may not prove so very whimsical after all. He intimates, after reviewing what has been accomplished within five or six years, that a man need not be regarded bold if he should predict the most wonderful things. He argues from the fact that man has acquired with the bicycle an independent mode of locomotion that the art of flying will be a probable outcome of progressive experiments. "When a machine," says Dr. Richardson, "can be reduced in weight to twenty-six pounds, and when such a machine can be propelled on a good track twenty miles within the hour by human limbs, carrying the man who propels it, there are not many removes to the capacity of driving-wings or air-screws at a sufficient rate to afford support to the machine on the air. I think that many persons will, indeed, live to see a partial development, at least, of this kind. They will, I mean, see constructed a machine which will be partly sustained by the air and partly by surface of water—of sea, or lake, or river—and which will skim over such surface with just sufficient friction for steerage power, and no more. In short, a flying canoe or boat which, elegant as useful, will at one moment like a nautilus run with the wind, and at another skim the water, independently of wind, like a sea-bird." We have heard of "the eagle wheeling through the air," but shall be content for the present with *terra firma*. There would be one great advantage, however, in using the flying bicycle. We could dodge the country roads and escape the obnoxious countryman who never turns out for "them blasted nuisances."

IN BEHALF OF WHEELMEN.—The State railroad commissioners have received a communication complaining that the railroad companies whose lines come into Boston require the payment of 50 cents by a passenger who wishes a bicycle transported for any distance, and then take it wholly at the owner's risk. The complainant says: "Wheelmen are now numerous, and becoming more so. The accidents of the road, sudden changes of weather and other causes occasionally make it desirable to use the railroad for short distances from the city or to bring the damaged machine in for repairs. Under those circumstances it seems to me and those I represent that the railroads ought to serve the riders for a reasonable price. Except in an emergency no one would trouble them for short distances, preferring to ride rather than carry their machines by rail. The amount involved in a single case is small, but the number of persons interested in the matter is large enough to justify a remonstrance in their behalf."

THE LAST DAYS OF "NO. 234."

BY KARL KRON.

When I began my fifth season of wheeling, on the 17th of April, 1883, by starting on a three days' tour from Hartford to New York, I little anticipated that the old wheel, whose history during 6,000 miles of touring had been detailed by me in the March *Wheelman*, was destined to travel almost 4,000 miles within a twelvemonth. I had no possible idea that before the year was out I should drive it along more than 1,000 miles of "American" roadway protected by the British flag (in Canada, New Brunswick, Nova Scotia, Prince Edward Island, Cape Breton and Bermuda); should push it across the borders of a dozen States of the Union (Maine, Massachusetts, Rhode Island, Connecticut, Michigan, New York, New Jersey, Pennsylvania, Maryland, West Virginia and Virginia); and should force its ragged tires to mark a continuous straightaway trail on the surface of the earth for 1,400 miles.

Having done all these things, however, it seems proper that I should tell the story of how the venerable mechanism stood the strain thus put upon it, and of what its condition was on the very last day of its life as an active roadster. That day was the 13th of April, 1884; for when I then, at half-past five o'clock in the afternoon, dismounted at the doorway of the establishment where "No. 234" first came into being, I was given the assurance that mortal man should never mount it more, but that, on the other hand, it should itself be allowed to mount a pedestal, and repose there forever as a relic—the object of homage and reverence from all good wheelmen who may be privileged to gaze upon its historic outlines. Its total record of miles, when I unscrewed from its axle the Pope cyclometer which had counted most of them for me, was 10,082; but the peculiarity of the record consists not so much in the fact that the distance considerably exceeds that recorded by any other wheel in America, as in the fact that the riding extended along 5,000 separate miles of roadway, situated in twenty-three different States and Provinces. Other Americans who have ridden 10,000 miles (and one who has ridden 15,000) have each made use of three or four different bicycles, and have failed to traverse as much as 500 separate miles of road.

The round trip of 60 miles which I made on the 16th of August, going from West Springfield to Hartford on the west side of the river and returning on the east side, was chiefly for the sake of having the cones of front axle filed and refitted, after 1132 miles of usage since April, and a new brake added, as the original spoon was pretty well worn out. On the return trip, in the dusk of evening, the spreading roots of a tree on a certain sidewalk produced a severe fall, which caused the wheels to overlap one another until pulled apart by main strength. As a sequel to this pulling process there appeared next day a very slight crack on the upper side of the backbone, six or seven inches from the head. A ride of five miles on a smooth road did not perceptibly increase the crack, however, and I began to hope that no serious break was betokened, until my first sudden stoppage in a sand-rut proved the hope to be a vain one. After that, the crack broadened and the overlapping increased at every dismount, until at last the rear wheel entirely refused to trail behind its leader. Nothing was left for me, therefore, but to send the machine back to Hartford for a new backbone; and I improved the occasion

to order a new steering-head with it, for the old head (of a pattern no longer used) had been jarred very nearly to the breaking point—judging by the number of miles that had been required to cause fracture on the two previous occasions. The first break in the backbone itself happened on the *under* side thereof, two years before, when I had ridden 2,993 miles; and, after its repair, I rode 4,392 miles before the appearance of this second break, on the upper side. The record of the new backbone, when I took my final ride with it, was 2.697 miles. As the insertion of the new head required the fork to be heated, a new coat of nickel was then applied to the same. The new head also required that the spring, whose end was attached to a clip, sliding on the backbone, should be replaced by one of modern design.

A village blacksmith in Canada supplied my next demand for repairs, on the 15th of October, by welding together the handle-bar, which snapped off square at the right side of the fork, as a result of my letting the wheel plunge down a grassy slope and strike the handle upon a stone. Four days later, another blacksmith fitted some iron plates or washers behind the bearing-boxes, for the shoulders of these had been filed down so far, to offset the wear of the upper bearings, that the cams would no longer hold. Further filings, in the course of the next week's journey, almost obliterated the "coned" character of the boxes and reduced them nearly to the condition of flat pieces of metal; so that at Cazenovia, 1,488 miles from the time of the repairs at Hartford, I was forced to make my first experiment with rawhide as a material for bearings. This substance becomes pliable after several hours' soaking in water, and strips of it can then be fitted between the upper side of the axle and the ends of the fork, to compensate for the wear of the coned surfaces. When dry, the rawhide is about as durable and unyielding as steel; but, as I took a ride of eight miles within a few hours after applying it to the axle, and continued my journey early the next morning, the strips gradually worked out of their places and protruded from the sides, where they attracted enough moisture, in an all-day's ride through the rain, to still further impair their usefulness. After 215 miles' usage, therefore, I replaced them with new strips; and, though I waited only twelve hours for these to harden, they kept in position and rendered good service without further attention for the remaining 994 miles of my record. I doubt if I should have been able to finish this without new cones on the fork, unless I had resorted to the rawhide. Such resort, however, I do not venture to recommend except for bearings which are very badly worn; and I should say that at least twenty-four hours ought to be allowed for hardening, after the damp strips have been applied to the axle. I may add that rawhide is an article not readily procurable, for I learned that in the whole of Syracuse, which is a sizable city, there was only one place (a trunk-maker's) where it could be obtained.

The tow-path of the Delaware and Hudson canal, a few miles from Honesdale, was the scene of the worst mishap that ever befell "No. 234," and its escape from complete destruction then will always seem to me like a miracle. A pair of mules, standing on the outer side of the path, appeared to have their attention so entirely absorbed by the feed-baskets wherein their noses were plunged, that I presumed they would not notice my approach from behind, and I accordingly ventured to ride across the tug-rope connecting them with the boat. No sooner had I done this than some evil impulse led the brutes to pause in their repast and take a contemplative gaze at the surrounding scenery. I dismounted at the moment when I saw them turn their heads; but, in the self-same instant of time, they gave a tremendous jump forward; the rope parted under the sudden strain, the flying end thereof, glancing from my back, whipped itself into a knot around the right handle of my bicycle, and, quicker than I could say "Jack Robinson," the beloved form of "No. 234" was receding into the distance, as fast as a pair of runaway mules could bang it along the stones of the tow-path. They were excited enough to have willingly helped it "beat the record" by dragging it "without stop for a hundred miles," or until they reached the Hudson river; but a lock-house chanced to intervene at the distance of an eighth of a mile, and the keeper thereof rushed out and brought their mad race to an end. Just about as he seized hold of them, the front wheel came against the planking of a bridge with a tremendous thump; but I was so far in the rear that I could not see whether this helped to cause the stoppage; and I was so excited and distressed, when I rushed up to view the mangled remains of the wreck, that I cannot remember whether the jar of the collision sufficed to release the knotted rope from the handle. I only recall that the machine was lying quietly there on the bridge, and that the lock-tender, a few rods beyond, was driving away the morning mist by the warmth of his cursings at the mules.

"I am older than some sorrows,"—for no traveler on Life's highway ever gets past its half-way stone, which marks the beginning of the down-grade leading towards the place called Seventy, without having experiences that cause him to grieve;—but I cannot recollect another moment of my existence when I felt so thoroughly, intensely, desperately "sick," as that moment on the tow-path, out in the wilds of Pennsylvania, when "No. 234" was whisked out of my hands, like an object in the "transformation scene" of a pantomime. With its destruction, which seemed inevitable, many of my cherished hopes and plans would fall in a common ruin. I should never again be likely to have a continuous trail extending for 900 miles behind me, and, simultaneously, a fairly good road of 500 miles stretching straightaway before me. I could never again reasonably expect to "beat the record" of coned-bearing machines, or to win the right of putting together a book called "Ten Thousand Miles on a Bicycle"! The thought of my own reckless folly, in bringing about the disaster, filled my soul with bitterness, as I hurried dolefully along after the runaways. Other greater afflictions I had endured cheerfully as inexorable decrees of Fate, for which I was not responsible; but here was a calamity which I had definitely and deservedly brought upon myself. So absorbing was my exasperation on this score that the thought of my own personal peril in the case did not occur to me till later in the day. The driver of the boat appreciated it, however, and his pleasure at seeing me escape with my life was great enough to prevent his getting angry with me for the trouble which my mishap caused him. Had not his tow-line been an old and weak one, which gave way at the first jerk, I myself should necessarily have been pitched into the canal, and if the bicycle had been thrown in on top of me, or if I had come into contact with the boat while under water, I should probably have been killed. On the other hand, if the flying end of the severed rope had chanced to bind my arm to the bicycle, instead of simply knotting around the handle, I should have had my own broken bones to bewail, instead of "No. 234's," as the mules careered along.

And now I come to the miracle in the case, for not a single part of the machine was really broken! Though bent and cracked and scratched and badly demoralized in its several parts, my beloved bicycle had survived this crucial test,—had maintained its integrity as a whole, and was still ridable! The handle-bar was doubled back, and, when I bent it into its place again, it cracked where the splice had recently been made, and soon broke off entirely. I therefore steered with a wagon-spoke for the next eight miles, until I reached a blacksmith shop where I could get the bar rewelded. The crank and pedal-pin on the right side were considerably bent, and the axle was deflected from a true line, while the rim was bent and cracked at the point where it struck the bridge, and two or three of the adjacent spokes were thereby loosened and made useless. One of them broke off a few days later. The iron plate of the long-distance saddle—with which I began the season of '83, and which served me satisfactorily to the last—was cracked in two places, so that it never afterwards could be screwed with perfect firmness to the spring. One end of the wire of my Lamson luggage-carrier was also twisted off, but the carrier, like the saddle, I nevertheless kept in service until the very last day of the record. That my heavy roll of luggage was not shaken apart and scattered along the path by the jolting given it, seemed by no means the least remarkable incident of the runaway.

At Port Jervis, on the day following, I met the new handle-bar, which I ordered at the time of the first breakage in Canada, and it stood by me to the end, without further accident. The old bar I gave to a local wheelman who befriended me, and who said he would religiously preserve it as a relic of "the first American tour of a thousand miles straightaway,"—for I completed that distance at four o'clock in the afternoon of the day when the old bar (whose entire record was 6,798 miles) served for the last time as my tiller. The town of Staunton, in Virginia, where my monumental ride was completed, on the 22d of November, marks the end of the macadamized roadway which stretches through the Shenandoah Valley, and is continuously ridable from Greencastle, the border town of Pennsylvania, a distance of 150 miles. As a muddy clay of indescribable tenacity was prohibitory of progress beyond Staunton, I abandoned all idea of pushing on to the Natural Bridge, and decided to wheel back down the valley, and so home to New York. But the bulge in the rim, resulting from the accident with the mules, was sufficiently pronounced to give me a definite jolt at each revolution of the wheel during the 463 miles subsequently traversed in reaching the goal; and I thought that, before beginning the return journey, I might perhaps remedy the matter a little by "tightening up the spokes." It was my first experience of the sort, and it proved quite effectual,—though not in the manner intended. When I had completed the tightening process, I found the rim was so badly twisted that it would not revolve in the fork at all; and my later efforts to "unbuckle" it were quite in vain, though I snapped another spoke in making them.

"No. 234" was thus at last entirely disabled,—having survived the attack of the mules only to

fall a victim to my own mechanical awkwardness. A man from a carriage shop, who was recommended to me as the most skillful mechanic in town, said he would not even undertake the task of straightening the wheel for less than five dollars, and that he would not agree to finish the task for any possible sum. I knew indeed that no one outside of Hartford would have the patience to really put it to rights again, and I am told that the expert machinist who there did in fact take it in charge had a sad and solemn time in bringing it once more into ridable shape. I drove it from Hartford to New York in the early part of December, and, at the close of the month, rode a hundred miles, on the snow and ice, in the region around Springfield, *without* having a fall. I expected then to do no more touring with it, but to run off the few remaining miles needed for a "record" in short spins of an hour or two at a time; when next I set eyes on the wheel, on the 6th inst., it was in the hold of a steamer starting for a 700-mile voyage for Bermuda. Before I had been there twenty-four hours, the sudden turning of a team in front of me forced me to make a quick backward dismount, and then fall forward with my full weight on the falling machine. The result of this was such a severe bend or crack in the right end of the axle that a compensating bend had to be made in the crank before the wheel would revolve. On the following day the little tire worked loose, for the first time in its history; and, for the first time in my experience, I made use of cement in re-setting it. I was obliged to ride ten miles before reaching the cement, however, and as the tire had been literally worn to shreds, and as my supply of string was rather limited, the tattered india-rubber would occasionally bulge out from the rim far enough to strike the fork, and thus call my attention to its sad condition. In the large tire, also, an indentation, at the point where the two ends had been worn away, caused a definite jar at each revolution of the wheel during its last 600 miles. The tires were both applied in August, 1880, and made a total record of 8,600 miles. The splice in the little one never gave any signs of coming apart; whereas the ends of the big tire had to be many times sewed together and glued down, until quite a deep indentation was made. Cement was applied on several occasions when general repairs were in progress; but, with the one exception noted, neither of the tires ever gave me any trouble by working loose on the road, or forced me to personally apply the cement. The little one was finally worn down nearly to the rim.

The coned pedals which I pushed for the first 1,180 miles, in 1879–80, were brought into service again for my straightaway tour of 1,422 miles and the subsequent ride from Hartford to New York; after which I presented them to Mr. Canary, the professional trick-rider, as a "long-distance" memento. The exactly similar pedals which I used on "the last day," and so left attached to the machine, therefore have a record of 7,062 miles. I have been told by an authority on such matters that one of the most notable things in the history of "No. 234" is the fact that such great distances were traversed without any breakage of pedal-pins; and, considering the rough usage and great strains which they endured, it does appear to me rather remarkable. Old age did not seem to impair the accuracy of my Pope cyclometer, for, in riding to Coney Island, on the 24th of March, when I crossed the Brooklyn Bridge for the first time, I tested it at each of the ten half-mile stones on the Boulevard, and found it did not vary more than a sixteenth of a mile for the whole distance.

It had been my intention that, when its 10,000 miles were finished, the old machine should be "rebuilt," with the latest improvements. I designed to have new bearings, cranks, pedals, tires, axle, fork, brake, saddle, handle-bar and handles, —the original rims and wires of 1879 and the backbone, head and spring of 1883 being retained as a basis for the "reconstruction." When, however, the rim in whose rigidity my long experience had given me entire confidence, was spoiled by the runaway mules, I submitted to destiny and decided to accept a new machine. The Expert Columbia bicycle, on the left side of whose fork may be seen the inscription "No. 234, Jr.," is a close copy of the old original, as regards size and finish; but the makers assure me that it will be happily different from it in having much less "history" for me to record. My experience, in having thoroughly worn out a bicycle of the earlier pattern, will at all events qualify me to appreciate the "improvements" that have come into vogue during recent years, and to intelligently compare the new with the old,—in regard to durability as well as in regard to personal comfort. The Butcher cyclometer, which I intend to set in motion when I make my first mount, on the 24th of April, is planned to count and register 10,000 miles before returning to zero; and if I live long enough ever to accomplish that distance again, I hope I may be able to testify that it has fulfilled all the fine things which are promised for it as a keeper of the record. I hope, too, that the new Forty-Six may prove as efficacious as the old one in inspiring my friend, the Small Boy, to enliven its pathway with outbursts of wit and humor. Had I elected to ride a 52-incher, I never more could hope to hear myself designated as "the big man on the little bicycle." On the morning of my very last day with "No. 234"—when I heard the children cry: "O, see the little bicycle! It's a new one! All silver!"—I felt amply repaid for my years of industrious polishing on the nickel plate. But the most amusing comment was reserved for the afternoon. Within a half-mile of the place where I made my final dismount, the happy captor of "the first snake of spring" ceased for an instant to pull the cord by which he was dragging the wriggling reptile along the sidewalk; and then he shouted after me: "There goes a greenhorn!" And that was the very last word.

Henry Sandham, the artist, has recently finished a spirited painting of a party of bicyclists enjoying a "run" out in the country. It represents a road which winds down the side of a little hill, and the group of riders, consisting of a lady on a tricycle and several gentlemen on bicycles, are coming almost directly towards the spectator. The figures are drawn very ably, and exhibit a variety of very characteristic bicycling attitudes, the action being suggested with no little skill. The landscape setting is also well painted and interesting.

A Mr. Terry, of England, has invented a tricycle which is capable of being converted into a boat. When used on the road, the machine is an ordinary rear steerer. The operation of converting it into a boat is very simple, and takes but half an hour. All mounted, the apparatus forms a decked canoe, combining all the conditions necessary for proper buoyancy, even at sea.

THE LEAGUE OF AMERICAN WHEELMEN.

Editor Springfield Wheelmen's Gazette:

We take the liberty of opening this article with a quotation of personal correspondence that passed between us, in order the better to explain why our name appears in the columns of your initiative number:

SPRINGFIELD, MASS., April 16, 1884.

W. V. GILMAN, ESQ.,

My Dear Sir:— * * * * * * * * * * * * * *

About the first of May the WHEELMEN'S GAZETTE will appear, and if my friend Gilman has not too much on his hands, I should be happy to receive a contribution on any subject. You can take the League for a subject, and should be pleased to give you a full page or more. * * * * * * * * *

Yours truly,

HENRY E. DUCKER.

To this flattering invitation we replied, as follows:

NASHUA, N. H., April 17, 1884.

HENRY E. DUCKER, ESQ.,

Pres. Springfield Bicycle Club, Springfield, Mass.,

Dear Brother:—Your favor of the 16th inst. has been received. Yes, my hands *are* full, but I will help you, although what, when, or how I shall write I know not. * * * * *

Yours fraternally;

W. V. GILMAN.

And here we find ourselves launching out on this wide and extended subject, which is far too extensive in its sweep to permit of proper treatment at our hands, or in the even liberal space allowed us, and yet we will endeavor to give your readers some ideas of the benefits and utility of our national wheeling organization, and we hope that, of the thousands who read and commend your admirable paper, some few may be found learning new points, appreciating the amount of time and labor so generously bestowed by the many public spirited and self-sacrificing officers it has all through the country; men working for no base and sordid motive of personal gain and emolument, but moved only by a pure love of the sport; men who win thereby our love and esteem, which is far preferable to gold; yea, especially when *questionably* secured, and that they will be induced then to give their own support to this association, which, viewed from a pecuniary standpoint, costs absolutely nothing, for one dollar only, accompanied with a declared statement of an unquestioned amateur record, sent to a Division secretary, or the Corresponding Secretary of the League, if the applicant is not a resident of any Division, will now entitle him to a card of membership that will not expire until May 30, 1885, barring, of course, objectionable characters, for it is our aim to admit only gentlemanly amateurs, and we place it on the conscience of all who desire membership with us! Do you consider yourself a gentleman, and do you think we wish your name on the list? If so, apply at once. *Almost* all we *do* want, and yet many we do *not*, but when you *know certainly* and *positively* that you are *not* wanted, then, *like* a gentleman, if possible, seek membership elsewhere, where you may look for a better reception.

The League of American Wheelmen was organized at Newport, R. I., May 30, 1880, a fact that almost every wheelman of the country knows, as also our history since that time, together with the different boards of officers that have performed their routine of duties, and then given way to their successors. None of this matter will be here treated, but only a few of the reasons *why* you should join us, what we are trying to accomplish, and some of the questions now under consideration.

For some time past we have been carefully studying our Constitution and Rules, and we fail

to find any article directing us to employ our time in such an attempt as this, unless it be Article 2: "Its objects are to promote the general interests of bicycling." Certainly this applies here, for how could we better accomplish this laudable result than by encouraging your endeavors to produce so fine a paper. Article 2 continues: "To ascertain, defend, and protect the rights of wheelmen." A good work indeed, and one that is being constantly carried on in so far as our means at command will permit. The parent organization has done much in this direction, of a general nature, far more than the organization has ever had credit for, since only those most actively engaged are aware of the requests and appeals from all sections of the country for law points and information, the proof of which is to-day in the hands of the Committee on Rights and Privileges, who are doing good police service, believing that *prevention* is far better than an expensive contest in the courts, even if successful. Some instances of personal legislation are also on record under this head. They are, however, the exception, and must necessarily remain so with the present outlook.

Another object is: "To facilitate touring," which is done by the appointment of representative wheelmen in all possible localities where members can be found, to fill the office of local consul, whose duties are to "Acquire and give any information as to roads, hotels, laws, and other matters of interest in their localities, to members of the League calling upon them in person, or by letter; keep their own state officers informed from time to time by reports, perform such duties as the latter may require of them, and generally promote the interests of the League and its members."

With these noble objects in view, we fail to see why any and every true lover of wheeling should not become a member, and contribute his mite to help on the good work.

Did time and space permit, we would tell you of our finely working system of divisions, how the officers are elected, what their duties are, and in what relation they stand to the officers of the Executive Board, but this is amply treated in our Constitution and Rules, copies of which may be had at almost any time by applying to the division secretaries.

There are many men daily joining the League as they would take out a policy on their life, feeling as confident of protection and aid in the one case as in the other, and it seems almost too bad to dissolve this pleasant day-dream, or, in fact, to even *term* it a dream, but sooner or later the illusion will fade *surely*, if needed, and we may as well set all right on this point at once. With so small an application fee and assessment we cannot possibly take up every lawsuit in the country that is brought against a wheelman, even if a member of the League, but we *can* and *do* work in a general way, as above alluded to, and we will say that the pleasures of personal acquaintance with the class of gentlemen whose names adorn our records by the hundreds, yea, by the *thousands*, — more, *far more* than repay all that is required. Then, again, by being banded together laws can be made more intelligently for the government of race meetings and the amateur status, where otherwise all would be chaos and confusion. In this sense it surely becomes a *duty* to sustain the League, and to use great care in the selection of its prominent and responsible officers.

As we have stated the aims of the League, and several of the advantages of becoming a member, we will reply to the only unfortunate question now staring us so wildly in the face, and that is the financial problem. Many consider us as nearly bankrupt, and some even go so far as to state that we do occupy this sad position, but there is light in every cloud, behind and about it. Surely the League treasury is not so well filled as it should be, but there is disagreement as to how large a balance we should carry in order to maintain our dignity and yet not offer too great a bait to sharpers and schemers. When the present Treasurer of the League was chosen to office there was on deposit, subject to the check of that officer, $516.38, a sum that is our ideal of what should be, enough to meet our wants, and yet a sum not sufficiently large to encourage any wildcat projects, or call for an overproduction of official appropriations. During the year the Treasurer increased this balance, by the practice of the sharpest economy in so far as his power extended, to the beautiful sum of $1,025.38, as shown by his report read at New York, May 28, 1884, and published thereafter in the cycling press. The present balance is somewhat reduced, to be sure, but good and true friends stand by the League and agree to help most substantially to relieve the present paucity of shekels in the exchequer, and we feel quite confident that all of our plans can be carried out to the credit of the League, as well as our own personal pride and gratification. Suffice it to say, that if all the projects now on foot with this end in view are successful, the League will be as well off, and as sound financially, as it has ever been at any time in its history. In all other respects it never was as *well* off; so, my friend and brother, delay no longer, join the League, and feel the better man therefor!

W. V. GILMAN.

[The following reports of the Corresponding Secretary and Treasurer will be presented at Washington, May 19.—ED.]

ANNUAL REPORT CORRESPONDING SECRETARY L. A. W.

Officers and Members L. A. W.:

Gentlemen: — Hitherto you have received, at stated periods, from the pen of your Corresponding Secretary, reports in full of all League work performed in his department of our order. They have as well been replete with interest, and have invariably contained suggestions, which, if carried out, would have proved of great value to us, and undoubtedly had my predecessor been allowed to have retained his position, which he assumed under circumstances so promising, and as the result of the subscriber's single ballot in his favor, you would at this time have been enabled to read a report far superior to this, both in the general good taste of its make up, as also in the business-like tone of its numerous suggestions; but, as this cannot be, it shall now be our endeavor to furnish you with such facts as we hope will be of some value, with the limited means at our command, although we shall offer no further suggestions than only those pertaining strictly to the office which we represent, and we humbly ask your charitable criticism for the many failures of which we shall be found guilty. Suffice it to say, we shall frankly state facts as we find them, a line of policy that we adopted at the beginning of our League service, and have pursued ever since, without fear or favor. We shall never shrink from the exposure of any wrong so long as the power rests in our hands, and we think we are not far from correct in our opinion that the League membership, almost to a unit, will sustain us in this position. Our motto is, "Let *all* be known to every member, whether it be good or bad. We are merely their servants, holding their money, for which to them we are responsible." As we have no personal ends to meet, and no schemes to carry out, we fail to see why we should *not* be perfectly honest and open in all of our messages. When the membership of the League calls for underhanded, blind, and bewildering statements, we can serve the body no longer. We have never asked a favor of the League; we have never put the League *to a dollar's* expense for personal gratification, or to carry out personal plans. If we have been honored, as we have many times, and for which we feel sincerely grateful, you must all remember that the honors came unsought and unasked for, *without an exception*, and we still consider them as in your hands, to be withdrawn at any time when we prove ourselves unworthy of the trust imposed. With these preliminary remarks, we will at once proceed to state the condition of affairs in this office when we assumed its responsibilities. Owing to the troubles of our predecessor, which we will not here rehearse, it became necessary that he be suspended, and, to the great surprise of the writer, the following note was received:

NEW YORK, February 6, 1884.

My Dear Gilman:—Will you accept the office of Corresponding Secretary, L. A. W., until February 22? * * * * Please answer *at once!*

Yours, as ever,

BECKWITH.

Why we were selected, and the steps that led thereto, we have no knowledge of even to this day, but, realizing the situation of affairs, and knowing well from my correspondence of a private nature that it would be very difficult at that time to procure the proper man to fill the place, owing to circumstances well known to every Leaguer, and which we will not at this time discuss, we considered the matter for a few moments and decided to enter the gap, telegraphing President Beckwith to that effect, and confirming the same through the mails, and as a result we received our appointment a very few days thereafter, whereupon in good season the books and property of the office were forwarded to us, and we are pleased to state that we found the current work of the office all done up to date, and have since striven to keep all in as good shape, and hope to be able to hand the same over to our successor in an equally good condition. During the month of February, 1884, the attention and thought of all were centered upon the triangular troubles in which we were so deeply engulfed, to the sacrifice of our current work, so that when the bugle note of our spring elections was sounded in the *Wheel* of February 29, it took all parties almost by surprise. No primaries had been held, and no candidates discussed, or even mentioned in a real serious way. We prepared the article above referred to out of mere courtesy to the party whom we supposed would succeed us at the expiration of our term, viz., February 22, as it would be next to impossible for a new man to take the office at that date, and become sufficiently familiar with its duties to prepare such an article in season. We carried it to New York, presenting it in person to the editor of the *Wheel*. No preparation had been made for printing ballots and attending to the duties laid down in Rule 21, until, as a second surprise, we were again requested to serve out the remainder of the League year. This necessitated some haste in the preparation and mailing of our blank ballots, and led to one mistake that caused

us much regret and no little annoyance, viz., the misunderstanding that arose from the printing of but one space on our long ballots for Representative, we supposing, of course, that every voter would know how many officers he could vote for, as it was clearly explained in the *Wheel* of February 29; but such was not the case, as was proven by the inquiries that poured in upon us, and to many devoted workers in the League harness we owe our humble apology for the trouble given them in this respect.

Later in the season the officers of Massachusetts thought themselves entitled to twelve representatives instead of eleven, as we assigned them, claiming to have on their records a membership of six hundred and three, March 1, instead of five hundred and eighty-two, as our list exhibited; but this matter we have already referred to the Committee on Rights and Privileges, whose duty it becomes to count all the votes cast, and with them we leave the matter. The expense of this mail vote, though not heavy, was nevertheless more than double what there was any call for, as we will show by the following table:

These Divisions and States issued ballots of their own,—	
New York,	718
Massachusetts,	582
Pennsylvania,	516
Ohio,	366
New Jersey,	255
Michigan,	111
Maryland,	87
	2,635
As our entire membership at that time was but	3,598
This number discarded our ballot,	2,635
Leaving only	963

who even cared to use them at all, and all told there were not over 350 used, only 10 per cent., which goes to prove that we are put to a heavier tax for these elections, both of labor and money, than we need to be. The affair belongs to the Divisions; in it there are always several parties interested sufficiently to issue tickets and manage the canvass. With so many tickets in the hands of voters, they become to a great extent confused, and in many cases vote duplicates. We cannot limit the number other than by removing our own from their hands, and we recommend this subject to the careful thought and consideration, both of the Division and League officers. The usual figures indicative of our increase, both in renewals and applications, have been given you in the report of our predecessor, February 1, and call for no repetition here. Suffice it to say, our total membership will be given in the report of the Treasurer.

Very respectfully,

The League's most humble servant,

W. V. GILMAN, *Cor. Secretary pro tem.*

ANNUAL REPORT OF THE TREASURER L. A. W.

To the Officers and Members of the League of American Wheelmen:

GENTLEMEN:—In accordance with a provision of Rule 6 of our Constitution and Rules, which reads:

He shall make report, in abstract, at each regular business meeting of the Board, and in full at the annual business meeting of the League next succeeding his election,

we herewith beg to submit our report of the first eleven months of our League year, and commend the same to your approval:

L. A. W. BALANCE SHEET, MAY 1, 1884.

Cash Balance, June 1, 1883,	$1,025 38	
Membership Assessment, 1883,	756 75	
Admission Fees to date,	1,415 50	
Consular Outfits,	60 00	
New York State Division Donation,	100 00	
Badges,	2 00	
Interest on Deposits,	18 07	
Salary of Cor. Secretary, 1883–4,		$250 00
Expenses of Cor. Secretary to date,		329 22
Expenses of Treasurer to date,		90 00
Salary of Treasurer, 1883–4,		250 00
Miscellaneous Items of Expense,		166 24
One hundred Consular Outfits,		100 00
Five hundred Consular Certificates,		9 00
Forty-five hundred Membership Cards,		38 50
Official Organ,		1,923 50
Balance on Deposit,		221 24
	$3,377 70	$3,377 70

A careful examination of our Constitution and Rules will show that the entire financial policy of the League is placed in the hands of the Board of Officers and the Finance Committee:

RULE 6. The Treasurer shall receive and be accountable for all membership and annual fees and other revenues of the League; shall keep suitable books of account thereof, and of all disbursements; *and shall pay out of the funds of the League only upon order of the Finance Committee or any two members thereof.*

The duties of the Committee on Finance are given in—

RULE 16. There shall be also a Committee on Finance, which shall consist of the President, the Treasurer, and the Corresponding Secretary *ex officio, to which all matters relating to revenue and disbursement, and League funds and investments thereof, not otherwise disposed of, are referred as they arise*, and who shall report to the Board of Officers at each regular meeting.

Not a dollar of the League's money has strayed from the treasury except as above provided for, with the single exception of the office expenses of the Treasurer, which we herewith submit for your closest scrutiny:

ANALYSIS OF TREASURER'S EXPENSES.

1883.		
June 5	Plain Envelopes and Letter Stamps,	$5 00
" 20	Letter Stamps,	3 00
" 30	" "	6 50
" 30	Rent of P. O. Box, quarter in advance,	50
" 30	480 Notices of Renewal Printing,	2 00
July 11	Plain Envelopes and Letter Stamps,	4 00
" 18	Letter Stamps,	3 00
" 23	" "	5 00
Aug. 2	" "	6 00
" 3	Plain Envelopes,	3 00
" 6	" "	2 00
" 13	Letter Stamps,	6 00
Sept. 8	" "	3 00
Oct. 1	" "	4 00
" 22	" " and Plain Envelopes,	3 50
Nov. 19	" "	4 00
Dec. 15	" "	2 00
1884.		
Jan. 17	" "	4 00
" 31	" "	2 00
April 7	Printing Directions on Membership Cards,	1 25
" 7	New Record Book for next Treasurer,	12 00
" 7	Letter Stamps,	6 00
" 7	Plain Envelopes,	2 25
		$90 00

The entire amount of the Treasurer's expenses has been incurred upon our own personal responsibility, and is herewith submitted for your approval or rejection; although any corrections, or even suggestions, will be cheerfully heeded from any member of the League, to whom only our reports are respectfully submitted. All other items of expense have been incurred either by the direct vote of the officers, or with the approval of the Finance Committee. This analysis of the Treasurer's expenses is final, as all further charges we will attend to, and no record of same will be preserved. Let us compare these figures with those of the past:

THE EXPENSES OF DILLWYN WISTAR, TREASURER, 1881–2.

Clerk hire,	$108 50
Postage,	71 93
Stationery,	18 47
Printing,	36 82
Sundries,	13 90
	$249 62

Vide *Bicycling World*, June 16, 1882.

EXPENSES OF TREASURER, 1882–3.

Clerk hire,	$250 00
Postage, etc.,	145 01
	$395 01

Vide *Wheel*, June 1, 1883.

EXPENSES OF TREASURER, 1883–4.

Clerk hire,	$250 00
Postage, etc.,	90 00
	$340 00

Vide above analysis.

Please bear in mind that our membership is continually increasing, and is to-day fully double what it was May 1, 1883. It was also claimed that by the organization of Divisions, the general running expenses of the parent League would be most materially diminished; but it has not so proved, although we hope it may the coming year, as the past has, to a great extent, been one of experiment, while now the Division officers throughout the country understand their duties, and are for the most part rendering most efficient service.

This statement has many features of encouragement; for not only is our balance on deposit pleasingly increased, but the true love for the League shown by parties who differ on other questions is worthy of special notice. We cannot all think alike; but when we are in *danger*, all true Leaguers should, and *will*, rush to the rescue —not *press* us the harder as if it caused them happiness to see us in trouble. The Ixion representative of New York State set the ball in motion by writing his colleagues proposing to donate to the general treasury of the League the sum of one hundred dollars ($100) from the replete treasury of that Division; and the relief was most timely. Mr. Egan, and the officers of the Division who so nobly sustained him, are worthy and deserving of a higher compliment than we can here bestow. With what joy we read the following telegram:

NEW YORK, April 9, 1884.

W. V. Gilman, Treasurer L. A. W.

New York State adopts my resolution and appropriates one hundred. EGAN.

With commendable alacrity the New York Division Treasurer sent us the following, which tells its own story:

ELMIRA, N. Y., April 10, 1884.

MY DEAR GILMAN:—It is with great pleasure, I assure you, that I inclose check for $100 for the relief of our overburdened national treasury. The resolutions appropriating the same have been signed by every representative of our State Division, together with our chief consul, and *heartily* endorsed by the Division Treasurer.

Yours, fraternally,

LOU. H. BROWN.

To W. V. Gilman, Treasurer L. A. W.

Here is another proffer of aid worthy our favorable mention, and which we have duly acknowledged with gratitude:

SPRINGFIELD, Mass., April 11, 1884.

W. V. Gilman, Treasurer League of American Wheelmen.

DEAR SIR:—I notice from your last cash report that the League treasury is in a very deplorable condition, owing to the very heavy demands made by the official organ. If I can

STODDARD, LOVERING & CO.

No. 10 Milk Street, - - BOSTON, MASS.

SOLE AGENTS IN THE UNITED STATES FOR

THE BRITISH CHALLENGE.

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

PRICE:

50-inch, Enameled and Nickeled,

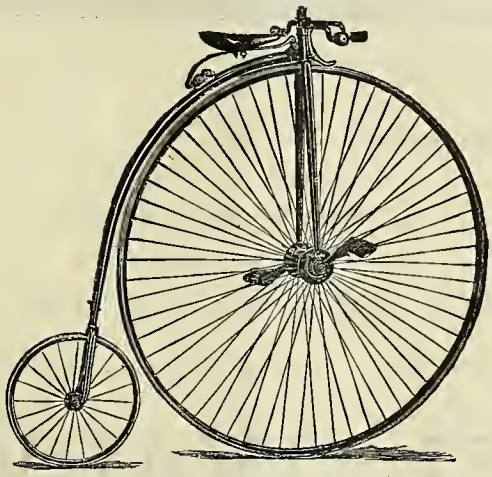
$136.50.

Nickeled except Felloes,

$146.50.

Full Nickeled,

$154.00.



Remember, we carry by far

The Largest Stock

Of English Wheels in this country.

Also, that we can supply the

Parts of Our Machines

From Stock.

THE RUDGE LIGHT ROADSTER.

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

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

PRICE, 50-inch, $140.00.

THE AMERICAN RUDGE.

Expressly for American roads. A strong, thoroughly built roadster, with Rudge's Unequaled Ball Bearings to both wheels; *Hollow Elliptical* Forks; Round Backbone; 6-inch Straight Handle-Bar; Humber Head; 1-inch and $\frac{3}{4}$-inch Round Tires; Gun-Metal Hubs; Direct Spokes; Crescent Rims; Parallel Pedals. Standard Finish; Backbone, Forks, Felloes, and Spokes painted in two colors; other parts nickeled.

PRICE, 50-inch, $105.00.

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

ALSO, HEADQUARTERS FOR

THE LEADING ENGLISH TRICYCLES.

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

RELIABLE SELLING AGENTS WANTED.

COOLEY'S HOTEL,

SPRINGFIELD, MASS.

Conveniently Located Near Union Depot. First-Class in Every Respect.

Price, $2.00 to $2.50 per Day.

J. M. COOLEY & CO., PROPRIETORS.

HOTEL WARWICK,

SPRINGFIELD, MASS.

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

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

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

WILLIAM HILL, PROPRIETOR.

be of any assistance, you are authorized to draw on me in any sum from one to five hundred dollars, and I will take your note for same as Treasurer of the above organization.

Yours truly,

A. L. FENNESSY.

We will prolong this report no further than to quote from our report, as read at the New York meeting of the Board, February 22, 1884:

We are pleased to state that the expenses of the Treasurer's office have been *forced down to the minimum;* in fact a reduction has been made over those of last year, and even then we were practicing economy to the best of our ability, with the experience we then possessed in handling League business. Our *only* expenses, Mr. President, have arisen from the two items of *plain envelopes and letter stamps!* All others have been paid from our own purse, so that it is unnecessary to say that all uncalled-for fancy office furniture has been dispensed with.

Our analysis above exhibits some other charges. Suffice it to say, all have been paid by the League, as stated; for we began our work on the principle that the League should pay most of the *necessary* expenses, but have since changed our tactics, and have more than made up the same in postage bills privately paid, so that our quoted statement is literally true in the abstract. We shall give a brief financial statement at Washington, D. C.

Respectfully submitted,

W. V. GILMAN, *Treasurer L. A. W.*

Correspondence.

HARTFORD, CT., April 19, 1884.

A. L. Fennessy Esq., Treas. Springfield Bicycle Club:

DEAR SIR:—At a meeting of our club last eve our members were unanimously delighted with the beautiful gift which your club saw fit to present us in place of the $100. The clock and statuettes will be constantly before us in our rooms, and no one will see them without thinking back to the many pleasant times we have had with the S. Bi. C.

A unanimous vote of thanks was extended your club, and you may all be assured that the gift is more highly appreciated than would the money prize be. Wishing your club all manner of success for the future, and with the assurance that we are near by, and ready to lend our presence in any of your enterprises,

I am very truly yours,

F. E. BELDEN, *Secretary.*

Editor Springfield Wheelmen's Gazette:

It is with much pleasure that wheelmen in this section of the Keystone state learn the GAZETTE is again to be published by your club, and its appearance will be looked for with no little interest, as we know that success is characteristic with whatever you undertake, and in the re-appearance of your paper we expect result as heretofore, viz.: the best of them all.

The Scranton Bicycle Club enters upon the season of 1884 with renewed energy, and the result will ensure a season of tours, club runs, and entertainments such as we have not heretofore experienced in our history. New headquarters have been secured and fitted up in good shape, being furnished with a piano, pool and card tables, and we feel inclined at all times to entertain visiting wheelmen. The first event of the season was the excursion of our club to Binghamton on April 22d, which proved a very pleasant affair. We were met at the depot by the members of the Binghamton club, who joined us in a pleasant run, at the conclusion of which we were royally entertained at the home of Capt. Hickok, who on account of illness was unable to join in the run. In the evening we visited the skating rink, the attractions being such as to make it most enjoyable; a pleasant surprise was an exhibition of fancy skating by Prof. Ball of Worcester, Mass., who delighted all by his performance. The extremely pleasant relations existing between the Binghamton and Scranton Clubs made this, like all former visits, one long to be remembered.

The wonderful growth of bicycling in Pennsylvania is a matter of note, and if the increase the present year is as great, Massachusetts will not lead us much in numbers and enthusiasm.

We wish the SPRINGFIELD WHEELMEN'S GAZETTE success, and are sure it is richly deserved.

Yours fraternally,

FRED C. HAND.

Editor Springfield Wheelmen's Gazette:

Ever since Representative Egan began the move referred to below, this office has been flooded with letters from all officers of the League from *almost* the highest down through all the ranks, and we have been always glad to do all in our power to aid Mr. Egan in his laudable endeavor, and have succeeded in guiding many, *many* contributions towards him. Everybody in the League, so far as we know, respects Mr. Egan himself, the kind hearted and genial Ixion and his club, but his surroundings!! We throw up our hands in horror! This letter tells its own story and explains all, and shows that had the endeavor been made through *any* other channel success would have come to it spontaneously without so much auxiliary work. We hope you will all bear a hand, and as to calling it a "Jenkins boom," it is all absurd, and should such an attempt be made you just laugh it to the winds.

FRIEND GILMAN:—Have just received a postal circular from Frank A. Egan, New York, asking for a contribution to the guarantee fund for the League. What is it? Is it a Jenkins scheme to give the League "taffy"? According to the circular, $500 is to be raised and $212 has been subscribed so far, and now chief consuls and representatives are to be called on to contribute. If it is all right I will be glad to contribute, but if it is a scheme of Mr Jenkins I do not propose to blow in my money to help a boom for him. Please answer on receipt of this letter what you know about the matter, and if you are going to contribute.

W. V. GILMAN.

MR. EDITOR:—Bicycling is progressing finely in Cleveland and the interests of the club as well. A quarter-mile cinder track of the finest possible construction will be completed in a few weeks, enclosed on a beautiful piece of ground. Grand stand and competitors' accommodations will be provided, and everything necessary furnished to complete the outfit of "The Cleveland Athletic Park Co.," incorporated by members of the club. Our brother bicyclers, the Forest City Wheel Club, are looking for suitable headquarters and their club is growing. There are nearly seventy attached wheelmen here now. Roads are in "elegant" shape, hard and smooth, and weather fine. An American Star agency and school are started and doing fairly. The Rudge is rapidly making friends, and ladies are practicing tricycling, on the sly, getting ready for "sociable" rides I suppose. Two prizes have been offered for our State Meet in August, a gold plated and engraved hub-lamp valued at $50, and a $100 medal. We expect to offer prizes valued at $2,500, and racing programme is now in hands of committee. This August Meet is the topic this season, ladies especially taking an interest, which makes our evening calls a continuation of committee meetings, in the discussion of programme, etc. We have a fine entertainment in hand for 29th inst., given by the Cleveland Club at Gatling Gun Armory, to close the winter series of complimentary evenings to their friends.

200 V.

FOR THE CONSIDERATION OF THE RACING BOARD OF THE L. A. W.

That the Racing board has erred by having *all* of the championship races run in one day no one will deny; and it is not too late to change it now, for it would be better to have it *right;* better late than never. The Boston *Globe* says, and truthfully, that in England the championship races are run somewhat different than in this country. The events, instead of being all decided at one meeting, are held on different dates and at different places, thus affording a chance for riders in all parts of the country to compete. Another good idea of theirs is having a time standard, by which no one is allowed to compete unless passing as good a record as the "standard." The standard in this country would, however, have to be put at a much slower figure, or there would be no competitors in many of the events. The championships will be decided as follows:

June 21.—Lillie Bridge, one-mile bicycle; time standard, 2 minutes, 48 seconds.

June 21.—Lillie Bridge, twenty-five-mile tricycle.

June 28.—Cardiff, five-mile bicycle; time standard, 15 minutes, 10 seconds.

July 12.—Crystal Palace, one-mile tricycle.

July 12.—Crystal Palace, five-mile tricycle.

July 19.—Crystal Palace, fifty-mile bicycle; time standard, 2 hours, 50 minutes.

July 26.—Newcastle, twenty-five-mile bicycle; time standard, 1 hour 20 minutes.

CYCLING LITERATURE.—By whatever means the dissemination of information upon cycling matters may be accomplished, it cannot fail to aid our purposes and benefit our business. Therefore, although this catalogue is essentially and strictly a business document, it will not be out of place if we commend to our readers the perusal of the columns of the cycling press. To some it may be news, that in England, on the Continent of Europe, and in far Australia, as well as in this country and Canada, some fifty or more regularly issued periodicals are entirely devoted to cycling matters. The fact is significant in demonstrating the intelligence of the class from which we obtain our customers, and the permanence of the interests with which we are identified. In this country the cycling press is coeval with our own business, for each dates from the pregnant cycling year of 1877, and in the columns of *The American Bicycling Journal* (edited by Frank W. Weston, and now for sale at $4.00 the volume, by E. C. Hodges & Co., 8 Pemberton Square, Boston) can be found a running record of American cycling up to the 15th of November, 1879, when, the sport having become permanently established, and the editor's time being imperatively required on other matters, the *Journal* was discontinued, or rather became the *Bicycling World*, which took up the thread where the *Journal* dropped it. In the columns of the *World* the record of American cycling has been continued to this day, and its present able editor, Mr. J. S. Dean, evidently intends that it shall sustain with credit its position as the oldest cycling paper in this country. The *Bicycling World* is published weekly, by E. C. Hodges & Co. (Mr. Abbott Bassett, Business Manager), at 8 Pemberton Square, Boston. Price, $2.00 per year.—*From the Cunningham Company Catalogue.*

News Notes.

Come and see us,

September 2, 3, 4, and 5,

Hampden Park, Springfield.

The C. T. C. handbook for 1884 is out.

Salem is to have a racing track for bicycles.

Dan. Canary thinks of going to England this year.

A tricycle road race is shortly to be held in Boston.

The wheelmen of Louisville have formed a base ball nine.

The bicycle and tricycle racing season in England is in full blast.

Gump Bros., of Dayton, O., pay cash for second-hand bicyeles.

The minstrel show of the Boston Bicycle Club netted about $300.

There will be several tandem bicycle races at the meeting in Philadelphia.

A large race meeting is being arranged for May 28, by the Mansfield, O., Club.

The English *'Cyclist* gives the September tournament in this city a first-class send off.

About 100 wheelmen will participate in the bicycle tour in July from Chicago to Boston.

Besides his accomplishment as a fancy bicyclist, D. J. Canary is an excellent trick roller skater.

The Cleveland *Mercury* is the official organ of the Ohio division of the L. A. W. *Mercury*, shake!

Belva Lockwood, the female lawyer, appears daily on the avenues of Washington riding a tricycle.

Rev. Mr. Swartz, who sails this year for India as Lutheran missionary, will take his Star bicycle with him.

The Trojan Wheelmen have been presented with a handsome banneret by the club surgeon, R. C. Marshall.

The bicycle fever has reached Phœnix, Arizona, and the young men of that city are planning for a tournament.

President Bates, of the Detroit Bicycle Club, is being talked of as the next president of the League of American Wheelmen.

The president of the Citizens' Bicycle Club of Boston is a Catholic priest. That's all right—there's "no law agin it."

Washington business men have contributed liberally to the fund for entertaining visiting members of the L. A. W. on the 19th and 20th.

The Kentucky house of representatives has passed a bill prohibiting bicyclists from using the public roads of most of the counties in the State.

Hon. Ion Keith Falconer, one of the fastest of wheelmen, was recently married in England. Some of his times to-day are the best amateur on record.

Strange to say, Mr. Frank Egan and the "Owl" belong to the same club, room together, dine together, and in every way act in unison.—*Mirror of American Sports.*

The championship races of England will be decided on the following dates: June 21, at Lillie Bridge; June 28, at Cardiff; July 12 and 19, at Crystal Palace, and July 26, at Newcastle.

The London *'Cyclist* has an editorial calling for the names of wheelmen who think of attending the coming tournament at Springfield, and expressing the hope that a good representative party may be made up.

Victor M. Haldeman, secretary of the Penn. Division, L. A. W., was violently thrown from his wheel and sustained a badly sprained wrist, but hopes to be in shape for the meet at Washington.

Sniffins, who took a header and knocked all the skin off his nose, the other day, hastily covered the wound with a two-cent revenue stamp. When people asked him about it he said it was a tax on raw material.

Mr. D. J. Canary will arrive in Chicago May 14, and is exceedingly anxious to meet Warren Wood, the Chicago trick and fancy rider, for any amount over $250 a side, in a fancy and trick contest on the modern bicycle.

The annual meeting of the board of officers of the L. A. W. will be held in Ford's Opera House, Washington, D. C., at 9 A. M., Monday, May 19, 1884, when it is hoped that a full attendance of the board will be present.

New Yorkers are puzzled to know why the park commissioners exclude tricycles from Central Park. The reason given, that they frighten horses, is too thin. Horses which are used to bicycles are not afraid of tricycles.

The Trojan Wheelmen have a tennis ground at Lansingburgh, about three miles from headquarters and on a fine road, which has been placed at their disposal by one of the club members. A prosperous season is promised this popular club.

At Boston, on Decoration Day, a race meeting will be held on Dartmouth street, and, in addition to a long list of ordinary races, for which generous prizes are offered, several novelty races are promised, such as have never been in this country.

Robert James, the famous English professional flyer, intends shortly making his permanent residence in this country, and will probably settle in Boston. He will bring with him W. F. Sutton, the well-known amateur cycle racer of England.

Bicyeling is becoming popular in Mexico. Warren S. Locke, of the Boston Ramblers, recently defeated Mario Garfias, a member of the Club National, in the City of Mexico. Garfias afterward retrieved himself by beating Locke in a race of about 1 1-4 mile.

Miss Mattie Ellwood, of Chicago, has been in practice for several months with the view of meeting Louise Armaindo. Miss Ellwood will make her appearance at the bicycle exhibition soon to be given in that city, when she will endeavor to beat Armaindo's record of 3.40.

Mr. R. L. Shaw, of Plymouth, Mass., recently, while riding over a bridge, took a header into the river, carrying his bicycle with him. The water was about ten feet deep, but the plucky rider managed to hold on to his machine and take it safely to the shore without injury to himself.

In the horse *vs.* bicycle race at San Francisco which ended April 20th, John D. Prince and Miss Armaindo alternated on a bicycle and made 1,073 miles in six days, beating the best time on record. The fifteen horses ridden by Anderson were one mile and a quarter behind at the finish.

Dudley A. Sargent, Professor of Physical Training in Harvard College, and director of the new gymnasium, says that the bicycle brings into special activity the museles of the thighs, and otherwise affords good exercise, but unless care is taken its use will make one round-shouldered.

In the L. A. W. parade it is proposed to have a corps of mounted buglers from Fort Monroe instead of a band. Mounted police will keep the streets elear, and a strong body of tricyeles will be thrown out on the sides to keep the crowd back. The men will ride four abreast.

A grand international 12,000-metre bicycle raee and a grand international 2,600-metre tricycle race are announced to take place at Turin in August, the first prizes being respectively 1,000 francs and 300 francs and a gold medal. The tourin' clubs will probably be well represented at Turin.

The New York *Mail and Express* asks this question in mental arithmetic: If two bicycles ean beat fifteen horses in a six-day tournament, how many horses can one bicycle beat in one day? We give it up, and don't think much of the horse versus bicycle business, any way. The answer to the eonundrum, probably, depends upon the agreement made between the riders of the horses and those of the bicycles.

A comical incident occurred at Island Bay, Australia. Whilst the members of the Bicycle Club were returning to town a sportive bull espied the wheelmen traveling down one of the inelines at a rapid rate, and endeavored to arrest the progress of Mr. W. P. James, who was leading the procession. A race down the hill ensued between that gentleman and the beast, and after a keen struggle the captain proved victorious, much to his relief. The spurt was witnessed by about a score of persons, who thoroughly enjoyed the seene.

Mr. Jones.—I've coneluded to sell the old horse and carriage and buy a bicycle.

Mrs. Jones.—And I shall have to go a-foot, I suppose. I should like to know what put that into your head.

Mr. Jones.—Well, you see I have met with a reverse. I bought 3,000,000 bushels of oats on a margin last week, and the bottom of the market has dropped out and left me high and dry. You see, if I sell the old horse and buy a bicycle, I sha'n't need to buy so many oats in future.

WHAT AND WHY is the title of a neat little pamphlet of 72 pages, edited by Chas. E. Pratt, giving many facts as to the origin and make-up of the bicycle and tricycle, and like most books has its mistakes, caused mainly by advertising in an obscure way the Columbia bicycles, which is the evident intention of the author. Mr. Pratt's prejudice as to the Star bicycle is apparent throughout, as it is not mentioned as a bicycle, but as a machine. With the author's knowledge it was more possible to make a handy book for reference. The book will be eagerly sought after by all, as it contains information with which all wheelmen should be acquainted.

The Waltham Bicycle Club on Sunday, April 20, took a run to Dedham, going by the way of Newton and West Roxbury, stopping at the Elmwood house for dinner; thence through Highlandville, Newton Upper Falls, Newton Centre, Newtonville, and home, reaching here about 4 P. M., having eovered a distance of twenty-six miles. The club runs for the remainder of this month as follows: Saturday, April 19.—Start at 1 P. M. sharp; run to Lexington, and there will witness the annual celebration of the battle of Lexington. April 27.—Start at 9.30 A. M.; run to the Wayside Inn, by way of Weston, Cochituate, and Sudbury; thence to Framingham Centre to dinner; return through South Framingham, Wellesley, Newton Lower Falls, Auburndale, and Waltham.

GEORGE M. HENDEE,

AMATEUR CHAMPION BICYCLIST OF AMERICA.

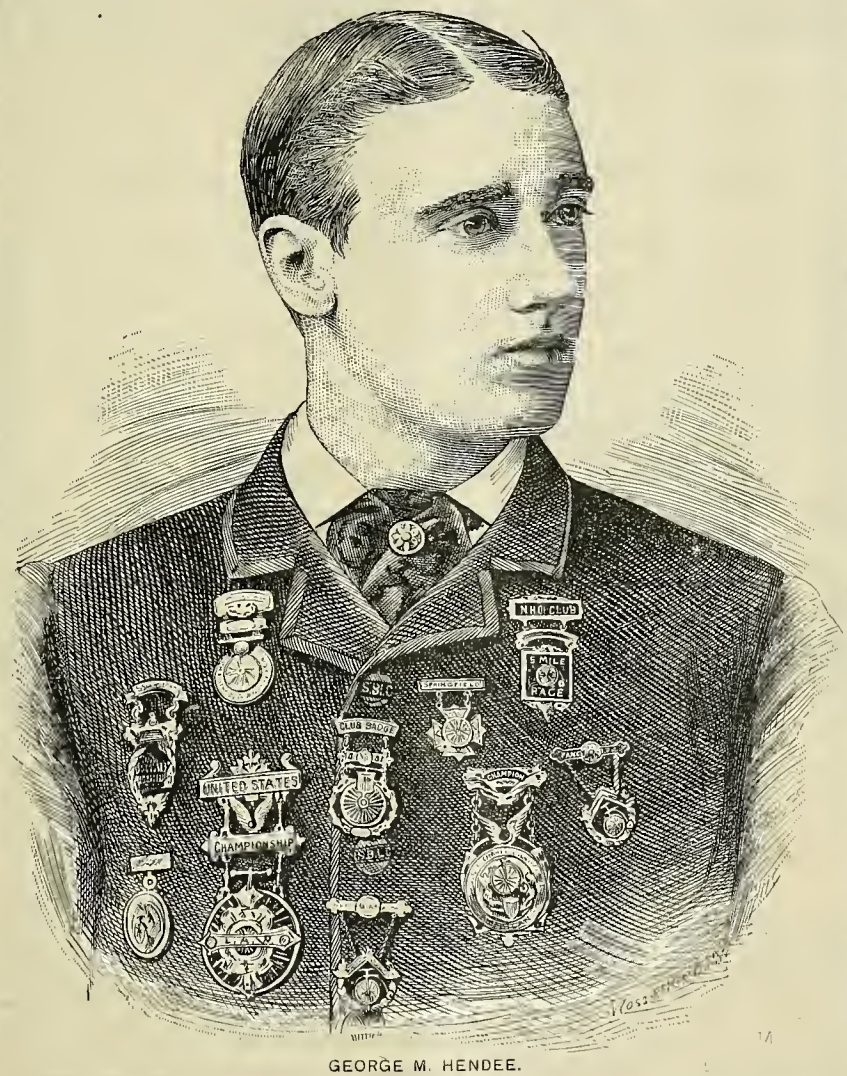
GEORGE M. HENDEE was born October 2, 1866, at Watertown, Conn.; is 5 feet 10 3-4 inches high, weighs 176 pounds, racing weight about 165 pounds, 22 3-4 inches thigh measure, 15 inches calf, chest expanded 40 1-4 inches; is temperate in habits, neither smoking, chewing nor drinking; is an early-to-bed and early-to-rise young man. He was always foremost in athletic sports, and was one of the leaders of Springfield high school in long and high jumping. November 15, 1881, he first attempted to ride a friend's bicycle. Three days later he rode to his uncle's and return, a distance of thirty miles, using a machine made of a carriage wheel joined to a small wheel with a piece of gas-pipe and having an iron saddle. Ten days later he visited his brother in New Haven, a distance of sixty-eight miles by road, riding a forty-eight-inch Standard Columbia, occupying fourteen hours on the road. He has since made the same journey in five hours and twenty minutes, and has ridden 100 miles on the road, straightaway, in twelve and a half hours.

In April, 1882, he entered his first fancy riding contest at Worcester, Mass., winning first prize, a gold medal valued at $75. The next contest was at the first annual tournament of the New Haven, Bicycle Club in October, 1882, winning first prize, a gold medal, in competition with D. J. Canary. This closed his fancy riding, as Mr. Hendee now turned his attention to racing. His first race was on July 4, 1882, at Springfield, Mass., two miles, and won in seven minutes and twenty-seven seconds. He was then fifteen years old and rode a fifty-four-inch Standard Columbia.

September 5, 1882, at Worcester, Mass., was the memorable occasion on which young Hendee became famous, although beaten in three straight heats by Frank Moore, of England.

We then come to the first annual tournament of the Springfield Bicycle Club, September 20, 1882, in which Mr. Hendee made the American half-mile record of 1:24 3-4, which is the authorized record to-day. Mr. Hendee was again defeated by Frank Moore in the mile race by a quarter of a second, this being Mr. Hendee's last defeat, with the exception of the one last fall, caused by the accident of the previous day. At New Haven, October 5, 1882, Mr. Hendee won the half-mile ride and run in 2:09 1-2; slow race, 200 feet; five-mile in 18:09 1-2; half-mile, without hands, 1:54—winning four first prizes.

October 20, 1882, he entered his first championship race—one-mile championship of America—against L. T. Frye and V. C. Place; time, 2:57 1-2, riding a 53 1-2-inch Yale racer. The next race was at the American Institute, Boston, on Thanksgiving day, 1882; two miles, best two in three; time, 6:50—beating Stall, Frye, Burnham and Wattles. We then come to the spring meeting of the Harvard Bicycle Club, May 16, 1883—winning the one-mile race in 3:11 2-5. June 2, 1883, he entered the one-mile championship of America a second time at Mott Haven, N. Y., winning in 3:36. Same day he rode the two-mile championship, winning in 6:49 1-2, riding in both races a fifty-five-inch Rudge roadster. The next race was at Springfield, Mass., July 4, 1883, five miles; first prize, a handsome gold watch; time, 18:27. His next championship race was won at Springfield, September 18, 1883, ten miles; won in 33:43. This was without doubt the most exciting race ever witnessed, as ten of the foremost riders of the day were entered, and at no time were the men ten yards apart, while every man, at some portion of the race, had the lead. In this race were "Doodle" Robinson, of England, and Frazier, of Star fame. The following account of the last mile conveys some idea of the excitement that prevailed: "The ninth mile was decisive, for Hendee suddenly began to move those black legs more in a way that seemed to make 'the bundle' pause to look at him, and things began rapidly to string out. The crowd saw that the real struggle had begun, and every man, woman, and child got up and yelled for all they were worth. Hendee crossed the line first, 'Doodle' working hard a yard in the rear, with Jenkins, the Southern boy, a close third. The bell announced the last mile, but the wheelmen didn't hear it for the hubbub of the hurrahing spectators, and some of them, having failed to count the miles, say they supposed they had still two miles to cover. But Hendee and Robinson had counted, and the two were soon several yards ahead, George leading by a length. Hendee set a fast pace, and came to the finish ten yards in front of the plucky young Englishman, who dug into the pedals as freshly as at the start, Corey pressing him not a yard behind. To describe the effect on the crowd is impossible. Hats, canes, and parasols flew up in the grand stand; old and young men jumped up and down, shook hands, hurrahed and cheered with all their lungs. Hendee, who bore his honors most becomingly, was carried off by his friends. Prize, $300 gold medal." On the same day Mr. Hendee won the Springfield Bicycle Club's club race, two miles. He also won the twenty-mile race, September 19, 1883, at the same place, in competition with Thos. Midgley, of Worcester, in 1h. 7m. 32 1-2s. It was in this race that Mr. Hendee met with a painful accident, caused by the crowd surging on the track.



GEORGE M. HENDEE.

From a photograph by Chauncey L. Moore of Springfield, and engraved expressly for the N. Y. Clipper.

At the New Haven races, Mr. Hendee entered the one-mile and five-mile races, October 10, 1883. It was at this meeting that grave doubts of Mr. Hendee's ability were expressed, on account of the accident; but our George was not to disappoint his best friends, and won the one-mile in 2:50 and the five-mile in 15:26 3-4—the last mile was done in 2:56—beating Charles Frazier in each race. Robinson did not appear.

The next and last race of 1883 was the great ten-mile race between Hendee and "Doodle" Robinson for a $200 medal, in which the champion was again victorious.

Mr. Hendee has won twenty-eight first prizes and three second prizes, valued at $2,600. His favorite mount on the road and path this season is the "Sanspareil" roadster and racer. He holds the amateur one-mile record of America in 2:50, besides numerous other records, and is in prime condition for the season's work, and will without doubt give a good account of himself. Mr. Hendee has always been an active worker in the Springfield Bicycle Club, and considerable of the club's success is due to Mr. Hendee's energy and untiring efforts in its behalf.

The club feels proud of his achievements, and a life-size painting of Mr. Hendee adorns the club rooms. He is the acknowledged pet and pride of Springfield.

Items of Interest.

Go to

Philadelphia

June 17, 18, 19, 1884,

Grand Bicycle Tournament.

A club is to be formed at Danvers.

The Rutland Bicycle Club's skating rink will cost $10,000.

Her Majesty the Queen of England has been a tricyclist for two years past.

The Marblehead Club is to have its annual dinner and election of officers at the Revere House, Lynn, May 21.

The Liverpool, Eng., meet, which is usually one of the largest held in the world, will this year occur on June 14.

"The Wheelman's Hand-book of Essex County" has just been issued by George Chinn, of Marblehead, and Fred E. Smith, of Ipswich.

Col. Pope engaged counsel at his own expense, to appear before the Kentucky senate and defend the rights of wheelmen in the State.

The best time for a wheelman around the Chestnut Hill reservoir is 3 minutes 29 seconds, made by H. D. Corey, of the Massachusetts Bicycle Club.

The League of Essex County Wheelmen is to hold its annual meet at Salem, on Friday, May 30. The Salem Club will have charge of the arrangements.

The Detroit Bicycle Club will start July 13, on a seven days' tour in Canada, traveling 315 miles and visiting London, St. Thomas, Sarnia and other places.

From a census recently taken in Canada of all those engaged in athletic sports, it is learned that the number of bicyclists and base-ballists is exactly equal.

The Trojan Wheelmen now number 50, some of whom were the pioneer bicyclers of Troy. Some 20 members will attend the L. A. W. meet at Washington.

The Cleveland Athletic Park Company has been incorporated with a capital stock of $6,000, in shares of $10 each, and will build a quarter-mile asphalt bicycle track.

The greatest distance ever ridden on a bicycle without dismounting is 230 miles, 469 yards. The feat was accomplished by Higham at Agricultural Hall, London, March 18, 1880.

The sociable record for lady and gentleman was broken April 12 by Mr. R. J. Nicholl and Miss H. A. Whittington, who made 120 miles in 18 1-2 riding, and 23 consecutive, hours.

Fred Wood, the professional champion bicyclist, recently under the weather, is again in training on the Crystal Palace track. He hopes to be able to accomplish 21 miles within the hour this season.

The Salem Club is to have an exhibition at the skating-rink on Wednesday evening, April 30, when Harry W. Tufts will perform his latest tricks and several slow and obstacle races will take place.

Probably the youngest expert bicyclist in the country is Master Lee Richardson, who, besides being able to do a variety of fancy tricks, manages to travel over the ground at a very lively gait for one so small. He is four years old, and recently covered a mile in something less than six minutes.

Some of the London newspapers are distributing their papers to the newsboys by a tricycle. It is said that a man with a tricycle can get about much quicker than with a horse and small cart that have been formerly used for distribution.

A gentleman in delicate health visited Dr. J. S. Aitken, one of the most eminent physicians of New York, who, after examining the patient, gave him the following prescription: "Bicycle riding-school once a day until cured."

Maj. Knox Holmes, 78 years old, rode from Croyden to Brighton and return, thence to Mustham, 7 1-2 miles, and return, April 5, on the front seat of a Humber tandem, covering 101 miles in 10h. 45m. riding, or 12 1-2 hours total time.

The 20-mile championship at Leicester on Saturday, April 12, was won by Howell, by eight yards, in 1h. 5m. 34s., Duncan second, Lees third, and Keen fourth. Owing to the swarming of the crowd on the track, Keen was thrown violently and sustained several bruises and cuts, though not seriously injured.

The bicycle trip of Woodside and Morgan from New York to San Francisco, a distance of 4,800 miles, is a remarkable undertaking. They expect to make the trip in seventy-two days, walking when the roads will not allow them to ride. What a sensation they will make going through the Indian country!

"A member of the Pittsfield Bicycle Club was arrested one day last week, for riding his machine on the sidewalk. The club propose to defend him and make a test case of it."—*Berkshire Courier.* This is wrong, boys. It is against the law to ride upon sidewalks, and to defend the wrong will bring bicyclers into disrepute. No club should uphold the wrong, but, on the contrary, see that all have their rights, even if prosecuting a wheelman has to be done in order to protect the rights of pedestrians.—[Ed.

The second annual meet of the Boston Ramblers will be held Friday, May 30, on the Boston Union Athletic Exhibition Company's grounds. The following events will take place: One mile race, best two in three; one half-mile race, best two in three; two mile straight away; five mile handicap; ten mile straight away; one mile club championship; two mile club handicap; one mile without hands; one mile tandem; five mile professional. Entries close May 27, to Charles T. Howard, Box No. 4, Boston, Mass.

W. W. Woodside, champion of Ireland, and W. J. Morgan, champion of Canada, are to leave New York, May 1, on a seventy days' cross country bicycle tour, which will require a ride of 4800 miles. Their first stop will be in Philadelphia, where they will give an exhibition. They will also visit Washington, Baltimore, Pittsburgh, Columbus, Fort Wayne, and Chicago. They then go westward to San Francisco, via Salt Lake City, the entire distance to be ridden on the bicycle, except where the roads are too bad, when the men will walk.

The longest distance bicycle road race in Australia, held at Warnambool, Victoria, had many starters, and the handicaps varied from one to fourteen miles. The route was to Terang and back direct, distance seventy-five miles. The time, including stoppages, was six hours 17 1-4 minutes, which is very good, considering that it was raining part of the time, and the roads for a few miles were almost unridable. E. White, first; F. Proudfoot, second; W. Croll, third. The captain of the club, M. A. J. Foot, rode the whole distance without dismounting, arriving fourth.

The Connecticut Bicycle Club, on Good Friday, had a road race from the State Capitol to Cedar Hill Cemetery, a distance of two miles, six furlongs, twenty-three rods, and two feet, which was won by Mr. George Leffingwell in eleven minutes and one second, about an eighth of a mile of the course being a good up-hill push. In this race, Mr. Robert F. Way, on whose abilities as a racing man the Connecticut Bicycle Club were building great hopes for this season, and who was just at the little wheel of the winner, owing to a loose tire, got a bad fall near the end of the course and broke his wrist. He is doing well and has by no means lost pluck, but he will not be able to do much on the track probably before the autumn.

It would seem by a case before the police court in Westfield, Mass., that the right of bicycle riders to use the sidewalks must be rigidly respected in spite of the town by-law forbidding bicycle riding on the walks under penalty of from $2 to $20 fine. James Hicks, colored, had to pay $8.50 for pushing a boy off his wheel while riding on Elm street, near the bridge. The boy claimed Hicks intentionally struck him, but Hicks averred that he was not aware of the vehicle coming until it was right upon him. He jumped to avoid it and his coat caught the handle of the machine, throwing the rider off. Evidently the magistrate believed the boy's story rather than that told by Hicks, and found the latter guilty of assault.

THE BICYCLE CASE.

There was great interest manifested at Pittsfield Mass., in the case of Harry West who was brought before the district court for riding a bicycle on the sidewalk. Town Clerk Van Deusen read the town by-law which prohibits the riding of bicycles on the walks. Lawyer Wood defended the case, which was a test case, as no such complaint has ever come up in town before. Mr. Wood spoke for about two and a half hours, citing a great number of cases in relation to the right of traveling on sidewalks. He claimed that there was no statute which made the riding of a bicycle on a sidewalk unlawful, and hence the town by-law was not lawful. Mr. Wood claims that the defendant had not committed any nuisance and that, unless the riding of a bicycle on a sidewalk becomes a nuisance, a person had a right to do so. He affirmed that the town by-law was not only unlawful, but unreasonable, and thus held that the defendant should be discharged. The bicycle club "backed up" the defendant, and many of its members were in court. No one for a moment claimed that Mr. West intentionally committed any crime, but it was considered by all simply as a test case. Judge Tucker wished to consider the law points in relation to the matter, and continued the case till Monday, when it appeared that there were some defects in the complaint, and it is not altogether clear that West could be held under the town by-law, as the sidewalk upon which he was riding when arrested is in the fire district, and is under the immediate control of the district officers. The case is a complicated one, and will come up again, as Chief of Police McKenna says he shall have another complaint made out against West, worded with such care that it will cover the case completely, so the lawyers cannot find any defects in it. The bicycle club boys think they have gained their first victory, and they will make every effort to hold the ground secured.

COLUMBIA BICYCLES AND TRICYCLES.

STANCH AND RELIABLE ROADSTERS.

COLUMBIAS.

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

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

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

INTERCHANGEABLE SYSTEM,

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

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No. 1.	Bicycle Bugle, in brass,	$12.00
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No. 6.	Gold plated, finely engraved, with precious stones (same as cut),	75.00

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An Instruction Book on the use of the American Star Bicycle. Every Man his own Teacher.

By the wheelman who coasted Mt. Washington on a Star.

Buy it, and learn the history of the Star. It contains engravings of the author, and the inventor of the Star. It tells how to become a perfect master of the Star; how to do all of Burt Pressy's trick riding; all about touring, care of the Star, rights of wheelmen; and a lot of other valuable information.

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A Filtering Drinking Tub.

No more swallowing dirt, worms, or bugs, or going thirsty for the want of a drinking cup. The "Delight" fills the bill, for gentlemen and ladies.

Price of "Manual" and "Delight," 50c. each, post-paid.

Address the Author and Inventor,

E. H. CORSON,

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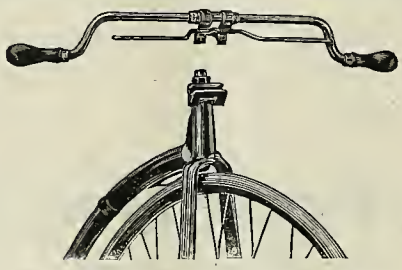

It can be attached by the rider in a moment; is fitted to all makes of machines; is warranted not to wear or work loose; will be sent C.O.D. on three days' trial. Send for Circulars.

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Cyclist's Record Book.

An ingeniously ruled pocket-book for keeping time, distance, roads, weather, etc., while on the road. Each ruled page is followed by a blank page for notes, etc. A book will last an ordinary wheelman a season.

Cloth, 30 cents. Roan, 50 cents.

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From Ten Dollars to Eight Hundred Dollars.

Also, a Large Stock of

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E. A. WHIPPLE,

No. 329 MAIN STREET, SPRINGFIELD, MASS.

Among the Clubs.

GRAND BICYCLE TOURNAMENT

OF THE QUAKER CITY BICYCLE CLUB.

The Quaker City Bicycle Club of Philadelphia will hold a grand three days' tournament, June 17, 18, 19, when a valuable list of prizes aggregating $5,000 will be offered, which includes some very costly and valuable prizes, among them a $750 silver dinner service.

The races will be held afternoon and evening. The club will have the grounds lighted at night with a number of electric lights, which will present a very pretty and novel sight.

The Exposition will be held in a building on the grounds, at which exhibitors will have ample room for displaying their goods. Reduced rates on railroads, hotels, etc., have been procured for visiting wheelmen, full particulars of which will be furnished upon application. The Quaker City Club extends a hearty invitation to all wheelmen to be present and witness this grand and memorable event in American cycling.

PROGRAMME OF THE RACES.

First Day—June 17th, 1884.

2 o'clock P. M.—One-mile amateur bicycle race, 2 prizes.
One-mile tricycle race, 2 prizes.
Two-mile amateur bicycle race, 2 prizes.
Five-mile bicycle race between Samuel H. Crawford and John A. Green for a fine gold stop watch, valued at $200.
Ten-mile State championship bicycle race, open only to L. A. W. members, 2 prizes.
Fancy riding, open to professionals, 2 prizes.

Same Day—Evening.

8 o'clock.—Ten-mile professional bicycle race, open to all, purse of $250.
One-mile amateur bicycle race, without hands, 2 prizes.
Half-mile amateur bicycle race, 2 prizes.
Two-mile amateur bicycle race, open to those who have never beaten 3.20, 2 prizes.
Two-mile tricycle race, 2 prizes.

Second Day—June 18th.

10 o'clock A. M.—Grand street parade, forming on the track, passing out main entrance to Broad street, up Broad to Chestnut; countermarch down Broad to League Island navy yard; return to Exposition grounds, where parade will be dismissed. Mounted music will head parade.
2 o'clock P. M.—Two-mile amateur bicycle race, open to those who have never won a first prize, 2 prizes.
Five-mile tricycle race, 2 prizes; 1st, a Victor rotary tricycle.
One-mile amateur obstruction race, 2 prizes.
Five-mile amateur bicycle race, 2 prizes; 1st, a full-nickeled American Star bicycle.
Two-mile amateur State championship bicycle race, 2 prizes; gold and silver medals.
One-mile tug of war bicycle race, 3 prizes. (Each club contesting will enter three men. The club receiving the highest number will be declared the winner, as follows: First man in counts 25; second man, 23; third man, 21; and so on down to the ninth man.)
One-mile amateur bicycle race, for boys under 16 years of age, 2 prizes.

Same Day—Evening.

8 o'clock.—Three-mile amateur bicycle race, 2 prizes.
Five-mile professional bicycle race, 2 cash prizes—1st, $100; 2d, $50.
One-mile amateur bicycle ride and run race, 2 prizes.
Ten-mile amateur bicycle scratch race, 2 prizes; 1st, American Club bicycle.

Third Day—June 19th.

10 o'clock A. M.—Club drills, 2 prizes—1st, handsome gold-plated bugle; 2d, silver bugle.
Awarding prizes to exhibitors:
For the finest display of bicycles, gold medal.
" " " " tricycles, gold medal.
" " " " cycling goods, gold medal.
" " " finished bicycle, gold medal.
Second prizes, for each, bronze medals.
Medals will be awarded for display of lamps, bells, cyclometers, tool bags, luggage carriers, wheelmen's suits, shoes, stockings, etc.
2 o'clock P. M.—Five-mile amateur bicycle race, 2 prizes.
Twenty-five-mile amateur bicycle race, open to the world, 3 prizes. Grand prize, a handsome hand-chased tea and dinner service, consisting of urn, teapot, hot-water pot, sugar bowl, cream pitcher, slop bowl, butter dish and knife, syrup pitcher, spoon holder, four vegetable dishes, soup tureen and ladle, cake basket, nut bowl, baking dish, pickle caster, dinner caster, water pitcher, goblet and tray, celery jar and large waiter, valued at $750; 2d, gold watch; 3d, silver watch. (Contestants completing the 25 miles will be awarded medals.)
Ten-mile amateur handicap bicycle race, open only to L. A. W. members, 3 prizes—1st, fine gold (diamond setting) L. A. W. pin; 2d, fine gold L. A. W. Pin; 3d, L. A. W. Pin.
Five-mile amateur bicycle race for Philadelphia wheelmen.

Same Day—Evening.

7.30 o'clock.—Ten-mile tricycle race, 2 prizes.
Two-mile amateur bicycle race to those who have never beaten 3.30, 2 prizes.
Fancy riding, open to amateurs, 2 prizes.
One-mile consolation race, 2 prizes.

To the club having the largest number of men in the parade and presenting the best appearance, a purse of $75 will be presented toward defraying expenses at the tournament; $50 to first; $25 to second.

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

Entries will close on Monday, June 9th, 1884. All entries should be made to C. E. Updegraff, Secretary and Treasurer and Business Manager, Broad and Spring Garden streets, Philadelphia, Pa.

The following fees will be adopted:

AMATEURS.

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

PROFESSIONALS.

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

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

CHAIRMEN OF TOURNAMENT COMMITTEES.

C. E. Updegraff,	Treasurer and Business Manager.	
W. A. Goldsmith,	Chairman	Exhibit Committee.
A. G. Powell,	"	Foreign Exhibit Com.
Geo. W. Adolph,	"	Reception Committee.
John A. Green,	"	Racing Committee.
W. A. Goldsmith,	"	Press "
J. H. McGinness,	"	Storage "

The grounds contain eight acres, centrally and pleasantly located, and conveniently accessible from all points of the city, and are enclosed by fence. The Exposition Building is located at the main entrance, on Broad street, and is 236 ft. long and 32 ft. wide, with a centre and three cross halls, each 12 ft. wide. The track is oval-shaped, built of cinder, and is 35 feet wide, 2 laps to the mile, and has been especially built for the races. Dressing rooms for the accommodation of riders will be placed under the grand stand.

CAPITAL CLUB.

The rapid growth of the Capital Club in membership has compelled it to move from Le Droit Building, where its headquarters have been for more than two years. The disadvantages of club *rooms* had long been recognized, and the income of the club warranting the expense, it was decided to procure a house large enough for all future requirements, and to furnish it throughout in a comfortable and even elegant manner. The house selected (and now held for a term of years, on lease) is at No. 919 G street, N. W., half a block from the Patent Office, and in the very center of the city. It contains four stories and a basement, the latter having a wide entrance from the street, and serving as the machine room. In the basement, also, is the repair shop, furnished with tools and various appliances for cleaning and repairing machines. The house contains in all fourteen rooms, with gas and water throughout, large bath-rooms, etc. etc. Since the club took possession on April 1, the interior furnishing has been nearly completed. The parlor or reception-room is handsomely furnished, the walnut floor being covered by Turkish rugs, while a fine piano stands in one corner. On the same floor as the parlor is an office room and library, with desks for the secretaries and treasurer, bulletin-boards, etc. Here the *executive* work of the club is done. On the second floor is the pool-room, containing a fine Collender table, and in the rear a large locker-room completely fitted up. The billiard-room is in the third story, where one of Brunswick & Balke's tables attracts "the boys" nightly. The janitor's rooms are in the rear. With possibly the exception of the Boston Club House, we think we may safely assert that no club in the country is as conveniently and elegantly housed as the Capital.

On the first meeting after the removal the club elected eighteen new members—all riders, making the number of riding members ninety-eight. The limit of active membership (60) was reached long ago, and twenty or more of the associates are awaiting the extension of the limit to seventy-five or one hundred, previous to making application for transfer. The total membership is one hundred and fifteen. The running expenses of the club in its new quarters approximate $1,500 per year, to meet which its income is much more than sufficient. Applications for membership continue to come in, though great care is exercised in their acceptance.

On Tuesday evening, the 22d inst., the club gave a "house-warming," which was attended by over two hundred guests. The Washington Cycle Club attended in a body, by special invitation. Music, dancing, refreshments, etc., served to pass away the time, and the party broke up at an early hour (A. M.).

Tuesday evenings are known as *Ladies' Nights*, when an impromptu programme of music, dancing, etc., is provided. Regular club runs are held on Wednesdays and Saturdays, and special drill runs on Tuesdays and Thursdays; and on Sundays a party is usually formed for Cabin, John's Bridge, Marlboro, Mt. Vernon, or any one of the numerous resorts within a day's run from Washington.

The Capital Club is now in its sixth year of existence. Starting with seven members, at a time when the bicycle was a thing to be wondered at as well as feared, it has gone steadily upward, with never a backward step. As a non-league club it has been criticised, abused, and derided as if its attitude toward that much talked-of body, were one of defiance and hostility, instead of friendliness; friendliness, as toward an organization working for the same end as its own—the establishment of wheelmen's rights, and the general growth of the sport throughout our country. The club cannot be affected by adverse criticism—as some of the critics who have been welcomed here can testify.

The fifth annual races of the club will take place on Saturday, the 17th of May. Everything is being done to make these the most successful races the club has ever held, but we have to work against the counter-attraction of the League races three days later. The open events will be a one-mile and a five-mile handicap, and these will afford

an excellent opportunity for those who expect to take part in the League races to get in trim and to learn the track. The game of polo on the Star machine (invented by Rex Smith) will be seen with "its best foot forward" at these races, as the Capital Club has been challenged by the Star Club of Smithville, N. J., and the contest will take place immediately before the races. The Capital team will be composed of Rex Smith and Will Robertson. The prizes will be individual gold medals and a banner for the winning club. The members of the Capital Club are in hopes that many of their friends who expect to attend the League meet, will come early enough to see these races.

THE CITIZENS BICYCLE CLUB of New York held its annual race meeting at the American Institute Friday evening, April 25. About 3,000 spectators were present, and everybody voted the meeting a grand success. The two-mile scratch race was won by Charles Frazier of Smithville, N. J., in 7m. 41s. The one-mile championship medal was won by W. M. V. Hoffman in 3m. 21s. The three-mile handicap was won by T. G. Condon of the Heights Club of Brooklyn in 10m. 18 2-5s. Charles Frazier also won a diamond medal for the five-mile race, time 17m. 9 1-5s. There was a club drill by six members of the Kings County Wheelmen with their lanterns lighted and uniform complete, led by Captain Edward Pettus. Burt Pressy did some fancy riding on a "Star" machine, and the Speedwell Brothers, the champion acrobatic riders, rode all over their bicycle, and did everything but have the bicycle ride them. Professor D. J. Canary also did some fancy riding, and J. R. Mayer skated for the edification of the spectators.

THE CONNECTICUT BICYCLE CLUB, some weeks since, received from the Springfield Club $100 in cash for being "the best in appearance and numbers" at the September tournament in that city. As the Connecticut Club belongs to the League of American Wheelmen (which does not permit of the acceptance of prizes in cash), the money was returned. Yesterday the club was surprised by the receipt of an elegant French marble clock and side pieces, corresponding to the full value of the prize. The clock is of black marble, surmounted by a bronze eagle, which rests on an ornament of oak leaves and acorns,—a very appropriate design for the Charter Oak city.—*Hartford Post, April* 19.

THE MERIDEN WHEEL CLUB is in a very prosperous condition, having added about twenty new members this winter. This club is greatly interested, financially, in the new skating rink, which is nearly completed; the rink is 200x90 feet, with a skating surface 132x60, and a promenade fifteen feet wide on either side, with seats for 1,200 persons. The building is fitted up with all the necessary rooms, etc., etc. In addition there is up stairs a hall 90x40. The club will have the use of the hall for drill purposes; also two rooms will be fitted up in nice shape for club rooms. The building is heated by a 40-horse power boiler.

CONNECTICUT BICYCLE CLUB has adopted a handsome badge. The design is of solid Roman gold in the form of a wheel, through which winds a gold ribbon, enameled with the letters "C. B. C., Hartford, Organized October 29, 1879." To the hub of the wheel is attached an oxidized silver wing, radiating beyond the tire of the wheel, producing a beautiful effect in contrast to the Roman gold, of which the balance of the pin is composed.

THE SPRINGFIELD BICYCLE CLUB has chosen these delegates to the Washington meet, May 19 and 20: President Henry E. Ducker, Sanford Lawton, A. L. Fennessy, C. A. Fisk, W. N. Winans, F. W. Westervelt, O. E. Davies, W. C. Marsh, W. H. Jordan, D. E. Miller, M. D. Gillett, H. W. McGregory, and F. E. Ripley. All these delegates will be present at the meet, and about as many other members of the club.

THE BROCKTON BICYCLE CLUB at the annual meeting last month elected the following officers: President, W. M. Pratt; vice-president, W. B. Briggs; secretary, G. W. Loring; treasurer, R. E. Brayton; captain, G. O. Hayward; first lieutenant, H. W. Carr; second lieutenant, C. F. Chivigny; bugler, F. W. F. Demuth; color bearer, C. F. Chivigny; club committee, W. M. Pratt, W. B. Mason, F. M. Buckley, C. F. Chivigny, Ednar Marshall.

SCRANTON BICYCLE CLUB has elected the following officers: President, George Sanderson, Jr.; vice-president, J. W. Pentecost; captain, George L. Mayer; first lieutenant, J. A. Spencer; second lieutenant, George B. Jermyn; secretary, John J. Van Nort; treasurer, F. D. Watts; guide, B. P. Connolly; bugler, Harry Fillmore; color bearer, D. W. Scism; club counsel, E. B. Sturges; executive committee, A. J. Kolp, F. C. Hand, and G. L. Mayer.

THORNDIKE BICYCLE CLUB of Beverly has elected the following officers for the ensuing year: President, L. H. Cole; vice-president, J. E. Wood; secretary, L. L. Dodge; treasurer, Edgar Hunter; captain, J. Elmer Wood; lieutenant, H. S. Williams, and an executive committee consisting of the president, secretary, and treasurer. The club extends a hearty invitation to all visiting wheelmen to stop and give it a call in Commercial block.

THE RUTLAND BICYCLE CLUB'S new rink is 97x175, one story, and is located on Church street, the lot being 127x180 feet. One end of the rink contains wheel and wash rooms, fitted up with lockers and stands for bicycles; the skating surface is 75x140, the floor being of rock maple. The club will dedicate it, July 4, with an exhibition afternoon and evening; in the forenoon the club will hold a 50-mile road race.

THE WALTHAM BICYCLE CLUB has a membership of twenty-six, with the following officers: President, William Shakespeare; captain and bugler, S. Augustus Butler; first lieutenant, W. G. Chamberlain; second lieutenant, Hugh Duddleston; secretary and treasurer, George F. Walters; club committee, Messrs. William Shakespeare, George F. Walters, S. Augustus Butler, B. L. Marsh and E. J. Williams.

THE MIDDLETOWN BICYCLE CLUB, Middletown, N. Y., held its annual meeting, April 24, and elected the following officers: President and captain, Harry C. Ogden; secretary and treasurer, Moses Vail. The treasurer reported the club in a flourishing condition financially. After the usual business was transacted the club enjoyed a spread at the expense of the newly elected officers.

THE TROJAN WHEELMEN have elected the following officers for the ensuing year: President, F. B. Way; vice-president, E. B. McMillen; treasurer, C. E. Wilson; secretary, Frank E. Myer; captain, James R. Torrance; first lieutenant, W. J. Wyley; second lieutenant, George S. Contie; bugler, Frederick Derrick; color bearer, W. L. Gardner; surgeon, R. C. Marshall.

THE NEWTON BICYCLE CLUB has elected: President, Fralon Morris; secretary, C. W. Clapp; treasurer, D. N. C. Hyams; captain, J. C. Elms, Jr.; first lieutenant, H. M. Sabin; second lieutenant, J. W. Rogers; club committee, C. L. Clark and P. L. Aubin.

MONTREAL BICYCLE CLUB has elected the following officers: President, H. S. Tibbs; vice-president, A. T. Lane; secretary and treasurer, J. D. Miller; committee, Messrs. J. G. Darling, J. B. Ostell, W. G. Ross, and W. H. McCaw; captain, J. H. Low; first lieutenant, R. Campbell; second lieutenant, H. Joyce; color bearer, R. Darling.

TROY BICYCLE CLUB has elected the following officers for the ensuing year: President, R. D. Cook; vice-president, D. L. Hamil; secretary, L. Herman; treasurer, John V. Wilson; captain, G. R. Collins; first lieutenant, A. P. Dunn; second lieutenant, J. E. Miller; first bugler, M. R. Kelley; second bugler, F. H. Norris.

THE MARBLEHEAD CLUB is to have an exhibition at the skating rink, Friday evening, May 9. Burt Pressy is to appear, and there will be skating and dancing till midnight. All the neighboring clubs have voted to be present.

THE FITCHBURG BICYCLE CLUB has elected the following officers for the ensuing year: President, W. V. Lowe; vice-president, W. P. Cate; secretary, George A. Wilson; treasurer, C. W. Spinney; captain, I. W. Colburn; sub-captain, G. A. Sargent.

THE TROY BICYCLE CLUB, on account of its rapidly increasing membership, will now move to Cannon Place Hall, one of the finest in the city. The hall is 100x75, with a meeting room 20x35.

HARRISBURG BICYCLE CLUB has elected: President, Charles Small; vice-president, Lewis Tyson; secretary and treasurer, George A. Gorgas; captain, Ed. M. Cooper; bugler, H. L. Brown.

KANKAKEE (ILL.) BICYCLE CLUB—New officers: President, Clarence E. Holt; secretary and treasurer, Frank E. Drake; captain and vice-president, Arthur B. Holt.

THE DETROIT BICYCLE CLUB will start on its seven-days' tour of Canada, July 13, traveling 315 miles. Sarnia, London, St. Thomas, and other cities will be visited.

THE ALBANY BICYCLE CLUB is to erect a club house. This will make the third bicycle club house in this country.

MASSACHUSETTS BICYCLE CLUB has been incorporated, and its stock has been wholly subscribed for.

CHICAGO BICYCLE CLUB has issued 5,000 maps of its tour to Boston, via Niagara.

CAPITAL BICYCLE CLUB holds its annual race meeting, May 16, at Washington.

MARBLEHEAD BICYCLE CLUB has its annual meeting, with a dinner, May 21.

THE NEW BRITAIN WHEEL CLUB holds its annual election of officers, May 6.

CHELSEA BICYCLE CLUB practices club drilling in the Pythian Skating Rink.

THE CAPITAL BICYCLE CLUB will parade on May 20th.

MERCURY WHEEL CLUB is a new institution in New York city.

THE CAPITAL CLUB of Washington has 150 members.

X. M. MILES ON A BI.

To the Editor of the Gazette:

The result of the preliminary canvass, which was put in motion at the end of January, for the sake of discovering whether enough demand existed for a road-book called "Ten Thousand Miles on a Bicycle" to warrant my assuming the risks and labors of publication, presents some curious facts. Notable among these is the fact that Springfield, though ranking fifty-fourth among American cities in the number of inhabitants, ranks next to the first of them in the number of subscribers enrolled upon my preliminary list. The columns of your paper, therefore, seem to supply the most appropriate medium through which I may make the first public announcement of the result.

The number of one-dollar subscriptions pledged in support of the book on the 14th of April (the day when I took my final ride on the bicycle whose wanderings the book is designed to describe, and left it with a record of 10,082 miles) was 1,065; and these are distributed in 309 different cities or towns, and represent eight foreign countries or provinces, as well as 34 States or Territories of the Union,—West Virginia, Florida, Mississippi, Louisiana, and California being the only familiar names absent from the list. The State of New York naturally stands at the head, with 54 towns and 216 subscribers, whereof the city and Brooklyn supply 103. Massachusetts has 47 towns represented by 154 subscribers, whereof Springfield supplies 56; Pennsylvania, 34 towns and 123 subscribers, of whom 47 are from Philadelphia; New Jersey, 29 towns and 87 subscribers, of whom 32 are from Newark; Connecticut, 18 towns and 82 subscribers, whereof New Haven claims 23 and Hartford 17; Maryland, 39 subscribers, all but two of whom belong in Baltimore; Michigan, 7 towns and 46 subscribers; Ohio, 16 and 30; Illinois, 11 and 27; Maine, 5 and 15; Rhode Island, 4 and 13; Missouri, 13 subscribers, all from St. Louis; District of Columbia, 12 subscribers, all from Washington. The remaining 21 States are each represented by less than a dozen subscribers, and have an aggregate of 76 distributed among 51 towns, as follows: New Hampshire, 5 towns and 9 subscribers; Kentucky, 5 and 8; Iowa, 6 and 7; Indiana, 5 and 5; Texas, 4 and 5; Wyoming, 3 and 5; Alabama, 2 and 5; Kansas, 4 and 4; Vermont, 3 and 4; Wisconsin, 2 and 3; Nebraska, 2 and 2; Virginia, 1 and 4; Georgia, 1 and 4; Minnesota, 1 and 4; and each of the others a single subscriber: Delaware, North Carolina, South Carolina, Arkansas, Tennessee, Colorado, and Oregon.

Of the foreign subscribers, Canada supplies 28, representing 13 towns; and Nova Scotia 27, representing 6 towns. Bermuda sends three names, representing Hamilton, St. George's, and Smiths. England sends four names from London (including that of the British Museum, which very rarely subscribes for a book in advance), two from Coventry, and one each from Redditch and North Shields. Germany is represented by Berlin and Gottingen; Scotland by Aberdeen; Holland by Utreeht; and the province of Victoria, in distant Australia, by four members of the Melbourne Bicycle Club (including the captain, G. W. Burton, who in May last took a straightaway ride of 100 miles in less than 10 hours, doing 47 miles of the journey without a dismount).

The cities or towns supplying the largest number of subscribers rank as follows: New York, 72; Springfield, 56; Philadelphia, 47; Baltimore, 37; Newark, 32; Brooklyn, 31; Boston, 28; New Haven, 23; Ann Arbor, 20; Hartford, 17; Detroit, 15; Cazenovia, N. Y., 14; St. Louis, 13; Washington, 12; Halifax, N. S., 12; Rochester, 10; Providence, 9; Portland, 9; Morristown, 9; Reading, 9; Scranton, 8; Truro, N. S., 8; Meriden, 8; Chicago, 8; Worcester, 7; Birmingham, Conn., 7; Ardmore, Penn., 7; Rockford, Ill., 7; Adrian, Mich., 6; Peekskill, 6; Harrisburg, 6; Canandaigua, 6; Newburgh, 6; Buffalo, 5; Poughkeepsie, 5; Rockville, Conn., 5; Corning, 5; West Springfield, 4; Portsmouth, 4; Harrisonburg, Va., 4; Montgomery, Ala., 4; West Point, Ga., 4; Cincinnati, 4; Cleveland, 4; Columbus, 2; Louisville, 2; Milwaukee, 2; Albany, 2; Syracuse, 2; Troy, 1. The list is complete as regards towns having more than four subscribers; and the last dozen names are added for the sake of the comparison which they suggest.

The Springfield Bicycle Club, with 54 subscriptions, stands at the head of the list, "by a large majority," for the King's County Wheelmen, of Brooklyn, who take second place, are represented by 22 names, and the Citizens Bicycle Club, of New York, by 21. Then follow the New Jersey Wheelmen, of Newark, 15; Detroit Bi. C., 14; Lafayette Wheelmen, of Baltimore, 13; Halifax Bi. C., Nova Scotia, 12; Pennsylvania Bi. C., of Philadelphia, 12; Connecticut Bi. C., of Hartford, 12; Morris Wanderers, of Morristown, N. J., 11; Massachusetts Bi. C., of Boston, 11; Whirling Wheelmen, of Maryland, 9; Newburgh Bi. C., 9; Cortlandt Wheelmen, of Peekskill, N. Y., 9; Rochester Bi. C., 9; Cazenovia Bi. T. C., 9; Portland Wheel Club, 9; Reading Bi. C., 9; New Haven Bi. C., 9; Ann Arbor Bi. C., 9; Truro Bi. C. (Nova Scotia), 8; Meriden W. C., 8; Scranton Bi. C., 8; Frisco Wheelmen, of St. Louis, 7; Worcester, Bi. C., 7; New York Bi. C., 7; Haverford College Bi. C., 6; Providence Bi. C., 6; Passaic Wheelmen (N. J.), 6; Essex Bi. C. (N. J.), 6; Adrian Bi. C. (Mich.), 6; Washington Cycle Club, 6; Boston Bi. C., 6; Maryland Bi. C., of Baltimore, 5; Philadelphia Bi. C., 5; Missouri Bi. C., of St. Louis, 5; Rockville Bi. C. (Conn.), 5; Rockford Bi. C. (Ill.), 5; Corning Bi. C., 5; Fostoria Bi. T. C., 4; Rockingham Bi. C., of Portsmouth, 4; Chicago Bi. C., 4; Capital Bi. C., of Washington, 4; Cincinnati Bi. C., 4; Cleveland Bi. C., 4; Amherst College Bi. C., 4; Germantown Bi. C., 3; Stamford W. C., 3; Boston Ramblers, 3. The whole number of subscriptions contributed by these 50 clubs, which include all on the list supplying more than two, is 435.

In explanation of many of the curious contrasts shown by these classifications of the first thousand subscribers, it should be remembered that they represent only a preliminary canvass, which has been conducted with vigor by the wheelmen of some few localities, but which has for the most part been allowed to "run itself." When 2,000 additional names shall have been secured, by a systematic effort to bring the merits of the scheme to the attention of every wheelman in America, and the leaders of the pastime in all parts of the world, the prominent clubs and cities will doubtless be more evenly represented. I do not expect that, when I really compile and print my appendix of 3,000 subscribers' names and residences, I shall be obliged, as I now am, to accredit as many to the capital city of Nova Scotia as to the capital city of the United States; or to place the little town of Cazenovia, with its less than 5,000 inhabitants, ahead of thirteen of our cities that boast of more than 100,000. Likewise, though I have an assurance of considerable additional support from Australia, I do not expect that the Melbourne Bicycle Club will be handed down to history on an equality in that respect with the clubs of Chicago, Cincinnati, and Cleveland; nor yet that these other well-known clubs, which carry the names of cities like New York and Boston, will retain their present positions, considerably in the rear of the Truro Bicycle Club, of Nova Scotia.

The fact simply is that, whenever a club-man interests himself in my project, and explains the significance of it to his associates, he easily persuades all of them who really care for riding that they must "bear testimony" to the extent of a dollar by ordering their names inserted in the appendix of my projected road-book. For instance, there is Captain Zacharias, of the New Jersey Wheelmen, who has not only secured about all his own club for me, but a good share of the other club-men, and the unattached riders, and the hotel-keepers of all the region around,—sending nearly fifty names altogether, with a promise of more. As his own name will of necessity stand at the very end of the 3,000 (which would already be pledged to me had other helpers been as efficient), I must get the better of alphabetical considerations by giving it the place of honor now. The secretary of the King's County Wheelmen, Mr. Loncks, made his effective canvass for me within ten days of when I called his attention to the matter; Mr. Stadelman, of the Philadelphia Club, quickly pledged twenty names for me; Captain Mealy, of the Lafayette Wheelmen; Mr. S. Dorion, of Cazenovia; Mr. H. Temple, of Halifax; Mr. D. C. Hasbrouck, of Peekskill; and Mr. T. Joslin, of Newburgh, may also be mentioned as having made a practically clean sweep of all the men within their reach; though there are a hundred other helpers, whom I cannot now stop to thank except in a general way, who have manifested an equal enthusiasm in ensuring the success of the book.

At present rate of progress, I can hardly hope to have the needed 3,000 names secured before September. I remind all intending patrons, therefore, that "he doubly gives who gives quickly." Each advance pledge to send me a dollar on publication day will be worth more to me than two copies purchased after publication.

KARL KRON.

The University Building, N. Y., April 30.

C. T. C. MEET FOR 1884.

The second annual meeting of the American Division of the Cyclists' Touring Club will be held at Poughkeepsie, New York, on Wednesday and Thursday, May 21st and 22d. On the first day the business meeting will be held. There is considerable business of importance to C. T. C. members to be disposed of. Preparations are being made to "dispose of" other things as well, for a banquet at the Morgan House, will, doubtless, demand the attention of many on Wednesday evening. On Thursday the C. T. C. annual parade and run will occur. Poughkeepsie is noted for its good roads, splendid scenery, and numerous places of interest. The members of the Ariel Wheel Club are arranging a "line of march" that will include many of the points of interest. Every effort is being made to make the meet an attractive one, and of interest to the wheelmen attending. All wheelmen visiting the city will be welcomed by the local club, whether C. T. C. members or not. It is suggested, however, in order to insure proper reception and accommodation, that gentlemen expecting to visit the city, "on wheels,"

should communicate with George W. Halliwell, Consul C. T. C., at Poughkeepsie, or with Chas. F. Cossum, chairman of committee on banquet and entertainment, Poughkeepsie, at their earliest convenience.

Mr. A. J. Wilson ("Faed"), writing from London on April 15, to Karl Kron, concerning "Ten Thousand Miles on a Bicycle," to which he is a subscriber, says: "If you can do so, I wish you would write up the coming camp meet and races, at the Alexandria Park, in the press. It will be in imitation of the Harrogate and Springfield, and promises to eclipse both. I should like to see a really large party of Americans here. The Park is close to London, and consequently much more accessible than Harrogate. The racing track is a *good* gravel one, not an A 1 sand-papered cinder path, but just such a good hard gravel track as will be most likely to enable good fliers to hold their own against our best men, who can do nothing except on a cinder path.

Cycling in Russia.—In the year 1880 there was but one cyclist in Russia. The next year there were four, but during the following year the number was again reduced to one. However, the year 1883 had scarcely dawned when cycling began to look brighter, and in a few months a club was formed at Moscow and the governing rules sent for approval to the minister of the interior. During that summer the first bicycle race meeting ever witnessed in Russia was held at Moscow, and was in every way a great success, being attended by some 20,000 spectators. Several other race meetings of minor importance were held during the same year, the majority of which were won by Mr. J. Block, of Moscow. Two tours were also indulged in, the first being from Moscow to Troltza Sergei, a distance of some fifty miles. The other tour was somewhat longer, and was from Moscow to Tver, an ancient city, distant about 115 miles. The bicycle was such a novelty to the inhabitants of some of the towns the tourists passed through that they were frequently mistaken for genuine gods, and treated as such. Moscow wheelmen have been granted the use for practice-riding of a large military hall measuring 560x147 feet, and supposed to be the largest open hall in the world. The police authorities have always been exceedingly lenient with the cyclists, and have granted them full permission to ride in the streets and parks. Agencies for the sale of bicycles and tricycles are also being rapidly established in the country, and cycling in Russia now appears to have a very brilliant prospect before it.—*Boston Globe.*

Saben on "Poles."—At the Newton Club dinner on Saturday, April 12, Mr. H. M. Saben, in responding for the racing men of the club, thus treated the matter of "poles": "Always look up the pole of the track before starting in a race, because some of them are fearfully and wonderfully made. The poles and measurement of bicycle tracks during the past year have caused no end of trouble, and have been the means of our losing all the records which have been made during the past year. It seems as if the League of American Wheelmen, instead of devoting so much of its superfluous cash to the *Wheel*, which only benefits one man, might turn its attention to the wheelmen, and devote a small part of its funds to the organizing of an expedition to discover some of these lost poles. It has a shining example before it all the time. The United States has sent expedition after expedition to hunt for the north pole, and apparently the poles of many of our bicycle tracks are no better known. I will admit that the searchers for the north pole have one thing in their favor—the north pole is fixed as regards its relation to the earth, but the more relation a track pole has with the earth, the less it is 'fixed.' It would, however, reflect all the more credit on the League if it could succeed in finding one of these lost poles."—*Boston Herald.*

SPRINGFIELD ENTERPRISE.

Through the efforts of Mr. M. D. Gillett, Springfield has, within the past four years, builded an agency for the sale of bicycles and tricycles, second to no city in the State, outside of Boston. Mr. Gillett came to Springfield, May 1, 1880, to engage in the rubber business. At that time only one vacant store could be found on Main street, and this, in the Haynes Hotel block, was accordingly taken, being well stocked with rubber goods, which found a ready sale. At the time the store was opened there were only two bicycles in the city, but as considerable interest was being manifested in New Haven, Mr. Gillett was advised by Mr. J. C. Thompson, of that city, to take one machine into his store for a sample, and at the same time to secure a few second-hand wheels to let, so as, if possible, to get people interested. About June 1, Mr. Gillett ordered three second-hand bicycles, and one new one, which he placed on exhibition in his store window, advertising to sell and let bicycles. He did not succeed in selling a machine that year, the receipts for the second-hand machines which he let amounting to only $40 for the whole season. The expenses for keeping and repairing the bicycles were nearly double that amount. But Mr. Gillett was by no means discouraged; he saw that the interest in bicycling was rapidly increasing all over the country, and was determined to sell more in this city the second year. With this object in view he started with more vigor than ever. That season, 1881, he succeeded in selling thirty machines. In the meantime Mr. Gillett had added the hat to that of the rubber business, and found that his store in the Haynes House building was altogether too small for his growing trade. He succeeded in securing the large store, nearly opposite, at No. 387 Main street, where he conducted the bicycle business on a much larger scale. During the season of 1883 he sold 360 machines. On the 1st of January, 1884, Mr. Gillett found his business growing so rapidly that he resolved to devote his whole time to the interests of the wheel, and accordingly sold out his hat and rubber departments, taking new and commodious quarters at the corner of Harrison avenue and Main street. A large line of bicycles and tricycles of all makes and patterns were put in, and the ware-rooms at once became busy with trade. Twenty-two machines were sold during the month of March, one hundred and three in April, and Mr. Gillett expects to sell 500 during the season of 1884.

A three hundred mile tour through Canada to Goderich and return will take place in July under the auspices of the Detroit Bicycle Club. It is the intention of the club to provide a quiet inexpensive 7 or 8 day trip, for local wheelmen who do not care to participate in the more extensive "Chicago Club Tour."

THE BICYCLE POET AND HIS BOY.

Come, boy, let's mount our merry wheels,
And forth upon the road;
The very air has virtue in't
To stir the sluggish blood;
Left foot on step—three vigorous hops—
Now jump—ah! that's the mount!
And now the pedals agitate—
Who says we're "no account"?

The scent of flowers is in the air;
The bobolink on the fence
Remarks that, next to airy flight,
This wheeling is immense;
The squirrel sees us—tries a race—
Who'll win it, he or we?
Aha, my boy, he's distanced and
Skedaddles up a tree.

Look out! a rock—ah, that's too bad!
You should have blown your nose
Before you started—why, that bump
Looks like a full blown rose;
Well, never mind—we have to creep
Before we learn to walk;
When once you get your steed in hand,
You'll find he'll never balk.

You say "The poetry's too much";
Too bad! I didn't think!
A new beginner on the wheel
Should never rhyme nor wink;
Your mother'll say I did it—well,
I'm sorry—such a nose!
You've heard my poetry—I shall hear
Your mother's vigorous prose.

E. P. D.

WOODSIDE AND MORGAN.

Among the chief attractions at the Institute Skating Rink, Boston, Saturday evening, April 26, were Messrs. Woodside and Morgan, the bicyclists who are to ride from New York to San Francisco in seventy days. They gave an exhibition ride and a two-mile race, appearing first dressed in their riding suits of brown corduroy, with caps of the same material. Woodside rode a fifty-eight-inch British Challenge and Morgan a fifty-two-inch Rudge, and on the handle bars of each a silk flag was attached, bearing the name "New York" on one side and "San Francisco" on the other.

On their handle bars their rubber suits were attached by a luggage carrier, while the *multum in parvo* bags were strapped to the backbone. After riding around the hall a number of times, they dismounted to don their racing clothes. During the intermission, Mr. H. C. Stumcke, captain of the Boston polo team, rode around the track on a machine several times, and had a friendly brush with Prof. Skinner on skates, which resulted in the latter gentleman's defeat. Immediately after, Woodside and Morgan appeared, dressed in racing costume, and, mounting their Rudge racers, they started out in lively style, with Woodside making the pace. The positions changed several times, but Woodside finished the first mile in 3m. 18s., with Morgan close behind. On the fourth lap of the second mile, Morgan dashed ahead, but on the sixth lap Woodside put on a brilliant spurt and passed him, and, as the bell rang for the last lap, both let themselves out, and after a rapid circuit of the track, Woodside crossed the line, a winner by a few yards. Time, 6m. 36s. Considering the number of laps to the mile and the sharp corners, the time made is very good. After the race, they were each presented, in behalf of the managers, with an elegant bouquet of choice flowers, and the crowd gave them three cheers and a tiger.

The following is a description of the machines ridden by Messrs. Woodside and Morgan, which have been selected after a careful inspection of all

the leading makes: Woodside will ride a fifty-eight-inch British Challenge, made by Singer & Co., Coventry, Eng., fitted with 1 3-4-inch round tires, and finished in Harrington's enamel throughout, with the exception of the bright parts, which are heavily nickeled. Every modern improvement for an all-around roadster is combined in his machine, and it is eminently adapted for touring. Morgan will ride a fifty-two-inch, thirty-four-pound Rudge, made by Rudge & Co., Coventry, Eng. This machine is fitted with the tangential wheels and hollow rims, and, although quite light, it is immensely strong and rigid. Both riders will use Rudge's ball pedals and the Duryea saddle. All necessary tools are attached, and the machines are complete in every particular. They will carry *multum in parvo* bags, containing extra bicycle parts, waterproof clothing and other apparel, etc. Beyond Chicago they will add a luggage carrier, which will be strapped to the handle bar, and their provisions will be transferred to the *multum in parvo* bag.

SAVED BY A BICYCLIST.

OVERHAULING A RAILROAD TRAIN ON THE WHIRLING WHEEL.

"You think me rather young for such a responsible position? Well, perhaps so, for I am nothing more than a boy, being less than twenty years of age. But what think you of this white hair which I have had for four years? It looks strange to one unaware of its origin, and when I call to mind the circumstance that caused it, I only wonder that I am alive to-day."

The speaker, a mere child in appearance save for his white hair, stood with his right index finger and thumb grasping the key of a telegraph instrument which had just ticked off to him an account of a terrible railroad accident. Referring to it he said:

"I have had some trying experiences in my life as an operator. Four years ago I was telegraph operator at a small country station on a southwestern railroad. I had little to do, the dispatches sent and received not averaging more than two a day, and those confined almost entirely to railroad matters. To enable me to leave the office at will, I had attached a large tin cup to the sounder of my instrument, so I could hear my call, 'Q,' from any part of the village. When the south-bound train arrived at noon one Saturday, I hurriedly communicated with the conductor, and learning that he had nothing to send, I prepared to quit my office for the afternoon, as no other train was due until 7 o'clock. Locking the door, I went away, leaving the train standing at the depot, hot boxes detaining it longer than usual. Luckily I did not go beyond ear-shot of my instrument, repairing to a field near by to witness a base-ball game. I frequently left the office for hours, but always kept within hearing distance, the tin-cup sounder enabling me to distinguish my call several hundred feet away. Somehow I had misgivings on this occasion. I had an indefinable dread of some impending trouble. I was so ill at ease that I took little interest in the game. I kept my ears open, expecting for some reason I will not attempt to explain, to be called to the office. Before I had been absent ten minutes, and while the train still stood at the depot, I heard my familiar call repeated in what seemed to me unusually rapid succession. Instead of walking leisurely, as was my wont, I ran to the office as fast as I could, and heard as I entered: 'Hold No. 4 at your station until special going north passes.'

"Involuntarily I glanced out of the window, and saw the train I was ordered to hold disappearing around a curve a short distance away. I was not told at what time the special left the station south, which was only ten miles away, and I saw in my mind's eye the two trains rapidly approaching each other, quickly followed by a crash, screams of pain, and flying debris. Suddenly I remembered, while tearing my hair and cursing my negligence, that No. 4 had to stop at a wood-yard two miles down the road to take on fuel. That would take a matter of five minutes, and if means of conveyance were at hand, I might overtake it and avert a disaster. My first thought was a hand-car, my second a horse, but I did not know if the first was at the station, or the second was to be had in the village. Rushing wildly out of the office, I stumbled over my bicycle. Without a moment's thought, I shoved it out of the door before me, and was on it in less time than it takes to count ten. In my odd moments I had practiced, and had become quite an expert bicyclist. The country road paralleled the railroad for several miles, and the former was down grade the entire distance. I put my whole strength into the effort of propelling the machine, and had the satisfaction of attaining a speed I had never accomplished before. My hat blew off, and my coat was doffed through fear that it would retard my speed. I got within perhaps fifty yards of the now stationary train, when the engine whistle blew, and the train started up. I redoubled my efforts, and came alongside the rear platform of the last car just as the train was getting under full headway. With a falling side motion, I threw my wheel against the side of the car just forward of the platform, and grasped the hand-rail as it came in reach, at the same time letting go my hold on the bicycle. I caught the bell-cord and gave it one vigorous pull, and as the train came to a halt, I gave the cord three jerks, the signal to back, and fainted. The conductor found me where I had fallen. Suspecting something wrong, he permitted the train to back to the station, getting there just as the special, loaded with the directors of the road and their families, swung around the curve into the station. I had brain fever and came near dying, not regaining my reasoning faculties for five weeks after my terrible experience. But the conductor said my hair was white when he found me on the rear of his train."—*Chicago News.*

WOMEN TRICYCLISTS.

A lady, who has a longing to become a tricycle rider, writes to a provincial contemporary, lamenting that she is debarred from the pastime by a circumstance which might easily be remedied. "As tricycles are now made,"—this is the burden of her complaint—"the extremely ugly appearance cut by the rider while working the machine, either front view or back, is enough to deter any lady from investing in one." There is some truth in this allegation; a feminine rider does unquestionably present an objectionable appearance, unless she is incessantly mindful of the proper ordering of her skirts. But we doubt whether it would be found practicable to engraft on the tricycle "a sort of splash-board in front of the rider and another behind, either rounded or pointed, so as not to catch much wind." This is the plan recommended by the complaining lady, and she further suggests that screens should be made of either cork or basket-work. A practical difficulty would be that one screen would have to come between the rider and the steering-wheel. But the main objection is that the splash-boards, however cunningly designed, must expose a considerable surface to the air, and thus operate to diminish pace. However, as there are no doubt many ladies who would be quite willing to sacrifice speed in the interest of propriety and vanity, it might be worth the while of our tricycle-makers to design a machine to suit their requirements.—*London Globe.*

There is no reason to believe that tricycling is in any way injurious to even delicate persons. Middle-aged men, with that tendency to degeneration of the muscles into fat, which is one of the dangers of their period of life, will find tricycling assist the heart's action rather than strain its powers. Nearly all chronic complaints will be benefited by this form of exercise. For ladies, I believe it to be especially suitable. The ladies of our royal house have set a good example in this matter to their sisters. The Princess Mary, Duchess of Teck, took the initiative, and her report of the value of the exercise has apparently induced her illustrious relatives to adopt it. Her Majesty recently sent orders to Coventry for two machines for the use of her young granddaughters, the Princesses of Hesse; the Princess of Wales gave her eldest daughter a tricycle for her birthday present last year; the Princess Louise rides a tricycle herself. Many hundreds of ladies have followed the fashion thus powerfully set; and it is to be hoped many thousands more will be induced to do so.—*Belgravia.*

NOT A NUISANCE.

THE CITY ATTORNEY'S OPINION ON THE PETITION AGAINST BICYCLES.

At the regular session of the city council, of Nashville, Tenn., held Monday, April 28, the city attorney, J. C. Bradford, and the board of public works and affairs reported adversely on the petition asking that the use of bicycles on the streets be prohibited by ordinance. The city attorney's opinion, which will doubtless be put among the League's decisions, is as follows:

"The power of the mayor and city council to enact an ordinance prohibiting the use of bicycles on the public streets of the city, is, to say the least, extremely doubtful. The bicycle is not a nuisance, *per se*, any more than many of the vehicles in common use, and unless it can be shown that their use constitutes a great danger to the public safety or convenience, it would, in my judgment, be the unnecessary exercise of a very doubtful power to pass an ordinance of the character prayed for in the written petition."

J. C. BRADFORD, *City Attorney.*

The recommendation of the board of public works is as follows:

"The board of public works and affairs concur in the opinion of the city attorney, and respectfully recommend that the prayer of the petitioners be not granted."

T. A. ATCHISON, *Chairman.*

The recommendations were concurred in by the council and the petition rejected.

"There's a peddler at the door wants to see you," said a State street boy to his elder sister the other evening, and when, on going down, in some surprise she found her bicycling young man, she asked her brother sharply what he meant by such a story, whereat the youth replied: "Well, he is a pedaler, isn't he?"—*New England Homestead.*

WILLIAM READ & SONS,

107 Washington Street, Boston.

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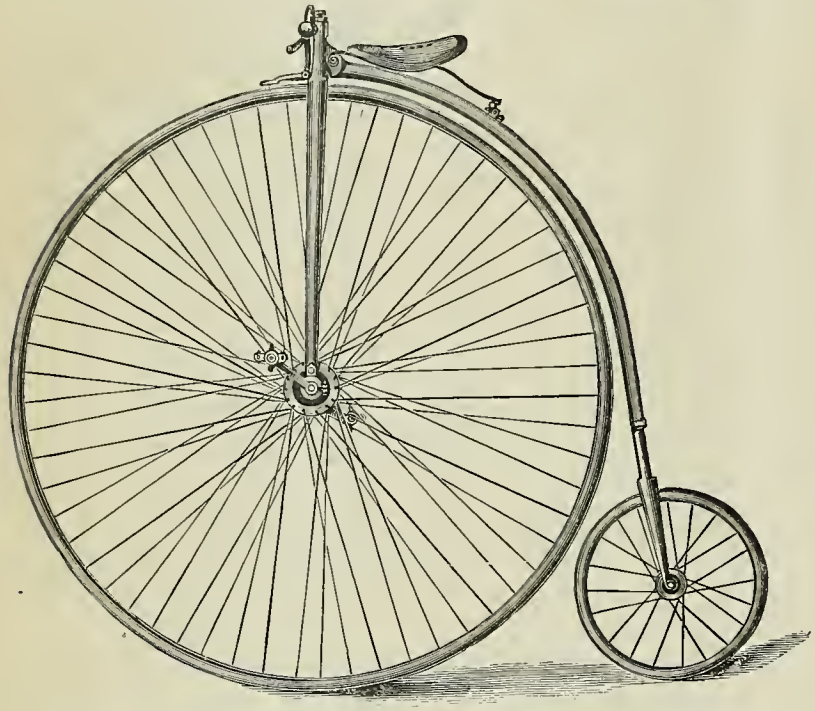
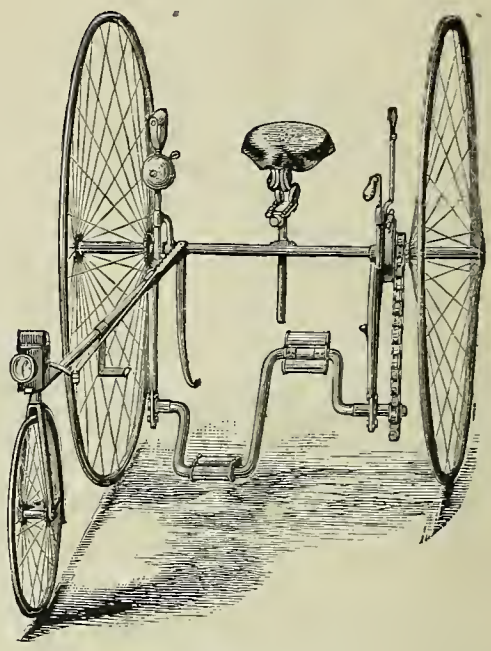


ROYAL MAIL.

Tangent Spokes, Warwick Hollow Rims, Detachable Cranks and Handle Bars, Andrews Head, Bown's Æolus Ball Bearings back and front, Full Enameled; Weight, 50 inch, 35 lbs.

PRICE, $127.50.



ROYAL MAIL
TWO TRACK TRICYCLE.

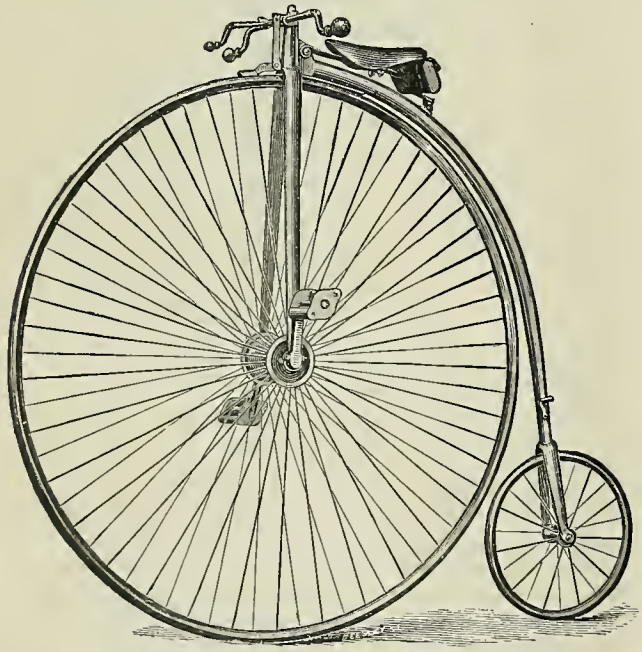
Small and large wheel moving in same track, and hence easy and steady running.

Henry Sturmey, the English authority, says: "This is likely to take well; is not heavy, and runs steadily both up and down hill, and is well made throughout."

It is easier of access than any other, and lighter. Full enameled finish.

PRICE, $165.00.

Also the three track, both front and rear steering, with small wheel in center.



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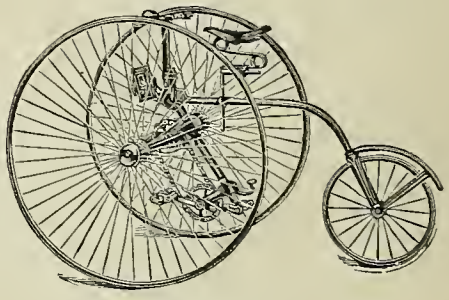
PRICE, 50 Inch, $97.50.

The most complete and best medium priced machine.



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DOUBLE STEERER TRICYCLE.

Bicycle action. A fast and light Tricycle.

ALSO, THE PREMIER, "OTTO," AND OTHER MAKES IN STOCK.

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THE SPRINGFIELD WHEELMEN'S GAZETTE.

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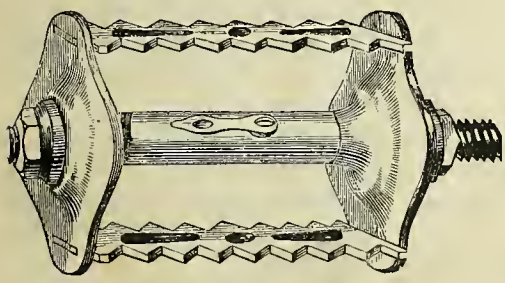
VOL. II.—NO. 2. SPRINGFIELD, MASS., JUNE, 1884. PRICE 5 CENTS.

BOWN'S ÆOLUS BALL PEDALS.



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These Pedals are used on all finest Machines.

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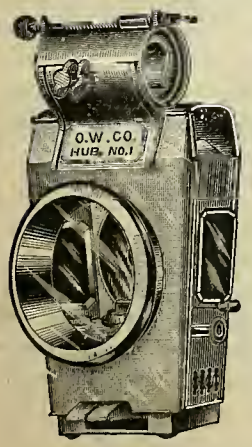

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Repairing, Nickeling, and Japanning with promptness.

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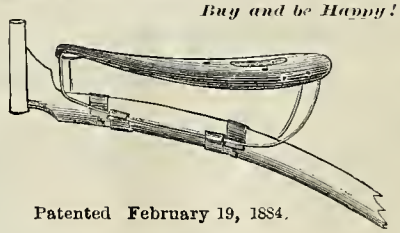

Patented February 19, 1884.

FOR

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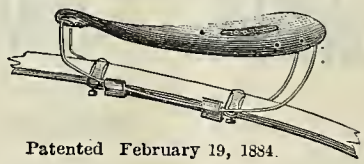

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PRICES:

Japanned, $3.00. ***Nickeled, $3.75.***

Special Terms to Dealers.

In ordering, mention style of Machine used.

Chicago, Ill., October 31, 1883.

I have just won the six-days' bicycle race in this city, covering 889 miles in six days, of twelve hours' daily riding, and rode the entire distance on a Duryea Saddle, manufactured by the Missouri Wheel Company of St. Louis, which Saddle I recommend to all wheelmen who desire ease, comfort, and safety in riding. I shall use no other Saddle in the future. Morgan, who came in second in the above contest (884 miles), also used a Duryea Saddle. JOHN S. PRINCE.

LOUISE ARMAINDO, CHAMPION BICYCLIENNE OF THE WORLD, says:—

I have used the Duryea Saddle exclusively in all my long-distance riding and racing for the past twelve months, and will say for it that it is the best I have ever used, and would not be without one for its weight in gold. It does not chafe, and, giving a close reach, enables me to ride a wheel two sizes larger than I formerly rode.

THE

Springfield Wheelmen's Gazette

THE GAZETTE will be published monthly at Springfield, Mass., to contain from sixteen to twenty-four pages, as occasion may require; the number of pages will not be limited, but as we are going to print all of the news, we shall increase the size to twenty-four pages during the wheeling season, thereby giving more reading matter in one month than is generally obtained in most of the weeklies. The GAZETTE will be under the same general management as that of last year, whose aim will be to make the paper attain a higher sphere in journalism than that hitherto reached; it will be national in its character, furnishing the news in a compact and well-classified form, a firm upholder of the League of American Wheelmen, and an able exponent of the ideas and wishes of gentlemanly amateurs—such a journal will the GAZETTE endeavor to be, and one which wheelmen will look forward to each month with pardonable pride.

The GAZETTE, typographically, will be of the best, being printed from new type and electrotype plates on a fine, supersized and calendered paper, with occasional illustrations of prominent wheelmen and racing men.

The GAZETTE will aim to foster the large tournaments now in preparation throughout the country, and will endeavor to keep wheelmen posted as to the doings of the largest and most successful bicycle clubs, thereby stimulating the smaller and weaker clubs to activity, increasing wheel knowledge and spreading the feeling of good fellowship now existing among wheelmen.

In order to increase the circulation of the GAZETTE to large proportions, we have made very low rates, and expect to have an army of cyclists on our list that will be a credit to the wheeling fraternity. Our terms are as follows:

One year, post-paid, - - -	50 cents.
Six months, post-paid, - - -	25 cents.
Single copies, - - - - - -	5 cents.

Advertising rates as follows:

One page, per month, - - - -	$30 00
Half page, per month, - - - -	17 50
Quarter page, per month, - - -	10 00
One inch, per month, - - - -	1 50

Bicycle clubs whose entire membership subscribe, per year 30 cents each name. Special rates to agents and dealers. Agents and dealers are requested to keep copies on hand for sale.

Address all communications to the

SPRINGFIELD WHEELMEN'S GAZETTE,
SPRINGFIELD, MASS.

Make checks and money orders payable to C. A. FISK, Treasurer.

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The following is a list of the Second-Hand Bicycles and Tricycles we have in stock:

One 36-inch Special Challenge, roller bearings to both wheels, excellent order,	$45 00
One 36-inch Hecla, nickeled and painted, fair order,	17 50
One 38-inch Ideal, bright and painted, fair order,	22 50
One 40-inch English, bright and painted, good order,	37 50
One 40-inch Facile Special, good as new,	120 00
One 44-inch Hosman, bright and painted, excellent order,	37 50
One 46-inch Hecla, bright and painted, fair order,	30 00
One 46-inch Hecla, bright and painted, good order,	35 00
One 48-inch Harvard, painted black, ball bearings, good order,	65 00
One 48-inch English, bright and painted, plain bearings, good order,	45 00
One 48-inch Standard Columbia, bright and painted, plain bearings, fair order,	50 00
One 48-inch Standard Columbia, bright and painted, ball bearings, good order,	70 00
One 48-inch Standard Columbia, bright and painted, plain bearings, fair order,	50 00
One 50-inch Standard Columbia, bright and painted, ball bearings, excellent order,	75 00
One 50-inch Standard Columbia, bright and painted, parallel bearings, good order,	65 00
One 50-inch Standard Columbia, all bright, ball bearings, good order,	75 00
One 50-inch Standard Columbia, bright and painted, cone bearings, fair order,	45 00
One 50-inch English, fair order,	30 00
One 50-inch English, light weight, fair order,	30 00
One 50-inch Special Challenge, roller bearings to large wheel, good order,	60 00
One 50-inch Special Columbia, ball bearings, excellent order,	75 00
One 50-inch Harvard, nickeled and painted, ball bearings, good order,	85 00
One 50-inch Sanspareil, full nickeled, good as new,	115 00
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One 51-inch American Club, full nickeled, good as new,	135 00
One 52-inch American Club, full nickeled, good as new,	135 00
One 52-inch Sanspareil, full nickeled, excellent order,	115 00
One 52-inch Harvard, full enameled, excellent order,	115 00
One 52-inch Shadow, full enameled, excellent order,	100 00
One 52-inch Shadow, full bronzed, excellent order,	110 00
One 52-inch Harvard, full nickeled, excellent order,	115 00
One 52-inch Standard Columbia, ball bearings, excellent order,	75 00
One 54-inch Expert, full nickeled, excellent order,	125 00
One 54-inch Sanspareil, nickeled and painted, excellent order,	120 00
One 54-inch British Challenge, full nickeled, excellent order, good as new,	135 00
One 56-inch Sanspareil, full nickeled, excellent order, good as new,	130 00
One 58-inch Shadow, full nickeled, excellent order,	115 00
One 44-inch Cheylesmore Tricycle, excellent order,	100 00
One Victor Tricycle, new in November, excellent order,	125 00
One Victor Tricycle, been run about 200 miles, excellent order,	120 00
One Premier Tricycle, been run about 25 miles, excellent order,	135 00
One Columbia Tricycle, been run about 150 miles, excellent order,	160 00
One Sociable or Double Tricycle, good order,	135 00
One Coventry Convertible Sociable Tricycle, new last season, excellent order,	167 00

☞ *We have in stock 38-inch, 42-inch, 44-inch, 46-inch, and 48-inch NEW IDEALS, also an assortment of the Western Toy Co.'s CHILDREN'S BICYCLES and TRICYCLES, at Factory Prices.*

OUR STOCK OF BICYCLE SUNDRIES IS COMPLETE,

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ITS ACCIDENT POLICIES

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

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

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

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