

THE SPRINGFIELD WHEELMAN'S GAZETTE.

A JOURNAL OF CYCLING.

PUBLISHED MONTHLY.

PRESS OF SPRINGFIELD PRINTING COMPANY.

Vol. III.—No. II.

SPRINGFIELD, MASS., MARCH, 1886.

Price 5 Cents.

—1886.—

VICTOR LIGHT ROADSTER.



DETACHABLE ADJUSTABLE STEP.



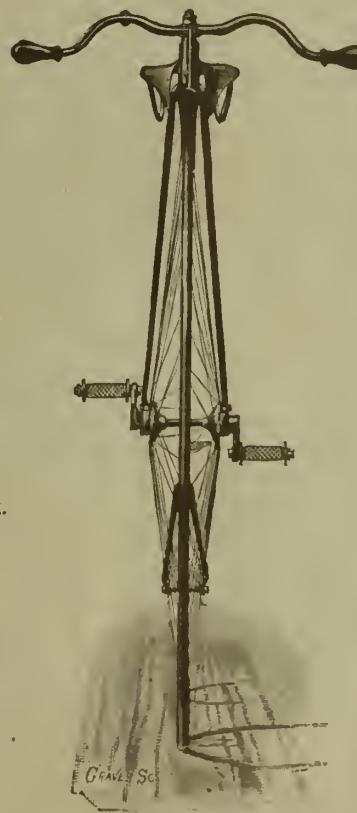
ORDINARY CEMENTED TIRE.



VICTOR CUSHIONED TIRE.



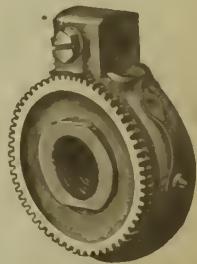
UNDER PRESSURE.



FRONT VIEW.



CAP OFF.



BROWN'S BEARING.



HEAD AND FORK.

Note the difference in the amount of rubber exposed for elasticity. The Compressed Cushioned Tire gives nearly double the elasticity. Rubber confined in the bottom of the rim cannot be elastic except as it has room for displacement.

THE '86 VICTOR is about 3 pounds lighter, narrower tread, has compressed cushioned tires, detachable step, new and easily removed handle-bar, so made that it cannot break. It is a

lighter and stronger Bicycle than ever, and will be this year, as it was last, the easiest running and best hill-climber.

IF YOU SEE IT YOU WILL RIDE IT. NEW CATALOG IN A FEW DAYS.

OVERMAN WHEEL COMPANY,
182 COLUMBUS AVENUE, = = = = BOSTON.

ROYAL MAIL

OFFERED AS THE

HIGHEST-GRADE BICYCLE IN THE MARKET!

A Rigid, Superbly-Built, True-Running Wheel!

NO EXPERIMENT.—FOR YEARS PAST A LEADING WHEEL IN ENGLAND, NOW IN ITS THIRD YEAR IN AMERICA, AND STANDING HIGHER IN POPULARITY THAN EVER BEFORE!

Thoroughly Established in American Favor.

Adopted by Many of the Principal Clubs.

A FAVORITE ON ACCOUNT OF ITS PERFECT FITTINGS, RIGIDITY, TRUE-RUNNING QUALITIES, AND STRENGTH FOR ROAD USE.

IN RACING AND RECORDS
A SERIES OF SUCCESSES!

As is well known and a matter of record, ROYAL MAILS have won in the past few years a large share of the most important events throughout the country, and obtained the FASTEST RECORDS,—not in private trials under peculiarly favorable conditions, with pace-makers and no competitors allowed, but on all kinds of tracks, East and West, and in road races, in actual competition with other makes and riders in open contests.

In 1884, the ROYAL MAIL won the TWO FASTEST WORLD RECORDS, by different riders, in actual competition. NO OTHER WHEEL IN THE WORLD has accomplished this nor has such to its credit to-day!

Also won the FASTEST 100-MILE ROAD RECORD, and many other important competitions of that year.

In 1885, ROYAL MAIL won New Victories at the Principal Meets.

In ENGLAND, in Two Years, ROYAL MAILS won over 125 Races.

We mention the above to show that the ROYAL MAIL is as fast as any, and because so much prominence is made in advertisements of the records of a few fast salaried riders in order to influence purchasers of wheels, whereas such should not have sole weight. Better look to the qualities of a wheel,—its staunchness, fittings, proportions, improvements, and fitness for road work. In these points we claim

THE ROYAL MAIL HAS NO EQUAL!

 Now in stock, a few ROYAL MAILS, slightly second-hand, exchanged for different sizes. These machines are as good as new, and BARGAINS.

◇ THE BEST OF ALL RECORDS ◇
OF 1885.

MORE CREDITABLE THAN RACING RECORDS.

ROYAL MAIL

AWARDED THE PRIZE FOR THE

GREATEST AMOUNT OF ROAD WORK

BY ONE RIDER IN 1885,

5056 MILES ON ONE WHEEL !

Such performances should rightly influence wheelmen in the selection of their mounts, rather than the fast riding of a few expert and paid riders.

5056 MILES ON A BICYCLE !

Charles M. Goodnow of Westfield Wins the Gold Cyclometer.

WESTFIELD, MASS., February 3, 1886.

At the opening of the bicycle season a year ago, J. A. Lakin & Co., manufacturers of the Standard Cyclometer at Westfield, offered a gold cyclometer to the amateur rider covering the greatest number of miles on his own wheel, between May 1 and December 31. This offer was open to the whole country, the only stipulations being that all records must be sworn to by the rider and certified to by two other persons. Hundreds of parties in various States entered for the contest, but the larger proportion dropped out after a few weeks. The prize has been awarded to Charles M. Goodnow, of Westfield, whose sworn record is 5,056 miles. The winner is a member of the Westfield Wheelmen, and his riding was done before and after banking hours, within a period of six months.

For weeks records have been pouring in from various parts of the country, but unfortunately very many of them were not in compliance with the rule that the records must be sworn to by the rider and certified by two other parties; hence they could not be placed in the list. These varied from 500 to 4,000 miles, but none of them approached within 1,000 miles the winner's record. There was a good deal of friendly strife among local wheelmen, and some of the highest figures were made by them.

This is the record of the eleven contestants who complied with the rules governing the match and covered over 1,200 miles:—

C. M. Goodnow, Westfield,	54-inch wheel,	5,056 miles.
Harry Lakin, Westfield,	54-inch wheel,	3,991 miles.
H. M. Farr, Holyoke,	38-inch safety,	2,800 miles.
Robert Gowdy, Westfield,	52-inch wheel,	2,501 miles.

Russell L. Scott, Westfield,	54-inch wheel,	2,476 miles.
C. Irving, Neponset,	54-inch wheel,	2,333 miles.
Joshua Reynolds, Stockport, N. Y.	49-inch wheel,	1,521 miles.
Fred Scott, Westfield,	54-inch wheel,	1,402 miles.
J. W. Holland, Westfield,	50-inch wheel,	1,345 miles.
F. F. Shepard, Westfield,	50-inch wheel,	1,300 miles.
Gilbert Loomis, Westfield,	50-inch wheel,	1,276 miles.

WESTFIELD, MASS., February 1, 1886.

We have this day awarded the \$25.00 Cyclometer Prize (of our make) to C. M. Goodnow, of Westfield, he having made the greatest number of miles on a wheel in 1885 on which our instrument was used. The number of miles made by C. M. Goodnow was 5,056 !

We shall offer two prizes for 1886: one for the rider who makes the greatest number of miles on a wheel on which is used one of our Standard Cyclometers, and another to any club of ten members who make the largest number of miles on wheels with our Cyclometers.

Yours very truly,

J. A. LAKIN & CO.

WESTFIELD, MASS., February 4, 1886.

MESSRS. WM. READ & SONS.

Gents—I have used a number of different makes of bicycles, but the past season have ridden the ROYAL MAIL LIGHT ROADSTER, and I consider it the most satisfactory of any I have used, and I recommend it to any one wishing a first-class machine. My wheel is in as perfect condition as when purchased. I have ridden it over 5,000 miles the past season, winning the Lakin Gold Cyclometer Prize. Wishing you much success with these excellent wheels. Yours truly,

C. M. GOODNOW,
Captain Westfield Wheelmen.

❖ NEW 1886 MODEL ❖

ROYAL MAIL!

THE MACHINE OF THE YEAR.

THE MOST COMPLETE AND IMPROVED WHEEL EVER OFFERED!

A COMBINATION OF PRACTICAL AND TESTED IMPROVEMENTS!

INTERCHANGEABLE PARTS!

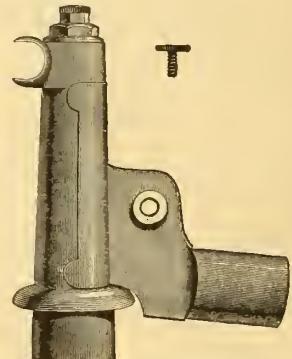
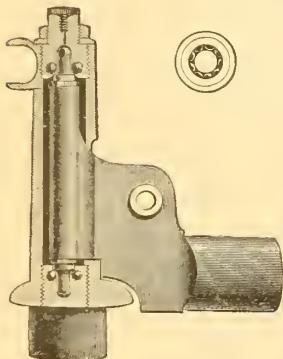
The ROYAL MAIL, with its previous great reputation, and though before having more improvements than most other Bicycles, has now added

THE PATENT BALL-BEARING HEAD.

1000 MILES WITHOUT OILING OR ADJUSTMENT.

PERFECT RIGIDITY AND EASE OF STEERING.

IN USE OVER THREE YEARS WITH GREAT APPROVAL.

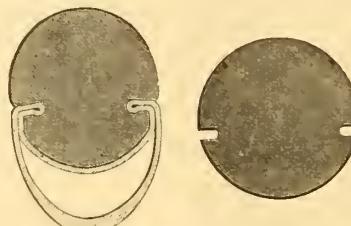


Wheelmen are aware that ordinarily constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the balls smoothly, without wear, and one adjustment serves for a very long time,—for months, in fact,—and no loosening nor setting up is necessary. There being no friction, oiling is rarely needed. These Heads are made by the finest machinery, all perfectly alike and beautifully finished, every part mathematically true, and

ALL PARTS INTERCHANGEABLE.

A Long-Felt Want at Last Supplied! No More Trouble of Tires Coming Out!

NEW
SEAMLESS GRIP-FAST RIM.



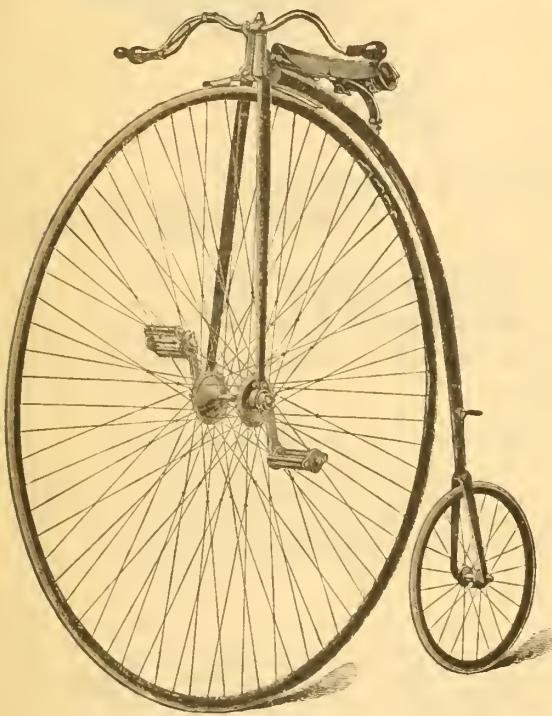
NEW
GRIP-FAST RUBBER TIRE.

Needing no cement. Impossible to work out or become loose. Holds Tire firmer than cement. Well tried and a great success. It is well known that all ordinary-shaped Rims have a thin edge which easily becomes dented and bruised by stones and road wear, and is really the weak part of the Rim; also that they have an outside seam which looks bad and sometimes opens. This new Rim has no outside seam, each side is perfectly smooth, and the edge being thick and protected there can be no denting; this thick edge also makes the entire Rim stronger and prevents buckling. The advantage of the Grip-Fast Rubber Tire also is very manifest. It has long been a study to obtain some different mode of fastening the Tire to the Rim than by cement, which every wheelman knows has never been satisfactory. The weakness and disadvantages of cemented Tires are now entirely overcome. By this strong, simple grip, the rubber tire, which is moulded to the exact size and shape of the Rim, is firmly held in place. In fact, after being sprung into place it cannot be pulled or pressed out, except by a small tool made for the purpose. With this tool any one can also put in a new Tire when needed.

By new most improved machinery all parts of ROYAL MAIL are now INTERCHANGEABLE. In case of accident we can immediately send any part of the Head, Handle-Bars, Handles, Rim, Tire, Cranks, Keys, Nuts, etc., etc., for replacement by the user. Wheelmen will appreciate this.

PRICE LIST

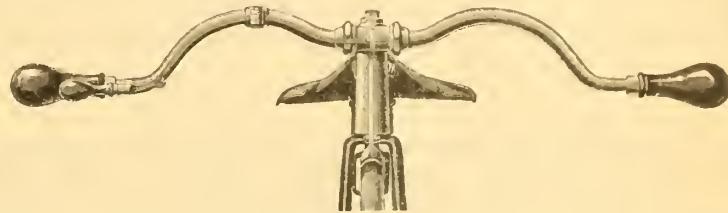
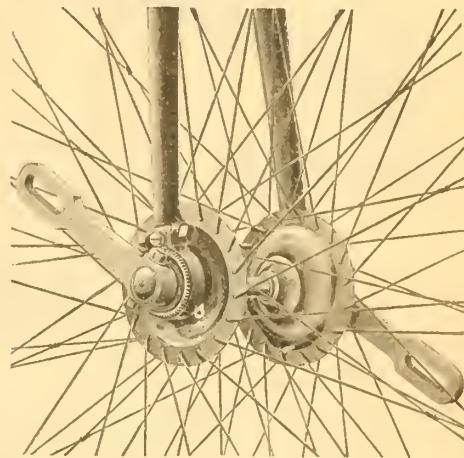
ROYAL MAIL!



This cut shows the ROYAL MAIL system of tying its Tangent Spokes at intersections. UNLIKE ANY OTHER! Tied as well as brazed, and wound SEVEN TIMES, giving great strength and rigidity to whole wheel. Impossible for Spokes to separate or rattle.

TRUE TANGENT SPOKES,
72 in Number.

DETACHABLE CRANKS.



Also, this year, DETACHABLE HANDLE-BARS, ROYAL MAIL'S OWN PATENT. Very Strong, in Solid Frame, and Very Neat. Easily detached by merely unscrewing the two nuts each side of Head. Every Part Interchangeable. If by accident you break your Bar we can send you a new one which you can replace yourself. We offer it as the NEATEST and SIMPLEST in the market.

Also, NEW SELF-ADJUSTING DUST SHIELD, adopted this year. A Great Improvement.

Also, NEW PATTERN SPOKE NUT, for tightening Spoke if ever necessary without removing rubber tire.

TRUE TANGENT SPOKES, Tied and Wound SEVEN TIMES at intersections. Notice this on the wheel. SIX IMPROVEMENTS AT NO EXTRA CHARGE!

DESCRIPTION OF ROYAL MAIL LIGHT ROADSTER.

SEVENTY-TWO TANGENT SPOKES, tied as well as brazed at intersection by the ROYAL MAIL Works system of tying, adding great strength and rigidity to the wheel. GENUINE GRIP-FAST WARWICK HOLLOW RIM, $\frac{1}{2}$ -inch, believed to be the strongest Rim made. PATENT BALL HEAD, with long center. HOLLOW FORKS, stout, and with round edges, unlike the thin sharp edge of many light machines. HOLLOW DETACHABLE COW-HORN HANDLE-BARS. DETACHABLE CRANKS. BOWN'S AEOLUS BALL BEARINGS, which we recommend as the best, as they are easily adjusted and do not tighten up nor wedge after long runs. STEEL HUBS, 5-inch, narrow tread. BEST MOULDED "PATENT GRIP" RED RUBBER TIRE, very full. NEW PATTERN CLOSE-FITTING NOISELESS BRAKE, very strong. OVAL BACKBONE, much handsomer and stiffer than round shape. HARWOOD'S DETACHABLE SAFETY STEP. LONG-DISTANCE SADDLE. FINE ENAMEL FINISH (now the favorite), which is most durable and the least trouble to care for, with HUBS, AXLES, CRANKS, SPRING, HEAD, AND HANDLE-BARS NICKELED. A RIGID, SUPERBLY-BUILT BICYCLE!

PRICE OF LIGHT ROADSTER, 50-inch, with Ball Pedals, \$135.00. \$2.50 Extra for every 2-inch larger Wheel. Full-Nickeled, \$15.00 Extra.

ROYAL MAIL RACER, 22 to 25 pounds, $\frac{1}{2}$ Warwick Hollow Rim, Ball Bearings and Ball Pedals, \$140.00.

SPADE HANDLES, to fit handle-bar, and which user can screw on at pleasure, at \$5.00 extra, or if taken with machine instead of ordinary ones, \$4.00 extra. For ordinary road use the regular oval shape are far preferable, the spade pattern being for racing.

GOOD AGENTS WANTED EVERYWHERE

WILLIAM READ & SONS,

SOLE AMERICAN AGENTS,

107 Washington Street,

BOSTON, MASS.

BICYCLES ON EASY PAYMENTS.

COLUMBIA, CHAMPION, AMERICAN CHALLENGE, FACILE, OTTO, and other Bicycles and Tricycles sold on easy payments, with little or no extra charge except for interest. SECOND-HAND WHEELS bought, sold, and exchanged.

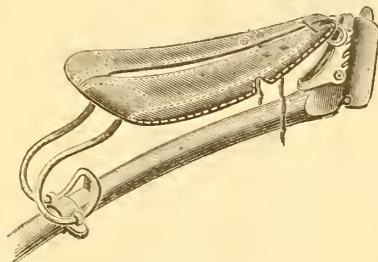
GEO. W. ROUSE & SON, 7 G Street, Peoria, Ill.



REPAIRING AND NICKEL-PLATING.

Send for our large new finely-illustrated Catalogue, with "A PILGRIMAGE A-WHEELBACK," illustrated, now in press. Our Catalogue is of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 7 G Street, Peoria, Ill.



ADJUSTABLE IN LENGTH.

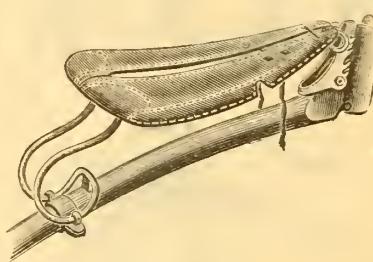
ADJUSTABLE IN WIDTH.

ADJUSTABLE IN HEIGHT IN FRONT.

ADJUSTABLE IN HEIGHT IN REAR.

A BIFURCATED SEAT.

A COMFORTABLE COASTING PLATE.



THE LILLIBRIDGE SADDLE

Is the ONLY ONE possessing any of these Points.

Is the ONLY ONE that can be changed in Shape or Position at all.

Is the BEST and CHEAPEST in the Market.

For all makes, including the Safeties and the Star. Price, Nickeled, \$5.00; Coiled Spring, etc., for Old Saddles, \$0.75.

FREEMAN LILLIBRIDGE, = Rockford, Ill.

Ready April 20, 1886.

WHEELMEN'S REFERENCE BOOK

CONTAINING

BIOGRAPHICAL SKETCHES OF OVER TWO HUNDRED LEADING WHEELMEN, WITH UPWARDS OF ONE HUNDRED PORTRAITS OF LEADING LIGHTS; DESCRIPTION OF DIFFERENT MAKES OF LEADING WHEELS; FULL AND COMPLETE RECORD TABLES, ENGLISH AND AMERICAN; LEAGUE OFFICERS, WITH BIOGRAPHICAL SKETCHES; TABLE OF RACING EVENTS OF THE YEAR; CLUB DIRECTORY; HINTS ON TOURING, TAKING CARE OF CYCLES, ETC., ETC.

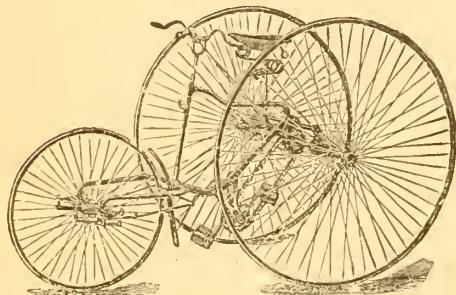
Send FIFTY CENTS for one of these valuable books to DUCKER & GOODMAN, Box 352, Hartford, Ct.

The Quadrant Tricycle and The Rover Safety

ARE THE BEST.

Don't take my word for it, but investigate for yourself, and decide honestly.

SEND FOR CATALOGUE.



J. R. UNDERWOOD, Dorchester, BOSTON, MASS.



FINEST STEEL!

Wheelmen who are in need of CYCLE REPAIRS of any description will find it to their advantage to write to the undersigned for estimates. We make a specialty of repairing and renewing Bicycle, Tricycle, and Tandem Bearings, Tubes, etc., using the finest steel and warranting the same.

ESSEX BICYCLE WORKS,

Agents for the Celebrated RUDGE Cycles.

Established 1884.

69 Roseville Avenue, NEWARK, N. J.

A. W. GUMP,

Successor to GUMP BROS.

38 and 40 North Main Street, DAYTON, OHIO.



LIST OF SECOND-HAND BICYCLES.

NOTICE.—Orders for second-hand Bicycles can seldom be duplicated, and in ordering please give second choice in case first ordered is sold.
No discount from these prices. All second-hand Bicycles are put in running order before leaving our shop, general wear excepted.

TERMS.—Net cash with order, or we will send C.O.D. on receipt of a sufficient sum to guarantee express charges, and balance can be paid on receipt of Bicycle. For a great distance, we would advise customers to order by freight, as charges will be less than if sent by express. We make no charge for crating.

NO.	SIZE.	PRICE.	NO.	SIZE.	PRICE.
873	48	\$ 50.00	912	54	\$ 85.00
874	51	110.00	913	52	75.00
875	52	115.00	914	52	95.00
876	50	110.00	915	52	85.00
877	52	65.00	916	57	
878	52	75.00	917	51	75.00
879	50	45.00	918	52	100.00
880	56	80.00	919	52	95.00
881	56	95.00	920	52	75.00
882	Buckeye,	10.00	921	60	95.00
883	No. 1 order, only used a short time,		922	54	115.00
884	Standard Columbia, parallel bearings, all nickelized but wheels, No. 1 order,	70.00	923	50	115.00
885	Standard Columbia, all nickelized but wheels, ball bearings, No. 1 order,	80.00	924	44	100.00
886	Otto Special, half bright and painted, good running order,	40.00	925	48	45.00
887	Buckeye, 1883 pattern, without brake, good order,	23.00			
888	Harvard Special, all bright, ball bearings, brand new,	115.00			
889	Harvard Special, all nickelized but wheels, ball bearings, brand new,	125.00			
890	Acme, built like Buckeye, good running order, painted,	33.00			
891	Special Columbia, all nickelized but wheels, new tires, fine order, ball bearings,	85.00	926	48	110.00
892	Standard Columbia, half bright and painted, ball bearings, late pattern,	77.00	927	52	120.00
893	Gm, painted, fine order,	12.00	928	46	90.00
894	American Star, direct spokes, steering and handles nickelized, good order,	55.00	929	44	37.00
895	Ideal, half nickelized and painted, No. 1 order,	50.00	930	44	13.00
896	Expert, all nickelized but wheels, ball bearings, good order,	110.00	931	40	75.00
897	Expert, all nickelized but wheels, ball bearings, brand new tires, fine order,	120.00	932	46	85.00
898	Premier, head nickelized, balance painted, ball bearings, good running order,	75.00	933	50	35.00
899	America Sanspareil, all nickelized but rims, ball bearings, drop handles, a fine machine,	100.00	934		50.00
900	Standard Columbia, parallel bearings, head nickelized, balance painted, good order,	55.00	935		110.00
901	Otto Special, 1883 pattern, steel spokes, rubber tires, open head, good running order,	35.00	936		150.00
902	Standard Columbia, cone bearings, head and handle-bars nickelized, balance painted, good order,	50.00	937		85.00
903	Standard Columbia, all nickelized but wheels, cone bearings, good order,	60.00	938		100.00
904	Standard Columbia, cone bearings, half bright and painted, good order,	52.00	939		100.00
905	Standard Columbia, all nickelized but wheels, cone bearings, good order,	55.00	940		150.00
906	Oto, 1883 pattern, built like Buckeye, painted, fair order,	60.00	941		125.00
907	Standard Columbia, parallel bearings, half bright and painted, No. 1 order,	60.00	942		175.00
908	Standard Columbia, ball bearings, head nickelized, good running order,	65.00	943		125.00
909	Standard Columbia, all nickelized but wheels, ball bearings, fine order,	75.00	944		150.00
910	English Bicycle, built like Expert, all nickelized but wheels, new tires, a fine machine,	75.00	945		110.00
911	Standard Columbia, all nickelized but wheels, parallel bearings, fine order,	75.00	946		50.00
			947		112.00
			948		110.00
			949		65.00
			949		75.00

BICYCLE STANDS, \$1.00 EACH.

DIFFICULT
REPAIRS
A SPECIALTY.

BICYCLES NICKEL-PLATED.

NOTICE.

When cash in full is sent with the order for any of the above Bicycles, I will deliver the Bicycle free of freight charges, provided this ticket is cut off and returned with the order.

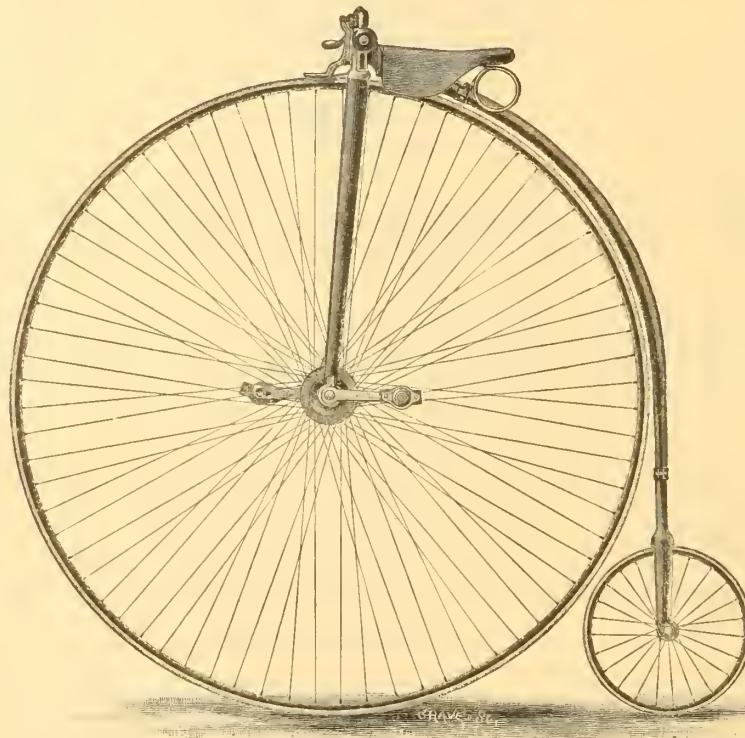
A. W. GUMP, Dayton, Ohio.

Mention The Springfield Wheelmen's Gazette.

SECOND-HAND
BICYCLES
BOUGHT
AND
TAKEN IN EXCHANGE.

ANY NEW BICYCLE IN THE MARKET FURNISHED AT LOWEST PRICES.

VICTOR BICYCLE.



Attempts are being made, by vexatious litigation and a great many other methods, to drive THE VICTOR BICYCLE from the field; but they will not succeed, as we do not use the patents of others, and shall so prove when the cases come to trial. Three times we have been attacked, and three times the courts have decided in our favor. The right will prevail in the end, and riders will then understand the real reason for this "war of extermination."

The "real reason" lies in the real merit of THE NEW VICTOR BICYCLE, which our competitors seek to keep out of the market. We have the opinion of three of the best patent authorities in this land that we do not infringe a single claim in the patents cited; still it is possible for any one to cause great damage who is willing to employ the machinery of the courts for the purposes of oppression.

THE VICTOR will be ready for the first riding weather.

CATALOGS FREE.

OVERMAN WHEEL COMPANY,
182 COLUMBUS AVENUE, = = = BOSTON.

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No. 11.

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

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LEAGUE OF AMERICAN WHEELMEN.

THE OFFICERS' MEETING.—PLANS FOR THE COMING MEETING IN BOSTON, MAY 27, 28, 29.

The outlook for the success of the L. A. W. for 1886 is more promising than the most sanguine have dared to hope, and illustrates the old motto, "Nothing succeeds like success." The application columns of the *Bulletin* show that nearly 1,500 new names have been received thus far this season, and that to-day the League has more members than ever before.

The annual spring meeting of the board of officers of the League of American Wheelmen was held at the Grand Union Hotel, New York, February 22. President N. M. Beckwith presided, and the meeting was called to order at 10 o'clock. It was the largest attended meeting ever held by the board. Including the proxies there were represented at the meeting seventy-seven members. The meeting was productive of great good, and the wisdom of the representatives in their legislation will show itself in the near future. One of the most important resolutions introduced was for abolishing the annual business meeting, which was lost, but which should be again brought up for the consideration of the members at the annual meeting. It is fast becoming apparent to those conversant with these meetings, who have the interest of the League at heart, that all the business of the future must be transacted by representation, which is the only true way for a body of men as large as the League, and is in accordance with all other similar organizations. Among other things, life memberships were established, and the office of secretary-editor was given the permanency which it deserves; also the League decided in the future to pursue a broader policy in defending the rights of wheelmen.

It was unanimously voted to accept the invitation of the Massachusetts Division to hold the League meet in Boston, May 27, 28, and 29. The meeting dissolved with the feeling that it was one of the best meetings the board has ever held.

THE GENERAL MEETING

Will be held in Boston, Thursday, Friday, and Saturday, May 27, 28, and 29, under the auspices of the Massachusetts Division, who have gone into the undertaking with the energy and enthusiasm which is characteristic of Massachusetts wheel-

men. At a well attended meeting of the Division at Boston, Feb. 6, committees were appointed to carry out the plans as detailed by the chief consul. An executive committee of five was chosen, consisting of Messrs. Charles E. Pratt and Abbot Bassett, of Boston; F. P. Kendall, of Worcester; Sanford Lawton and Henry E. Ducker, of Springfield. Sub-committees as follows were appointed: Reception, twenty-four men, Col. Albert A. Pope, chairman; entertainment, twelve men, A. D. Peck, Jr., chairman; transportation, ten men, W. B. Everett, chairman; tours, six men, A. D. Peck, Jr., temporary chairman; parade, three men, A. V. Wallburg, chairman; hotel, five men, E. W. Pope, chairman; police, five men, W. W. Stall, chairman; music, three men, C. L. Smith, chairman; racing, five men, H. E. Ducker, chairman; finance, three men, Col. A. A. Pope, chairman; press, three men, Abbot Bassett, chairman; banquet, three men, A. S. Parsons, chairman.

THE PROGRAMME.

The general plan of the coming meeting as outlined is as follows, subject, however, to modification: Thursday will be devoted to sight seeing, a trip down the bay, short tours over some of Boston's famous roads, with entertainment in the evening for the members, also officers' meeting. Friday morning, and the entire day as far as necessary, will be devoted to the business meeting; entertainment again in the evening for members, while the officers are closing up the business and preparing for the closing day. Saturday morning will be given to the parade, which will undoubtedly be the finest parade of wheelmen the world has ever seen, also the largest. In the afternoon will be the races—championship contests, both state and national. In the evening one of Boston's famous banquets will be served, which will be a fitting close to the meeting. Those wheelmen who remain in Boston over Sunday the churches will welcome, and, Monday being Decoration Day, they will have the chance to see how Boston honors her dead soldiers.

EXHIBITION.

The Boston Bicycle Club will hold during the week ending May 29 a cycle exhibition on a scale never before attempted in this country, at Mechanics' Hall, on Huntington avenue, which will be well worth a visit, and, with all of the above, except the banquet, will be free to L. A. W. members only. The Boston club generously offers the basement of the building, covering nearly two acres, to the League for the storage of wheels, and the art gallery for the business meeting. Hotel Vendome will be the headquarters of the Division and the League. The above tempting programme is offered to League members only, and it stands all wheelmen who are not now members to send in their applications at once and be enrolled in the joyful army of wheelmen, who are banded together for mutual enjoyment and protection.

OUR BENEFACTORS.

Some two months or more ago, a prominent wheelman in writing us offered a friendly word of advice, and suggested that as an attractive feature of THE SPRINGFIELD WHEELMEN'S GAZETTE, which would interest the cycling public, we publish the pictures of the men who are robbing the dear public, *i. e.*, in the cycling line. We at once acted upon the suggestion and set about finding the men who could so boldly rob poor inoffensive wheelmen of their hard-earned dollars. Our task proving a fruitless one, we sought other channels and instead we present in this issue ten portraits of our leading cycle dealers, men whose only offense is that they are actively engaged in introducing to the public one of the most healthful exercises known, which robs only the doctors, makes sick men well, and enables a man to cover ten miles, who, before the cycle, could only cover four. These men are deserving of great praise for the able manner in which they have braved prejudice and risked their money and time in what, only a few years ago, seemed a losing venture. That to-day the cycle is a success is placed beyond a doubt, and we hope a pecuniary reward is for those who have carried the introduction of the cycle forward so successfully.

In our full-page illustration, the center is occupied by Col. Albert A. Pope, manufacturer of the Columbia bicycles and tricycles, who is justly termed the father of American cycling, and through whose enterprise the early introduction of cycling into this country is in a great measure due. Clustered around him are portraits of the representatives of the leading wheels in America: H. D. Corey, well known as representing Stoddard, Lovering & Co., dealers in the celebrated Rudge machines; A. H. Overman, of Victor fame; Will S. Atwell, representative of William Read & Sons, of the Royal Mail; W. B. Everett, representative in this country of the famous Singer's cycles; H. W. Gaskell, of racing fame, representing the Coventry Machinists' Company; Samuel T. Clark, of Baltimore, who offers the latest wheels, the New Rapid and the Dictator; and, first of any cycling paper, we present to our readers the portrait of the veteran manufacturer, Hon. H. B. Smith, of the famed Star machine. This completes our Eastern contingent. As Western representatives, we present Thomas B. Jeffery, of Gormully & Jeffery, of Chicago, the manufacturers of the Challenge cycles, and the only manufacturers who own their plant entire; Mr. A. G. Spalding, of base-ball fame, who has entered the cycling arena with the Spalding bicycle and the genuine Humber wheels.

In presenting the above list, we have not forgotten some equally enterprising men. We have passed them by as only wishing one representative of each make of wheel, and in some future issue we will illustrate others, as W. W. Stall, of Boston; Messrs. Zacharias & Smith, of Newark; Bull & Bowen, of Buffalo; A. W. Gump, of Dayton,

Ohio, and the other leading lights of the cycling world. And we might be induced to publish the pictures of the only ones that we know of who can possibly be guilty of robbing the public, *viz.*, "the cycling editors." We think they must be the guilty ones, but when we look on *Bicycling World's* editor's face we pause and reflect; in fact, we cannot raise courage enough to include him in our rogues' gallery, and thus, through the circumstances, we are obliged to forego the publication of the rogues for the present.

IMPORTANT TO OUR RACING MEN.

Mr. F. Cathcart, who is the manager of the Alexandra Park Athletic Grounds, London, is now organizing a grand international bicycle tournament, to take place May 21 and 22, to which a general invitation is extended to American wheelmen to participate. A letter from the editor of the *GAZETTE* to Mr. Cathcart, asking what stand the N. C. U. would take as relates to American racing men visiting Europe, brings forth the following from the Hon. Robert Todd, the N. C. U. secretary:

[copy.] NATIONAL CYCLISTS' UNION.

Office: 17 Ironmonger Lane,
London, E. C.

FEB. 1st, 1886.

152 Fleet St., E. C.

Dear Sir—I duly received your letter of 19th January, and laid it before the Executive at their last meeting. I was instructed to reply that any amateur rider who was certified as such by the L. A. W. would be allowed to ride in England, the Executive of the Union, of course, retaining power to deal with any conduct of such riders while in England.

This, I think, gives you the information you require
Yours faithfully, ROBERT TODD, Hon. Sec.

STUPID STUPIDITY.

A correspondent of the *American Wheelman*, who has let his prejudices run away with him, writes the following communication, which is so neat, that we present it without any comments:

I see with surprise that the Racing Board have decided to accept no records made on a board track. By what right and for what reason do they take this arbitrary action? Perhaps I may be mistaken, but it looks as if this piece of legislation was aimed at our Fair Ground track, as that is the only board track on which any amateur records have been broken. Why, I can't say. Perhaps, because it troubled Springfield. Mr. Ducker is a member of the Racing Board, and he seems to be all-powerful now. Then Mr. Van Sicklen is a member of the board, too, and Van was well disposed towards St. Louis. Remember how he handicapped us Christmas, '84.

A record's a record, the world over. Is it because a board track has undue advantages over others? What are they? And if they have, what of it? That wouldn't invalidate a record. What difference does the surface make? Why not rule off half-mile tracks because they have advantages over quarter-miles? Don't accept a record made at Springfield, then, because the track is better than some others.

No, this is either a blunder on the part of the Racing Board, or it is intentional. I am a staunch supporter of the League, but not when it is wrong. Of the blunders made by the League, certainly by far the largest percentage must be charged to the Racing Board. They ruled out records made on the Lord's day; they ruled out records not made in open competition, as if a record was any the less authentic because it was made on Sunday, or against time, and now, forsooth, they rule out board tracks with no reason given and none perceptible.

I do not expect these words will have any effect on the gentlemen of the board. Their chairman admits that the sun rises and sets in Boston, and Mr. Ducker will tolerate nothing that interferes with Springfield, so St. Louis must suffer. There is no redress, even though such an outlying flank of the League as Missouri is entitled to simple justice. Though a strong supporter of the League, and knowing all it has done and all it can do, I must still recognize the fact that it is an Eastern institution, run by Easterners for Easterners, and when the West comes in conflict with the East in League affairs, the West must give way. This is, perhaps, right, but the West is certainly entitled to simple justice, and this she will have or know the reason why.

FROM OUR BRITISH CORRESPONDENT.



O reside in a climate where such an extraordinarily vacillating state of the elements is possible during an autumn and winter, as we have been experiencing, to a cyclist verily is disheartening in the extreme; and, judging by the quantity of grumbling at the weather which I have indulged in of late, your readers must have come to regard me as a hopelessly misanthropical specimen of a typical Englishman. Matters have not mended during the past four weeks; we have had more snow, more thaws, more hard frosts, more fogs, and more drizzling unpleasantry generally; and but for the enlivening influence of the Terpsichorean amusements organized by our clubs with such gratifying frequency, I for one should have been driven to either "take to drink" or pass away into an untimely grave. This would have been sad. At least, my creditors think so. Whether the wheel world would have ceased to revolve in consequence of my demise, is open to doubt.

The difference between wheel life in England—and especially in London—and in America, seems very great. I often wonder at the absence from your columns of any mention of the ordinary club-runs or individual jaunts of riders; and in the off-season there is nothing to indicate that your cyclists keep up a series of entertainments such as form a continuous round of amusement here. Such of your events as are chronicled seem to be all on a large scale; we are made to wonder at your stupendous race-meetings, your gigantic annual ball, your meets, parades, and mammoth touring parties. But besides these ambitious schemes, there is no sign of the steady-going and matter-of-fact little reunions which we enjoy in an unbroken stream. The present off-season has seen an unprecedented number of club "Cinderella" dances, in addition to a goodly number of long-night balls, the "London Bicycle Club" and the "London Wheelers" carrying off the palm for the most elaborately-engineered balls of the time; although, when I add that the largest muster was only 250 people, these events will appear but Lilliputian by the side of your monster gathering at Springfield. The reason for this is, of course, that there are hordes of people and societies holding balls in London, so that nobody has either the occasion, nor the ability, to monopolize the dancing talent of our little village.

A couple of months ago, I had to chronicle the successful formation of the "North Road Cycling Club." Now, this brief abstract of the times must narrate that the path-racing men have followed suit by forming the "Racing Cyclists' Club," with headquarters at the Alexandra Park track, London. At the first meeting, twenty-eight racing men were enrolled, including Furnivall, Webber, Speechly, Letchford, Adams, *et les autres*.

Another "boom" of the year, connected with the Alexandra Park track, is the lessee's project for a great international tournament, which is now definitely fixed for May 21, 22. This meeting is to be the meeting of the year, as far as we can expect to make it rival Springfield, the promoter having set his heart upon getting a representative entry from as many different countries as possible. The Irish riders have "caught on to the snap" most enthusiastically, and actually gone so far as

to nominate their probable team of four men; and it is expected that a similar team of Scotch riders will come south for the occasion, as the Scotch are a very clannish race and likely to jump at the international idea. From Germany and Holland, too, contingents are expected; but the chief and principal object is to get a team of American riders. Without a triplet or quartette of your best men, the tournament will fall as flat as the play of Hamlet *minus* the title character, and it is sincerely to be hoped that you will be able to persuade Rowe, Hende, Burnham, Ives, and Weber to accompany you on the little excursion which I hear you intend to make about that time. May 21, 22 is usually a good time of the year for racing, not being so hot as from June to August; and there can be no doubt about the welcome which will await the American representatives from English, and especially London, wheelmen. The prizes offered may not appear so valuable as those to which American riders are accustomed; but I imagine that the Americans are possessed of sufficient national pride to race for the honor of winning a small prize, just as we do at home here. A fifty-guinea challenge-shield will be put up for international competition; but with this exception I think the N. C. U. rule will be adhered to, by no very valuable prize being offered for any one race.

The adjourned meeting of the N. C. U. Council, last Thursday, decided that in future it should be a rule not to offer any prize above the value of ten guineas, and a recommendation that the limit be reduced to five guineas. This does not refer to challenge-cups, or other trophies which have to be won more than once. The council also adopted the executive's proposition to alter the amateur definition, making it more stringent. Clause (a) in the definition was altered so that, instead of "A cyclist forfeits his right," etc., it shall now read "A cyclist ceases to be an Amateur, and becomes a Professional, by" and so on. And clause (d) was also amplified; so that our amateur definition now reads as under:

"An Amateur is one who has never engaged in, nor assisted in, nor taught any athletic exercise for money, or other remuneration; nor knowingly competed with or against a Professional for a prize of any description, or in public (except at a Meeting specially sanctioned by the Union).

To prevent misunderstanding in interpreting the above, the Union draws attention to the following explanation:

"A Cyclist ceases to be an Amateur, and becomes a Professional, by—

(a) Engaging in Cycling, or any other athletic exercise, or personally teaching, training, or coaching any other person therein, either as a means of obtaining a livelihood, or for a staked bet, a money prize, or gate money.

(b) Competing with, or pace-making for, or having the pace made by, a Professional, or person under sentence of suspension, in public, or for a prize.

(c) Selling, realizing upon, or otherwise turning into cash, any prize won by him.

(d) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a Cycle manufacturer, agent, or other person interested in the trade or sport, for cycle riding.

Note.—The Executive has the right to call upon any rider to remove by proof any suspicion of his infringing, or having infringed, the provisions of clause (d), and the onus of disproving the charge brought against him shall in such case rest upon the person suspected; who, until he do clear himself to the satisfaction of the Executive, may be suspended.

"Cycle manufacturers and agents, as such, are not to be considered as professionals, but are cautioned that to personally teach cycle riding as a means to effect the sale of a machine will be taken as an infringement of clause (d)."

It is rather an involved and inartistically-worded definition, but it at least makes very clear exactly where the line is to be drawn.

I am in a position to add that in view of possible complications arising through the variations between our definition and the American laws, application has been made to the Union, and the secretary replies that in the event of American riders coming over to the tournament at the Alexandra Park in May, the Union will not interfere with them, provided that they are recognized as amateurs by the L. A. W.; but should such riders infringe our rules *whilst in this country* the N. C. U. will deal with them exactly as though they were Englishmen.

A lively debate took place on the appointment of official handicapper for the London district,—a post worth over £200 a year,—and eventually Mr. H. H. Griffin was elected by a majority over Mr. G. P. Coleman. Viscount Bury was re-elected president; and Mr. W. B. Tanner was elected vice-president of the Union, the other officers remaining unchanged and the executive being almost entirely re-elected; Mr. Irons, the anti-subsidized amateur, gaining a seat, and Hassel, of the Surrey Bicycle Club, losing his. The council refused to adopt an official badge; and received with favor the report of a committee on road-repair. The crusade against subsidized amateurs was advanced a stage, and the executive were instructed to at once consider the suspicions alleged against the status of Messrs. Adams, Cripps, Chambers, English, Engleheart, Oxborrow, Sellers, Furnivall, Nixon, Webber, and others. An immediate weeding out of the most notorious of the makers' amateurs can, therefore, be expected, now that the bull is fairly taken by the horns; but some of those named—Furnivall and Webber, for instance—will probably be acquitted of any infringement of the amateur laws.

The ninth annual exhibition of cycles, called the Stanley Show, opened on Saturday last, Feb. 13, and remains open all this week, at the Westminster Aquarium. The display of wheels and accessories is the largest and most varied on record, one hundred and ten firms being represented, Singer & Co. showing as many as twenty-eight distinct machines, Hillman, Herbert & Cooper twenty-four, and the Coventry Machinists' Company twenty-one. Tandem tricycles, and "Cripper" pattern single-tricycles, are in greatest variety. Kaufmann and McAnney, the professional trick-riders who arrived from America last week, are engaged to perform daily in the Aquarium annex; and as the usual variety entertainment which forms part of the permanent Aquarium programme goes on twice daily, the attendance of visitors is very large; and the display of wheels being brought so prominently under the notice of a large body of people who would never have gone to a cycle exhibition pure and simple cannot fail to have a beneficial effect upon the growth of the sport and pastime of cycling.

Also on Saturday last, took place the sixth annual assault-at-arms promoted by the Canonbury Cycling Club, which shares with the Stanley the honor of being one of the oldest clubs in existence. The usual varied displays of gymnastic exercises were supplemented by a tug-of-war competition, open to cycling-club teams, which was won by the Pickwick Bicycle Club team, the Centaur team being runners-up, out of nine teams entered. There was also a mile race on Home Trainers, for which fifteen cyclists had entered; this was run on three specially-constructed "Smith's" original machines, having large dials built out in front so that the audience could watch the progress of the

race. The final heat resulted in the victory of W. J. Backhurst (Eastbourne Bicycle Club), A. J. Wilson (North London Tricycle Club) being second, and E. Tyler (Surrey Bicycle Club) third. Backhurst's time was 1 minute 41 seconds; and so that you may compare this with the times made in your country I explain that the machines are constructed to register a "mile" when the revolutions are equivalent to those of a 52-inch wheel; no straps or other dodges for keeping the pedals were allowed. I should say that a mile could easily be pedaled in 1.30, after a little practice, as none of the competitors in this race had been able to get much practicing on the machine beforehand.

The dispute between the N. C. U. and the A. A. A. is finally settled. The general idea expressed is that the settlement takes the form of a return to the *status quo ante*, but it is not exactly so, seeing that the Union has gained a point more than it had before the "war" commenced; and in future "cycling for cyclists" is absolute, and the Athletic Association will have no control whatever over wheel riders. All cycle races in this country must be held under N. C. U. rules only, and the N. C. U. only has the power to deal with offenses against the rules; the Athletic Association restricting itself to athletics apart from cycling.

The news, just received from Australia, that Cortis is dead, has cast a gloom over our circle. Say what we may about the deeds of men who have beaten Cortis's times on better bicycles than he rode, the fact remains that he was the best man who ever crossed a bicycle; and his good qualities did not stop at his physical powers, but were carried into his private life, so that no more *quietly popular* man (if I may coin such a phrase) was ever known in the wheel world. He had no ambition, apparently, save to shine as a genuine sportsman; and when on, or away from, the path, he would treat his humblest friend as an equal, instead of posing superior o'er him. In private life, I have experienced little kindnesses at Cortis's hands which showed me that he was a *sterling man*; and although occurring so far away, his death is that of a *friend*. Many another rider can say the same; and the whole world of sport must regret the early death of such a sportsman.

"FAED."

LONDON, Feb. 15, 1886.

A certain North London cyclist had an unpleasant surprise the other day. He was one of ten in a smoking carriage on the Great Northern Railway, and to them entered at one of the stations a lady who regarded not the cry of "Smoking carriage!" and turned a deaf ear to the wail of "Full!" Once in, the cyclist rose to offer his seat, but the lady steadily refused to take it, and to the men's discomfort, remained standing with the blue tobacco wreaths curling round her head—nor would she change at the next three or four stations. At last, quoth the cyclist, giving vent to the astonishment of the carriage, "Excuse me, madam! but it seems a curious thing for a lady to prefer standing up in a densely smoky carriage like this"—and as the train ran into the station she replied, "Well, yes, perhaps it does look so, but I've just come from the bedside of a friend ill with small-pox, and I've always heard smoke is a great disinfectant!" And as she tripped down the platform, the fathers of families reviled her even while they pitied. Poor thing!—*Cycling News*.

JOTTINGS FROM BEYOND THE THREE RIVERS.



LEARED out. Yes, the heads of departments, etc., have cleared out, and they are all by this time, no doubt, in New York city, and busy over the affairs of one of the two largest cycling clubs in the world. By the time that this letter gets into print much will

have been done towards putting the L. A. W. on a better working basis than ever, and giving it that chance for progression and expansion which undoubtedly constitutes in it a great amount of latent vitality. Last Saturday night saw the secretary-editor on the road to attend what rumor says will be the most important board meeting yet held in connection with the League of American Wheelmen. Yesterday saw several other Pennsylvania Division League officers leave Philadelphia accompanied by that "lion of the West"—not the very far West, you know, where they tell such awful yarns—Fitzpatrick, the cycler who will one day be governor of Ohio. Going into the L. A. W. office on Saturday, the 20th inst., he was the first individual whom I struck, and he knows how to shake hands like a man who is accustomed to manipulate the handle-bar of a bicycle. "Come out to Ohio," he said to the writer; "we have got the roads there that are made for cyclers, and we have no hills but those that are easier to ride up than they are to ride down." If the main thing that the next board meeting manages to do at its sitting could be made to be a final adoption of some concentrated business method of running the L. A. W., a method which, while fighting shy of the mistakes and errors made by the C. T. C. and kindred associations, would be as nearly perfect as possible in its conception and workings, then the present board would merit the gratitude of American cyclers for all time.

There is a new edition of the very deservedly celebrated and popular "Pennsylvania-New Jersey Road Book" in the press. The new edition will come out with a slight alteration in its title, Maryland being now embraced within the scope of the first road book of any account to be issued by the L. A. W. The "Pennsylvania, New Jersey, and Maryland Road Book" will contain descriptions of 12,000 miles of road,—no duplications,—and, if the work is kept up to date and retains the amount of reliability which up to the present it has been found to possess, cyclers will have the consolation of knowing, even though the fact may not be generally admitted, that they were the first to furnish a road gazetteer of any practical use. No coaching club or like organization ever got up a map or guide book to a county or a district that will at all compare with the route books now being prepared and published by the cycling community. New York, it is said, is to have a road book that will bear comparison with that of Pennsylvania, New Jersey, and Maryland. Apropos of the regular road book, I may here state for the benefit of those who take an interest in the practical side of cycling, that Mr. Henry S. Wood, C. E., compiler of the "Pennsylvania, New Jersey, and Maryland Road Book," has prepared a blank road book, which is most tastefully gotten up, for the use of members of those "divisions" which have not as yet got road books of their own. These books contain the printed sheets for filling in descrip-

tions of roads, etc., which sheets are perforated near the back of the book and can be torn out when filled in order that they may be sent to the authorities who may be appointed by the different divisions to receive such information. These blank road books cost but thirty-five cents; they are well bound and are of convenient note-book pattern, suitable for slipping in and out of any ordinary sized pocket. All wheelmen should carry one of them for their own benefit, and for the benefit of their friends. From the returns lately published in the *L. A. W. Bulletin*, it would appear that the Pennsylvania Division is running ahead of its fellow divisions in activity, as evidenced by the large lists of applications and renewals. As I before suggested, why do not the other divisions strive to outdo "Pennsy" in the matter of running up their membership? New York and Massachusetts have ample facilities, it would appear, for so doing, and now the fact that the League meet for 1886 will be held in Boston, ought materially to assist the wheelmen of the latter State in enrolling enough new members to run the total membership of the division ahead of the hitherto unexcelled total reached by the New York Division after the meet of 1883. Touching on local matters and opinions, I may say that L. A. W. members here appear in the main to be satisfied that the meet is to be held this year in Boston. The fact, however, of Boston being the distance it is from Philadelphia will no doubt materially interfere with the generality of our wheelmen turning up; the representative men will of course be present as they were at Washington, but if the prospective meet in Boston runs ahead, in point of the number of members attending it, of the meets of New York, Washington, and Buffalo, it will be owing to the number of New England and New York and perhaps Western men attending it, rather than to the number from this section or from points further south. This is only an impression of the writer and may be an erroneous one.

We are promised a very large and a very strong club in this city for the future; the Penn City Wheelmen, one of our most active and one of our largest city clubs, has merged into the Pennsylvania. I mentioned in my last to you that an amalgamation of two of our city clubs was contemplated. Such a junction of forces, with an eye of course to mutual benefit, has now taken place, and henceforth there will be no Penn City Wheelmen, but there will be an enlarged, a more active, and it is to be hoped a more prosperous, Pennsylvania Bicycle Club than ever. The move on the part of the two organizations—there was a mutual desire for it—appears to have given satisfaction to the members of both clubs generally, and as the incoming club has been adjudged the right of having some of its members take positions on the governing board, why the affairs of the enlarged organization ought to progress in a very satisfactory manner.

The firm of George Gideon & Co., whose change of business location you noticed in the last issue of the GAZETTE, have made a wise selection in their choice of a site for a cycling establishment. Round the new Philadelphia public buildings where they have pitched camp there is perhaps the only decent piece of asphalt pavement of any extent in Philadelphia except the elysium strip on North Broad street, which latter when laid was a "godsend" to North City cyclers and roller skaters. The Pennsylvania and New York, Baltimore & Washington Railroad depot is within a stone's

throw of their establishment, and a ride without a dismount to Fairmount Park is in order from their doors. We have now three cycling business establishments in the city, Hart's, Gideon's, and the "American Star" Company's, besides several agencies for special machines, and this fact, taken with the fact of the growth of the League in this neighborhood, will no doubt help along cycling interests generally in this locality.

One late occurrence I am sorry to have to chronicle, and that is the cessation of publication of our much praised Philadelphia *Cycling Record*, about which, as far as I am informed, nothing but good opinions and flattering encomiums have been held and expressed. The *Record* went out of existence on the 20th of February, just one year from the date of publication of the first number. I suppose the "struggle for existence," to use the proverbial phrase so much adopted lately when speaking of cycling periodicals, proved too much for the modest and clean little sheet that for one year managed to pull along among Philadelphians.

Washington's Birthday was about the first day for several months upon which any riding could be done in the neighborhood, and the comparatively warm and dry weather tempted many wheelmen out along the park drives and under the now leafless trees of Fairmount. What a magnificent place for a League meet would Fairmount Park be with its twenty-five or thirty miles of splendid drives over hill and dale, by wood and water, with Lancaster Pike and the new roads to Norristown and the Northwest region as a reserve riding ground. Ten years from now if things progress as they have been progressing, starting from Fairmount Park out Lancaster Pike, Philadelphia cyclers will have a fine suburban riding ground. We shall all be waiting now to hear from New York. As I finish this communication I judge that the board in New York city is about finishing its session, a session which will no doubt be fraught with much good, or much detriment, to the

organization. Many changes, and those changes radical ones, too, will probably be made, and much interest will center round the working out of the details of new and important work which will date its inception from this particular meeting. The *Bulletin* very truly remarks in its last number that the League has ceased to be a debating society, and is now an organization supposed to be under, and to be directed by, representative government, and having for its object the benefit and defense of its members. Well, if the L. A. W. can fulfill a mission such as this it will be doing a good work. Did you see any of the couplets going the round of the press lately? No doubt they are by this time somewhat hackneyed; here's one of them, and appended we put the S. W. GAZETTE's little say:-

"A boy will eat and a boy will drink,
And a boy will play all day;
But a boy won't work, and a boy won't think,
Because he aint built that way.

"A girl will flirt and a girl will mash,
And ne'er give herself away;
But she can't ride a bicycle, you just bet,
Because she aint built that way."

"No, nor it aint built that way, nayther," as our Irish member would say; "and shure," he continues, "isn't that the rayson why we want more three-wheelers? And is there any rayson why we should not have them? The devil a rayson." Then let's have 'em, lots of 'em, that's the word for '86, though they haven't forty lady riders in Chicago. CHRIS

PHILADELPHIA, Feb. 22, 1886.

THE TIOGA CYCLING CLUB.

Being an interested reader of the GAZETTE and an enthusiastic wheelman (although not much of a rider), I have often wondered why the Philadelphia clubs are so seldom represented in your columns, and, after considerable hesitation, I have decided to send you a few items in regard to the Tioga Cycling Club, of which I have the honor to be a member.

The Tioga is a League club, and is, I believe, the youngest organization in the cycling line in Philadelphia. We started into life in July, 1885, and have now an active membership of twenty-one. Our members are principally business or professional men, whose limited time will not permit of long runs; and yet the club log shows up a very fair total of miles wheeled on the road. We have no club room, but meet at the houses of the members alternately. We have no initiation fee or club dues, but the club committee has the power to levy an assessment whenever the club treasury needs replenishing, and, as our expenses are light, the assessments are light, few, and far between.

Most of our members are not what would be called *young* men, considered in the strictest sense of that term; in fact, the majority are fast approaching that neutral ground called "middle age," and yet we manage to keep up a large amount of enthusiasm in a quiet way.

In order to spur on our members to continuous riding, we have offered several prizes to be competed for during 1866 as follows:—

First—To the member riding the greatest number of miles during the year, the "Club Cup." This is to be a handsome prize, and will remain the property of the club, but is to be held by the winner for one year.

Second—To the winner of the "Club Cup," a prize valued at about five dollars.

Third—To the member riding on the greatest number of days during the year, a prize valued at about five dollars; no day counted on which the rider has not covered at least three miles.

Fourth—To the member riding the greatest number of miles on any one day, a prize valued at about five dollars.

Fifth—A "booby" prize to the member that rides the least.

Prizes two, three, four, and five will become the property of the winners. The riding must be all on the road, the prizes to be presented at a banquet to be held early in January, 1887.

I do not know whether other clubs have offered similar prizes, but we believe that our plan will induce our members to take more frequent runs, even if short ones, thus, insuring a greater amount of physical benefit than would be derived from long runs taken at irregular intervals.

Our list of wheels includes Faciles, 'Xtraordinary Challenges, Experts, Invincibles, Humber tandem, tricycles, etc.; so you see we are not men of one idea. We are—well, whatever else we are I will tell you next time. "JEDIDIAH."

"JEDEDIAH."

PHILADELPHIA, Feb. 27, 1886.

The current number of THE SPRINGFIELD WHEELMEN'S GAZETTE is in several ways a notable one. An interesting letter from the antipodes gives encouraging accounts of the progress of the manly art of wheeling in Australia. Sandhurst, the second city of Victoria, seems to be the hub of the Australian cycling world.—*Rugby Monthly*.

News Notes.

Wheeling now boasts 10,000 circulation weekly. The Boston Bicycle Club is now in its ninth year.

President Bates is writing a bicycle story in the *State Republican*.

If you have not joined the L. A. W. can you give any good reason?

Wm. Read & Sons promise an elegant crop of Royal Mails this year.

The Nashville Bicycle Club holds a social every Tuesday evening from 7 to 11.

The Columbia Safety will be a welcome addition to the list of American machines.

Editor Surprise, of the *Southern Cyclist*, has been laid up for a few weeks with rheumatism.

As usual, all railroads run into Boston, and will make a decided stop for May 27, 28, and 29.

The Pope Manufacturing Company now supply ball pedals on all their high grade machines.

The Columbia Light Roadster is now fitted with hollow felloes on both wheels, made from a seamless steel tube.

It must be that the Boston correspondent of the *Cyclist and Athlete* does not read the leading Boston dailies.

Wheeling states positively that after the Union championships, R. H. English will join the professional ranks.

Riders will welcome the fact that this season they can buy Columbias from \$5 to \$15 cheaper than ever before.

The Kirkpatrick saddle has been improved and adopted as the standard style of saddle for this year's Columbias.

Samuel T. Clark & Co. have a shipment of 300 New Rapid wheels on the way, of which great things are expected.

The "Agents' Guide" is proving a valuable aid to dealers in bicycles. Write to Stoddard, Lovering & Co. for a copy.

The *American Wheelman* published in the February number that old chestnut illustrated, entitled, "Little Johnnie's Ride."

The old prejudice against the Star wheel is fast dying out. Cycling papers have come to give Star news in common with others.

The receipts of the Springfield Bicycle Club for 1885 was \$17,395, the expenses \$15,933, the net profits of the tournament \$3,060.

The new ladies' tricycle, to be placed on the market this season, will be as well adapted to the wants of a light gentleman rider as to that of a lady.

The missing link (not Darwin's) has been found. It is a new bicycle lock, and is made by A. P. Merrill & Co.; full particulars in our advertising columns.

Fred Jenkins, having accumulated wealth from the *Wheel*, severed his connection in February; and thus cycling journalism loses one of its brightest writers.

"The longest legged wheelman," says the *Fort Wayne World*, "yet heard from, is the man who buttons the waist-band of his knickerbockers to his collar-button."

Corey does not believe that every change or bicycle invention is an improvement, and thinks the

Rudge cycles for 1886 are about right. He doesn't often make mistakes.

The Coventry Machinists' Company's new club tandem, Marlboro Club, is fitted with a foot brake, which is destined to supersede hand brakes on all tricycles, tandems, etc.

Have you got one of those pretty little souvenirs of the South,—a bale of cotton? It is given as a premium to the *Bicycle South*, and is worth more than the subscription price.

Atwell, who has taken charge of the bicycle department of Wm. Read & Sons, whose specialty is the Royal Mail, is a well known wheelman and a good judge of a good wheel.

It seems to be L. A. W. first, last, and all the time on the street, in the club room, and, in fact, wherever the wheel is known. A man who is not a member of the League is lonesome.

"Set down Dakota as the land made to the order of wheelmen. Roads have a dry hard surface all the year round; I ride my wheel winter as well as summer." So writes a correspondent.

Dr. H. L. Cortis, the once famous English racing man who went to Australia, died at Sydney, Dec. 29. Wheelmen throughout the world will deeply regret the death of this popular wheelman.

J. A. R. Underwood, of Dorchester, Boston, is pushing the famous Quadrant tricycle and Rover Safety bicycle, and does not propose to take a back seat in matters pertaining to safety in cycling.

The Pope Manufacturing Company have at their Boston sales-rooms a new addition to their exhibition machines in a Standard Columbia that has been sold and resold twenty-eight times and is now in good condition.

The latest record of the Royal Mail is in being awarded the Lakin prize for 5,056 miles on one wheel in 1885, the rider having been Capt. Goodnow, of the Westfield club, who is loud in the praise of this wheel.

Bicycle clubs intending to have a track the coming year had better go slow. The building of a track is very fine, but it is an expensive luxury. It costs the Springfield club nearly \$1,000 a year just to keep it in repair.

In the suit of the Pope Manufacturing Co. against the Overman Wheel Co., pending in the Supreme Court of Massachusetts, a decision has been rendered in favor of the Overman Wheel Co., and against the Pope Manufacturing Co.

Harry Etherington, who has pushed *Wheeling* to the front in England, has succeeded in beating all of the other papers in the election of Mr. Griffin as handicapper over Mr. Coleman, the present incumbent, who was backed by the Coventry ring.

Gormully & Jeffery, of Chicago, are the only American bicycle manufacturers who own their own plant complete, although the Pope Manufacturing Company control the Weed Sewing Machine Company, where the Columbias are made.

The Boston and Albany Railroad will make special arrangements for wheelmen attending the League meeting. If they will notify us of their coming, and as many as possible come on one train, special baggage cars will be provided for wheels.

The Washington's birthday meeting of the Chicago Bicycle Club has fizzled out, as might

have been expected. Energy was the principal thing lacking.—*Sporting Journal*. What's the matter with that very essence of energy, Burley B. Ayers?

Bicycle clubs wishing fun for their entertainments cannot do better than write to Zacharias & Smith, Newark, N. J., for the celebrated, wonderful, and educated "Trick Mule bicycle." Zacharias & Smith warrant the wheel, and we can endorse the warrant.

The Florence (Mass.) Wheel Club, the Worcester (Mass.) Aeolus Wheelmen, the Berkshire County Wheelmen, Pittsfield, Mass., the Cambridge Bicycle Club, of Cambridge, Mass., and the Mavericks, of East Boston, have voted to join the L. A. W.

The advertisements of the Humber Tandem and the various safety machines are creating a great interest, and the agents and dealers are to be congratulated for opening a new branch of the wheel business. All that it needs now is to be properly developed.

The Rudge Safety for 1886 is fitted with a number of marked improvements. The fork ends are adjusted to the lower extension with double bolts, and a double lower ball bearing is now attached, which relieves the cross strain and makes it immensely strong and rigid.

The subscribers of *Wheeling* have received an elegant piece of music, entitled *Wheeling Waltz*, by Harry Etherington. Music covers eight pages, and has an elegant lithographic frontispiece. This is the first of a series or art supplements to be given to all subscribers to *Wheeling*.

W. H. Huntley, second lieutenant of the Nonantum Cycling Club, of Newtonville, rode last season, 3,830 miles on the bicycle, and 1,225 miles on the tricycle—a total of 5,055 miles. In racing, he covered 222 miles on the bicycle, and 325 on a tricycle—a total of 547 miles in racing.

A. G. Spalding & Bros., of New York and Chicago, have the United States agency for the genuine Humber made by Humber & Co., Beeston, and will push the sale of them. They have also added ball bearings all around to their well-known Premier, which sells as low as \$100.

The *Boston Herald*, who "has got us on their list," says: "THE SPRINGFIELD WHEELMAN'S GAZETTE for January is at hand, and is replete with interesting matter for the wheelman. It is simply surprising how such a beautifully printed publication can be gotten up to sell at five cents."

About once a year some Rip Van Winkle awakes from a doze and writes a long article on the ill effects of bicycle riding. The latest is a correspondent of the *Boston Journal*: but, as the subject which he has picked up was answered fully a year ago in these columns, there is no need of further comment.

The many riders who examined Corey's Rudge Humber Tandem at the Springfield Bicycle Club ball, on Feb. 22, were loud in their praises of its beautiful appearance and easy running qualities. The unanimous verdict was, that it was one of the finest pieces of mechanical skill they had ever seen.

The record of 5,056 miles in 1885 by C. M. Goodnow, of Westfield, winning the gold cyclometer offered by J. A. Lakin & Co. for the greatest number of miles in the season recorded by their cyclometers, is very creditable both to Capt. Goodnow and to the wheel he rode,—a 54-inch Royal

Mail. This wheel seems to be getting the right kind of records.

The Boston Bicycle Club will hold its proposed cycle exhibition in Mechanics' building and it is the intention of the club to offer the League the use of the cellar of the building for the storage of wheels during the coming meet, and also the use of the art gallery as a place for holding the business meeting.

The champion fancy and trick bicycle rider of the world is the new editor of the *Wheel*. In speaking of the beauties of cycling the *Wheel* says: "A rush up a hill, a detour through some field, where they get a thorough shaking up," etc. This is rather previous, to say the least, but cool enough for December.

The Faneuil House, at Brighton, Mass., has become so popular with cyclists around Boston that it has been made a League hotel. Its courteous proprietor has made a specialty of catering to cyclists, and its close proximity to Chestnut Hill Reservoir and the beautiful suburbs of Boston, are greatly in its favor.

The "League Waltz" is a very pretty piece of music by Dr. Geo. F. Brooks, of the Albany Bicycle Club, and published by Schubert & Co., Union square, New York. Musicians, whether wheelmen or otherwise, will welcome this charming piece of music to their *repertoire*. The title is from an original pen sketch, and is something new for sheet music.

The number of clubs who intend to build bicycle tracks this season is very gratifying, but it is not all gold that glitters, and our advice to clubs is, to never mind the cost of building, for that you can provide before you start, but bear in mind that after you have the track it will cost about \$1,000 a year to keep it in order, or your labor and money will be spent in vain.

The spring meeting of the New Orleans Bicycle Club promises to be a big success. The *Bicycle South* is pushing matters, and rises to remark that "all the events will be under the rules laid down by the L. A. W., and all arrangements will be in the hands of gentlemen so well known to wheelmen in this and other Southern communities as to insure beforehand fairness and justice."

The March number of *Outing* is the first one issued under the new editorial management of Poultney Bigelow. It has nearly one hundred illustrations, and realizes what has long been desired here, a gentleman's magazine of sport, travel, and physical recreation free from all objectionable features. The new offices are in New York, the move from Boston having been made in January.

Western Massachusetts will send the following members to the League meeting in May: Berkshire County Wheelmen, 35 men; Holyoke Bicycle Club, 26, or even more; Greenfield Wheel Club, 20; Northampton Wheel Club, 20; Florence Wheel Club, 10; last, but not least, the Springfield Bicycle Club, 70 men, or nearly 200 men, which will increase to 1,000 by the time we reach Boston.

"Daisie," of the *Bicycling World*, is doing her best to boom the ladies' tricycle run, which it is proposed to have during the L. A. W. meet. She will let the men go if they will promise not to ride bicycles, but all use tricycles. She thinks that she can hold her own with any tricyclist, but prefers not to tackle bicyclists. All ladies intending to participate should address "Daisie," care of *Bicycling World*, Boston, Mass.

The following cycling yarn taken from one of our exchanges takes the cake: "Annie E. Sylvester, a woman well known in St. Louis society, disappeared three years ago and was supposed to be dead, but she has returned lately as the 'champion lady bicyclist of the world.' She went off, owing to family persecution, and studied bicycling, and won the championship contest in San Francisco against 126 competitors."

A Western cyclist has invented a harmonica or "mouth organ" holder, which will enable the rider to play music on the road without taking his hands from the handle-bar, or he can, if he is an expert rider, accompany himself on an accordion or banjo. But W. W. Stall, of Boston, can go him one better; if you don't believe it, send 50 cents for one of those death dealing instruments which even a novice on a wheel can play.

Chicago will not take a back seat from any city in America as far as sporting events are concerned the coming season. We have only to point to the Washington Park Club entries to support this assertion.—*Sporting and Theatrical Journal*. Let us see. It seems as though there was a little country town named Springfield that has a word or two to say in regard to cycling. It don't seem as if we were mistaken, either; but you cannot most always sometimes tell, can you?

We have received from Messrs. Stoddard, Lovering & Company, of Boston, Mass., a book entitled "The Agents' Guide, or how to sell Rudge Bicycles and Tricycles." The book is compiled by their manager, H. D. Corey, and treats very fully on how to sell bicycles and tricycles in general, giving many useful hints and much valuable information in regard to working up the business. To parties desiring to develop the wheel business we should recommend to send a stamp to the above firm for a copy.

Howell challenges Wood, through the London *Sporting Life*, in the following manner: "In answer to Wood, the self-styled champion, I wish to say that he does not hold the mile record, as I have beaten his record in public by four seconds, and as Wood held the watch himself he knows the record as a *bona fide* one. I inclose you £5 to bind a match with Wood, according to his letter, to run as soon as the season commences—that will be Easter week; so if Wood means business he will oblige by at once covering my deposit, and sending articles to me, when the match will at once be ratified."

THE SPRINGFIELD WHEELMEN'S GAZETTE finds fault with "The Great S—" on account of advertisement pages being placed midst matter. Of course, we have no right to question the GAZETTE's opinion, but we would merely remark that as a notorious sinner in the same direction the S. W. G. takes the palm.—*Cyclist*. Correct, brother; it would not be Springfield if she did not take the palm, and we are glad to have the acknowledgment that, even in so small a matter, the GAZETTE leads, and that the *Cyclist* is willing to follow, shows that we are worth at least imitating.

President Henry W. Williams, of the Massachusetts Bicycle Club, retires from office with a record of which he may well be proud. He has made one of the most admirable officers that ever graced a meeting or represented an organization. During his three years of office the club has reached its present large membership, and has made the finest riding record of any club in the

country. Under him, too, it moved into its palatial quarters, which are unsurpassed in location and beauty. He will not retire from active participation in the club's affairs, but will be a lively worker in the ranks.

"Have the brigands got him?" is the startling head-line in the *Wheel* of February 19 regarding Thomas Stevens. The new editor of the *Wheel*, in his zeal to furnish the cycling public some news, comes out with the above heading in bold type, and then proceeds to tell that Thomas Stevens has not been heard from since August 10, and concludes that the brigands have got him. This is the worst chestnut the *Wheel* has ever given us, since nearly every paper in the country has been publishing accounts of Stevens's arrival at Teheran, and the February GAZETTE contained a letter from him dated December 26. The position of the *Wheel* is ludicrous.

At a meeting of stockholders of the New Jersey Cycling and Athletic Association, held in Oraton Hall, Thursday, February 4, about thirty members attended, representing \$7,625 of stock. The following men were elected to act as incorporators and directors: New Jersey Wheelmen, David E. Drake, W. H. Parsons, Howard A. Smith, L. J. Hardham, George P. Williams, F. N. White, A. M. Hall, George W. Hubbell, Chester R. Hoag, A. G. Winter; Orange Wanderers, Dr. R. M. Sanger, J. Warren Smith; Essex Bicycle Club, John B. Lunger, Eugene Sargeant; Montclair Wheelmen, Ross W. Wier; Hudson County Wheelmen, C. E. Kluge.

Thomas Stevens, now in Asia, in his last letter to *Outing*, says: "The Prinkipos ladies' compliment to the first bicycle rider visiting their beautiful island is: 'O Bizdan kaya'ore ghpurulduzug em nezaketi sadi bir dakika ntchum ghyuriorus nazaman bir dah backiorus O bittum gitmush.' (He glides noiselessly and gracefully past; we see him only for a moment; when we look again he is quite gone.) The men are of course less poetical, their ideas running more to the practical side of the possibilities of the new arrival, and they comment as follows: 'Onum beyghir hich-ber-shey yemore hich-bir shey ichmiore hich yorumliore ma sheitan gibi ghtiore.' (His horse, he eats nothing, drinks nothing, never gets tired, and goes like the very devil.)"

The Dime Museum should secure at once the Boston correspondent of the *Cyclist and Athlete*, or else the L. A. W. should have him put in a handsome frame for the benefit of its members. In his account of the meeting of the Massachusetts division, at Boston, he says: "At the division meeting, held at 7 o'clock, about the only important business transacted was to make Messrs. Ducker, Lawton, Kendall, Bassett, and Pratt an executive committee to manage the L. A. W. meet," and then takes two columns to tell the proceedings. It seems as if he should be able to condense nothing into a small space, but as an ex-pander of air he is entitled to the Massachusetts division championship.

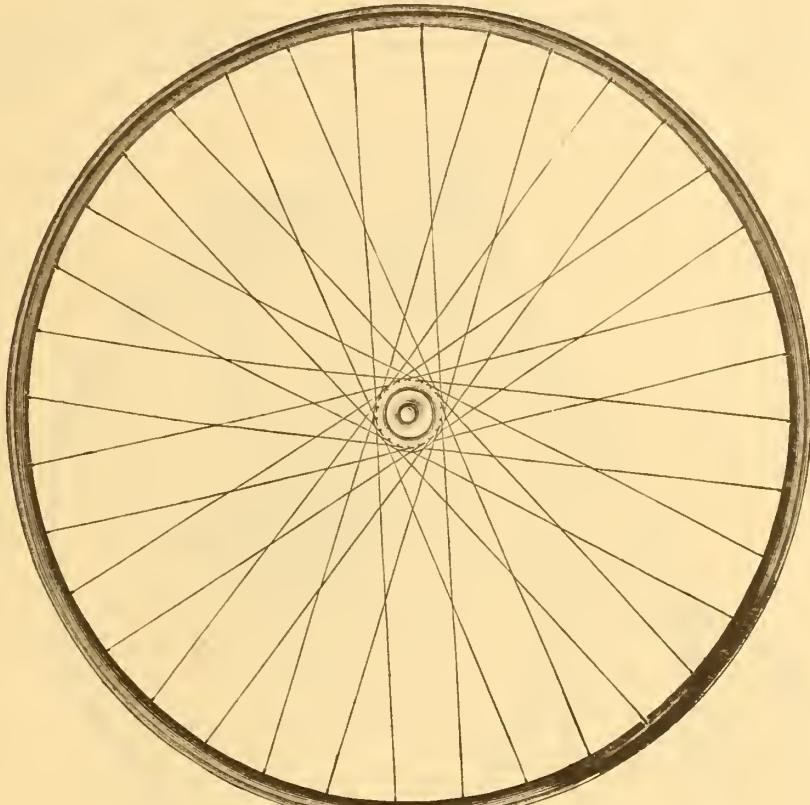
The *Cycling Record* in its *au revoir* gives some good advice to cycling editors, likewise has good words for the leading cycling papers of America. It says: "We have endeavored to be courteous to our contemporaries and fellow editors, and have always given credit for matter we have copied, either to its author, the paper from which it was taken, or both, and we recommend that more attention be given to this simple piece of

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within
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NEW JERSEY.

justice, than is sometimes the case. We are indebted to our contemporaries, almost without exception, for kind words spoken of us from time to time, but we are in this respect particularly indebted to THE SPRINGFIELD WHEELMEN'S GAZETTE and the *L. A. W. Bulletin*.¹

THE SPRINGFIELD WHEELMEN'S GAZETTE offered as a premium a Buffalo Home Trainer to any club sending them 100 subscribers to the GAZETTE, and a number of clubs have entered the race, with the Indianapolis club in the lead. Their energetic captain has sent out the following slip to a number of wheelmen, and we are happy to announce with favorable results: "INDIANAPOLIS, IND., Feb. 5th, 1886. Dear Sir:—THE SPRINGFIELD WHEELMEN'S GAZETTE has offered to present any club furnishing them with one hundred subscribers, with a Buffalo Home Trainer. The Indianapolis Bicycle Club is endeavoring to secure a Home Trainer in this way and respectfully asks the aid of your subscription or renewal for said paper. The GAZETTE is by far the best bicycle journal in America and no one interested in the progress of wheeling should be without it. Hoping to receive your subscription for same by return mail, I am, yours truly, C. F. SMITH,
Capt. Indianapolis Bicycle Club.

The *Bicycling World*, in its review of the year, says: "Nothing in the history of the *Bulletin* the past year leads us to depart from our original idea, that a monthly organ is all the League can afford to give its members." There was a time when we thought a monthly organ was all that was needed, but we have seen an ably conducted weekly and shall be loath to part with it, and cannot agree with Editor Bassett when he says: "For this we have always contended, but we think the League has gone too far," i. e., in establishing the *Bulletin*.—*Springfield Wheelmen's Gazette*. To a man up a tree it looks as though the *Bi. World* would prefer the *Bulletin* as a monthly because the competition in the field of weekly cycling journalism would then be decreased, while THE SPRINGFIELD WHEELMEN'S GAZETTE prefers the existing order of things because otherwise its field would be encroached upon. The *Cyclist and Athlete* is disinterested. The aim of its publishers is to make a journal read by all cyclists for the news it contains, regardless of the number of other publications of great or little pretense.—*Cyclist and Athlete*. To any wheelman who has been interested in the above matter, the criticisms of the *Cyclist and Athlete* are without any foundation whatever. As for us, the GAZETTE, for two years we advocated a monthly organ for League members, and even to-day think a monthly organ containing official business only, the best. Yet as a newspaper we should be loath to part with the *Bulletin*.

STAMFORD (CT.) NOTES.

A-WHEEL TO GLENVILLE.

With the universal desire of every wheelman to visit new scenes and ride over new ground, we left the old Post road at the used-to-be-toll bridge, in the edge of Port Chester, one summer day, and steered for Glenville, a little ville we had as yet "only heard tell of," and of course our imagination conjured up all sorts of pleasant sights and experiences in advance, as we again sought "fresh woods and pastures new." At the outset the route bid fair to be one well chosen, for pretty views of hill and dale are had on either side as we ride in silence—beg pardon of the birds, it

was not silence—through shady glens, or in the bright sunlight, over a good road, which winds among the hills, and is as sinuous as the little river which so faithfully reflects objects in its depths, and adds so much to the already perfect landscape. In several places the road turns sharply around a great rock on a hillside, with a deep and dark gorge down the other side to the river, along the banks of which grow tall trees, and undergrowth that hides the ground and water in a tangle of vines and foliage. Down there in the twilight, the creeping and running things of earth can play hide and seek to their hearts' content, with no man's hand against them, and only stray sunbeams to spy them out. Up among the hills, as if lost, we suddenly come upon a great brick factory for the making of bolts and nuts, and a few cottages scattered about it, nearly hidden in a wealth of shade, which is known as Penberwick on the Glenville road. The rumble of a thousand wheels inside, is in strong contrast to the peaceful quiet outside, for the mill absorbs about the entire population, and we only see a woman and two boys as we push on up a hill toward our destination. A little more picturesque winding, up hill and down, and we arrive at a little hamlet built along the Byram river, as if to cement it to the hills, in an effort to keep it; but the dam at a woolen mill has failed in that particular, as we have seen, and its waters gladden everything on its way to the Sound. As might have been expected, the cycle was the center of attraction, and "drew largely." Those who seldom or never saw one up there made vague surmises as to its cost, management, and utility. Having seen the quaint, quiet little town, and done a business errand, we mount again for the home run by way of Greenwich, passing through some very rocky country, where the "orchards, orchards everywhere," must come in good stead, for little else than fruit, cider, and pasture can be worried from such fields, we think. As we near Greenwich, the country mends a bit, and the tillers of the earth have more chances for their lives, and we discover that Greenwich, like many southern towns, has a colored quarter, for there is much color along the way, and they have a little new church. Rounding a corner into North street, we have a delightful coast to the door of the Lenox House, and shake off the dust.

A fine portrait of Col. A. A. Pope graces the wall of the Stamford Wheel Club's billiard room. Many of the members are getting uncontrollable at the long delayed wheeling weather, and are advised to either put in home trainers, or follow the Solitary Club's example in riding Faciles. We, Us & Co. have ridden all but twelve days, and then only stopped for snow.

Mr. J. L. Mead, of Greenwich, has joined the great and growing cycling band, more for the business convenience of the wheel than anything else, but the scribe warrants him much more. Several of his neighbors are "liable to be taken any day."

Cyclist Palmer sprained his shoulder when s-Kate-ing with the girls, and acknowledges having felt quite blue on coming to, notwithstanding he was so promiscuously intermingled with their curls. He is convalescing!

We are gratified to learn that our request to Editor Aaron has resulted in putting Burley B. Ayers & Co. on the track of the officers of the N. Y., N. H. & H. R. R., regarding the carrying of cycles.

Many new riders who plunged about on wire heaps (beg pardon) last season, are to have new mounts, and their cups of bliss will run over.

Our thanks are herewith tendered Editor Ducker, for literary favors from over the sea.

The president of the Stamford Wheel Club will ride a Star, the first owned here.

Greenwich concludes to awaken, and has a cycle club. Particulars later.

"STAMSON."

DETROIT JOTTINGS.

While Detroit has not in the past been as much of a cycling city as some of its neighbors, we have not been asleep or only slumbering, and we are now wide awake and intend to stay awake. We have formed a stock company under the name of the "Detroit Bicycle Track Association," to build a bicycle race track; and, as soon as the frost is out of the ground, will rush it forward. The boys have "caught on" in great shape, and seem to have the "get there" which is always necessary to succeed.

To vary the monotony of the long winter evenings, Lawyer Park, a member of the Detroit club, has been at work perfecting an invention of his, for which he has applied for a patent. It is an arrangement for increasing the speed of bicycles whereby the wheel is made to turn faster than the pedals, the gearing is placed in the recess of the hub inside the forks, and weighs but two and one-half pounds. When he gets this invention fully perfected, the Springfield records will surely have to go. Look out that 2.09 $\frac{1}{4}$ is not beaten!

President Bates, who has always been a correspondent of your valuable journal, as well as president of the Detroit club, has lately taken editorial management of the *Lansing (Mich.) Republican*. Previous to his departure the members of the club met at his residence and presented him with a magnificent French clock, with an ebony case, a gold face, and silver figures; also a hammered copper cigar bowl and ash receiver. The presentation was made by B. J. Holcombe.

The club will give a gold medal to the member riding the most miles between April 1 and December 1. It is expected that the boys will run up great scores in the attempt to capture this prize.

"DETROIT."

Correspondence.

THE PROPOSED TOURNAMENT IN NORTH SHIELDS, ENGLAND.

Editor of Springfield Wheelmen's Gazette:—

It may be asked, why should North Shields be the place selected for an international tournament? Why not hold it in London? We have already indicated some of the reasons why we wish to hold it here. We are situated in the midst of a racing community. We have within six or eight miles four tracks and two others are in course of construction. The public of our district have made cycling their chief sport. Formerly boat racing took the lead and all the greatest veterans of England have hailed from the banks of the Tyne. But since Hanlan carried all before him boat racing has declined and cycling has taken its place in the favors of the public. Then again, R. H. English being one of our members and being exceedingly popular, it would be a great satisfaction to his numerous friends to see him do battle in his own town with the best men in America.

We can never hope to turn out in our twenty

thousands as they do in Springfield, but a meeting between him and some of the men he met in America would attract a "highest on record," so far as attendance is concerned. It is of course useless to deny the fact that the proposed action of the National Cyclists' Union, *i. e.*, to suspend all who are suspected of being makers' amateurs, would materially tell against our prospects as a club in holding a great international meeting, but no action on their part need deter Americans coming over to race. One reason is this: It is now about certain that one of the championships of the Union will be held on Tyneside, *i. e.*, within five or six miles of us (possibly on our track), on the last Saturday in June, and our sports will be held on the Tuesday, Wednesday, and Thursday, so that whatever might be the effect of the Union upon our prospects regarding R. II. English, there would still be a great national championship which would be the greatest honor on the part of any man to wrest from this country. All over England at that time of the year there are race meetings and championship races, so that it would be well for any one coming over to compete, to make positive arrangements with the custom authorities to admit their prizes free on their return to America. In London they are talking of an international tournament, and it is quite unnecessary to point out that club officials all over the country have sufficient speculation to make special events to admit of an exhibition of speed on the part of the American contingent. We mention this to show that no one need have any fear of coming over and being left out in the cold, for they would undoubtedly find that so far from that being the case the calls upon them would be far beyond their strength and inclination. We do not for a moment deny that we have our own interests in view as a club when we push this, but that fact by no means prevents its being an enjoyable tour to the riders themselves, nor would it diminish the enthusiasm with which I am certain the visitors would be welcomed all over the United Kingdom.

Yours truly, J. R. HOGG,
North Shields Bicycle Club.

OWED TO SPRING.

Editor Springfield Wheelmen's Gazette:—

At last, the game is made. The names of the "three thousand immortals" stand cast in cold copper. The left-handed signature of Karl Kron has been attached to the 3,373 "specially numbered and addressed fly-leaves" which are to characterize the "subscribers' autograph-edition of 'Ten Thousand Miles on a Bicycle!'" The labels that are to take the book all over the world have been written and classified, and packed in readiness for the paster,—so that each man will get the very volume whose special number corresponds with that of his enrollment on the chronological subscription-list, as recorded opposite his name on the printed alphabetical list.

Between "big A, little a," which begins this (at Philadelphia), and "big Z, little u," which ends it (at Springfield), there is now "no room for more." Even the "geographical directory of wheelmen," wherein subscribers' names are arranged by States and towns (the fortieth and final chapter of my book), will all be in type before these present words of mine are printed. Hence, I announce that "dollar subscription-pledges are no longer wanted." Until the end of March only, I will accept the tender of \$1.25 in cash, as paying for an autographed copy of the book; after that, until

publication day, I will supply such copies for \$1.50, which price will thenceforth be regularly charged for the book without the autographed fly-leaf,—though I have been strongly urged to advance the rate to \$2. The names of these eleventh-hour subscribers,—if there are any,—will be printed in a supplementary list when the final forms of the book are put to press.

Let me say to the men whose names now stand on the list: *Please send no money before April 15*, for I have six chapters yet to write, and do not wish to be interrupted by receipting for it. To all towns in New England and New York, where I have two or more subscribers, and to most such towns in New Jersey and Pennsylvania, and to the large cities of the West, I shall send the books by express in a single package, to some central depository, where each owner can call and pay in his dollar, without the trouble and risk of making a direct remittance. I may print a list of such depositories in future issues of the GAZETTE or *L. A. W. Bulletin*. Subscribers in other States and regions may remit to me as soon as they please *after April 15*; and their names will be put upon the mailing-list in the order of payment. Where two or more reside in the same town, I recommend that they combine upon a single money-order, and thus save trouble at both ends of the line. The binders will turn out 200 copies a day, as soon as the final sheets are printed; and no books will be sold until the subscribers' copies have been provided for. Hence, those who send in their dollars between April 15 and publication day,—as well as any new patrons who may make advance-payments of \$1.25 or \$1.50,—will get their books several days sooner than the general public.

The six unwritten chapters, which immediately precede the final ones now in type, will be given respectively to "summary by States," "transportation," "hotels," "the League," "lesser cycling institutions," and "literature of the wheel." Besides these, I have still to prepare the "analysis of contents by chapters" and the "general index," and to revise the "special indexes of places and men's names," which I have employed others (200 hours' work) to prepare for me. I hope to get all this matter ready within six weeks, for I can now write quite readily with my left hand, and I shall shorten the chapters as much as possible. Mention may be made, too, of a brief bit of penmanship, just executed with my right hand, as a token that the end is probably near: I mean the attaching of my signature to a note "promising to pay the Springfield Printing Company \$1,500 within three months from date," for outlays already made upon the book. When I say that my total indebtedness to them on its account will be more than double the sum named, and that nearly a third of the 700 pages in the volume will be as large as those of *Outing* (*i. e.*, carrying 900 words to the page), some idea may be formed of its extraordinary size and expensiveness, and of my reasons for hoping that, with the help of 3,000 subscribers, I may finally force a sale of 30,000 copies of it.

From the last Wednesday in June until the last Wednesday in November, 1885,—"when every one else was out of town enjoying themselves,"—I stuck close to my chambers in the city, struggling to reach the end of my task "before winter." During the thirteen weeks since then, while most of my friends have been enjoying themselves in the city, I have been buried in the country, trying to finish "before spring." Having this day re-

turned to my castle, after such an unprecedented absence, I shall not voluntarily leave it again until the last page is written, and I shall not unbar my door to visitors, except for good cause. It seems almost certain that "the spring" must find the completed volume in the hands of my long-suffering subscribers, though I cannot pretend to know whether it will reach them amid the showers of April or amid the flowers of May. But, since 544 pages are actually printed and stacked up in the manufactory at Springfield (6,200 copies); and since the plates of 60 pages additional will be in existence before this letter appears; and since the subscribers' labels are all signed and arranged for distribution, I can now for the first time fairly say, "The game is made!" Even though I should not live to finish it, or to make it play a tune of 30,000 copies, I have at least approximately accomplished what I set out to do, and have produced something whose size and reach are extensive enough (whatever be its literary quality) to justify my advertising it as "The Great American Road Book."

KARL KRON.

THE UNIVERSITY BUILDING,
WASHINGTON SQUARE, N. Y., Feb. 26, 1886.

NEW YORK BICYCLE CLUB.

Editor Springfield Wheelmen's Gazette:—

This club has started on the seventh year of its existence with cheering reports of progress, and the best resolutions for 1886. The membership is now only 32, but it is under contemplation to build a new house, in which increased accommodations can be obtained and inducements offered to some of the many new riders in this city to swell the ranks. As a stimulus to the members, four prizes are offered for the road records during the coming year.

1st. To the member riding the greatest number of miles, the minimum to secure the prize being 1,500.

2d. To the member who rides on the greatest number of days.

3d. To the one who scores the largest record for a single day, which must be at least 70 miles.

4th. Something in the way of a leather medal to the rider of the least number of miles during the year; to which no one will be eligible who does not ride on at least ten days.

Two members, Messrs. Roy and Kitching, will sail for Bermuda in a few days, and there work up a good beginning for the first prize; while to win the third, the whole club relies on the opportunities afforded by the League meet, to roll up one or two centuries. As the first captain of the New Yorks, Kirk Munroe, was the original proposer of the League, and the club now holds the place of honor as the oldest League club, we feel that we cannot afford to stay away from Boston next May.

Captain Conkling, who had been presiding officer of the club for four years, retired to the ranks at the annual meeting on the first of this month; and another cycling veteran, Mr. E. W. Adams, who, since June 6, 1881, had so efficiently filled the office of secretary, also claimed exemption from further service. The list of new officers elected was as follows: Captain, J. B. Roy; first lieutenant, J. O. Jinsenis; second lieutenant, F. M. Daniels; secretary, E. J. Shriner; treasurer, R. R. Haydock; club committee, F. W. Kitching, L. O. Macdaniel.

The suggestion of the Harlem Wheelmen that an association of clubs be formed in the metropolitan district for the purpose of organizing team

road races for a challenge cup, was laid before this meeting and met with hearty approval, and the appointment of a committee to confer with the Harlem Wheelmen on the subject. An informal discussion has now taken place, and it is probable that a meeting of delegates from the various clubs who may take an interest in the scheme will shortly be called and the preliminary steps taken to establish a semi-annual contest, which will have a very beneficial effect on the road-riding powers of New York wheelmen. It is hoped that success here may result in similar races elsewhere, and thus to interesting competitions between the different cities.

EDWARD J. SHIVER,
Secretary.

NEW YORK, Feb. 16, 1886.

THE FEMALE IDEA.

Yes, I am a young lady, and I must say that I first became an admirer of cycling, and cyclists, of course, about two years ago. I will tell you how it was. I was out driving with a party of young friends, and, as we were coming home, we heard a peculiar sounding whistle from the rear, which I have since learned was a bicycler's calliope. My cousin said, "The wheelmen are coming." Sure enough, there were near a dozen of them, nice looking young men, and as they passed us in their nice blue uniforms, mounted on their graceful shining machines, we could not help but smile in admiration. Now don't think these were the first bicyclers I ever saw, but it was the first club I had seen riding in order.

During that same spring I happened to run across a bicycle journal. I read of the "festivities, balls, Cinderellas, runs, excursions, tournaments," etc., with delight, and even clipped all the poetry out for my scrap book. I was developing a pretty good case of cycling fever, which they say is very contagious. If I only had a big brother to be a bicycler I thought my happiness would be complete; but Eugene and Eddie were too young, yet I consoled myself with thinking they will grow older and be cyclists by and by. The following summer I was visiting at one of our most fashionable Tennessee summer resorts, and while there was pleased to learn that the club from Nashville was to be there during the week of the Fourth of July. They came, and a gay set of young men they were. They were all elegant dancers, which accomplishment added much to our enjoyment at the ball which was given in their honor. Many were charming singers; I remember the song which made the most complete hit was what most people would call silly, but it was very amusing and was led by the color-beacon, I think his name was—it is not wise to tell names, is it? The song was called "Vang," and that was the only syllable it had in it, although there were about thirty-two stanzas. Of course we girls made their acquaintance, and there were many regrets on the part of the lady guests when they left. There was one young man in the club the other young men called "Sixty," but that was not his real name, that was only his pet name. He was very tall and had a bright promise of a blonde mustache.

Of course I read all the wheel papers and consequently keep well posted on cycling matters. If "Daisie" of the *Bi. World* should happen to see this I know she will smile her broadest smile and probably think "one more unfortunate," etc. But never mind, Miss Daisie, when I get my new two track tri. and take a few runs, then I hope to

hear of you saying, "Welcome, sister, to our ranks." Then we can discuss the record question, "What to wear and how to wear it," and other such topics, and as they won't allow us in the L. A. W. I guess we will be content with the C. T. C. until Belva Ann Lockwood is elected president of the United States.

LIDIA FLEMMING.

NASHVILLE, TENN., Feb. 18, 1886.

THE KID'S RECORD

AND HOW IT WAS BEATEN.

The "kids" had planned a run for Saturday. By the "kids" I mean Jack and myself, we being the youngest members of the club. We were going to New Philadelphia and return, a distance of fifty miles. We started at 7 o'clock, and the first town (five miles) was soon made. The road to New Philadelphia is a good one, and the first seventeen miles were passed over without incident; but as we were riding along a smooth stretch of road, a half of a pumpkin suddenly loomed up before me. "Ride over it," said Jack. I, thinking my wheel would easily crush it, took his advice. I will never take it again. When I reached the pumpkin my wheel suddenly stopped, and, as I was going too slow to take a "header," I flew about a foot into the air. When I reached the saddle again, I fell off sideways into the dust. We finally reached New Philadelphia and had dinner there. At 1 o'clock we started on the return trip. When we had gone about five miles, Jack suggested that we break the club record. The club's day record at that time was seventy-two miles. "All right," said I. "After supper we will go to Canton and back (sixteen miles), and then to Navarre and back (ten miles)." "That will make seventy-six miles, or four ahead of the record." We got home at 4 o'clock, and told the captain that we were going for the record. He then coolly informed us that it would do no good, as the president, secretary, and himself were going to do eighty miles the next day. We determined, however, to start; and start we did, and finished our seventy-six miles. Then a bright idea struck us. We would equal the next day's ride. Jack's house was exactly a mile from the square. We then rode to his house and back twice. This made eighty miles. Jack was to stay with me that night; so we went home. The secretary happened to be my brother, but it was not deemed necessary to tell him of our extra four miles. The other fellows made their run next day, and came home with a sprained ankle (the captain's), a sore breast bone ("header" by the president), and eighty-six miles to their credit. So we were left after all. We tried to crawl out of it by saying: "A record made on Sunday is not legal;" but they still claim the record.

"A KID."

MASILLON, OHIO, Feb. 9, 1886.

"INTERESTING TO BICYCLERS"—CORRECTION.

Editor Springfield Wheelmen's Gazette:

The following item going the rounds of the press is erroneous and misleading in several particulars:

"In the Supreme Court, a case has just been decided which is a matter of considerable interest to wheelmen, as it materially affects the standing of patented devices used in bicycles and tricycles. In the case of the Pope Manufacturing Company vs. the Overman Wheel Company, for infringe-

ment of patents, a demurrer was entered by the defendant, which in effect acknowledged the allegations of the plaintiff, but denied cause for action. This demurrer was sustained by Judge Gardner, thus throwing the case out of court."

The facts of the case are these: It does not affect the standing of patented devices used in bicycles and tricycles; it was not a suit for infringement of patents; and the decision does not throw the case out of court, but by statute sends it to the next term of the same court to be tried on its merits. It only causes delay of trial. There are several suits pending in other courts by the Pope Manufacturing Company for infringements of patents, four of them against the Overman Wheel Company and four of them against the Ames Manufacturing Company, who are the makers of the Overman wheel; some of them in equity pending for some time, and some of them at law and recent. In the recent ones attachments were placed about two weeks ago to an aggregate amount of \$45,000, which still stand.

CHARLES E. PRATT,
Attorney for the Pope Mfg. Co.
BOSTON, Feb. 27, 1886.

SUNDAY RIDING.

Editor Springfield Wheelmen's Gazette:

"Dash," in your February number, has an article on Sunday riding, which is interesting, as it covers broadly a question of principle. I should like to see the subject discussed fully and freely in all its bearings, and more particularly by those who can speak *ex cathedra*; for although, thank heaven! we live in an age and country where each man has the right of thinking for himself, yet, as we are handling sacred things, I think it but fitting that we laymen should hear what our reverend brethren of the wheel have to say, for it is but fair to presume that they will speak "by the card."

From my own standpoint I must confess that I am inclined to differ with "Dash," and I gave the matter much thought when I first began riding.

I should infer, from the general tone of his article, that he was blessed with at least some spare time for riding during the week. Now, I am one of those unfortunate individuals who have to earn their daily bread, and precious little time can I call my own between the rising and the setting of the sun. In this, however, I am but one, I suppose, with the majority of American wheelmen. Consequently, what time remains for me to ride? It is true that during June, July, and August, I may, by early rising, be able to get an hour or two occasionally in the morning (which is, by the way, the loveliest part of the day in hot weather, and many of our cyclers miss its delights through slothfulness), and also in the evening for a short time; but is this to satisfy a man who is confined in a close office all day, wearying mind and body alike with complex figures and lack of exercise, or one who is compelled to stand behind a counter day in and day out, answering the exacting demands of a lot of silly girls or bargaining old hens, who don't know what they do want? And is it to be reckoned a sin against him because he takes the only day he can call his own to enjoy the great gift of God's free air and freer life in country lanes and in the stillness of the everlasting hills? Where, oh, fellow cyclers, will you find a medicine for languid body and tired brain equal to this, the every revolution of whose wheel clears out the cobwebs and brings back the bounding life of Nature's children! Does "Dash" mean to say that he thinks

a man is breaking the Sabbath who takes a quiet walk on a Sunday out into the country? And does he think that the Creator is better satisfied by the sight of a man housing himself all Sunday to study even theology continuously than if he were out of doors enjoying His creation?

Besides, we are not living under the Mosaic dispensation. We are free from the law. "The Son of Man is Lord also of the Sabbath," and St. Paul says, "All things are lawful for me," even though he goes on to say that all things are not expedient. In regard to the expediency, I can only say that if I were able to substitute a quiet run on the bicycle for the present Sunday pleasures of the majority of the young men (ay, and old men, too, for that matter) of this city, I should feel that I had done a blessed thing for the men themselves and for the community in general.

Is it really and truly an impossible thing to praise God just as well on the bicycle as at home on a chair or lounge reading for amusement? At all events the abuse of a thing is no argument against its proper and rational use. There is no sport which begins to be as universal as cycling that approaches it in elevation of tone and morals, and we can well say with Will Carleton:—

"We claim a great utility that daily must increase;
We claim from inactivity a sensible release;
A constant mental, physical, and moral help we feel,
That bids us turn enthusiasts, and cry 'God bless the
wheel!'"

* * * * *
I had a dispute the other day about the time made in riding a certain distance on one of our roads, and we found that the road distance and the cyclometer reading differed considerably. Is there such a thing as an absolutely correct register for the bicycle? I have heard numerous complaints as to the fallibility of cyclometers.

Speaking of registers reminds me of an article in the *Arkansaw Traveler*, which is too good to keep. It was as follows:—

RUINED BY THE PATENT REGISTER.

Moseby, who has been away from town for some time, returned the other day. Shortly afterward a friend met him, and, noticing his seedy and low-spirited appearance, asked:—

"Moseby, what's the matter, old fellow?"

"Ruined."

"What?"

"A financial wreck."

"How did it happen?"

"Well, you see I had charge of a bridge not far from here. The owners are very particular about receiving every cent that is due them; so they put in one of those registers. It is a sort of fool arrangement sunk in the foot passage-way of the bridge, and makes a mark with a clicking punch every time anybody steps on it. Well, everything was all right until the other day. A big Newfoundland dog got on the blamed thing and began to scratch himself, and, sir, before I noticed him, he had charged me up \$275. Yes, I am a ruined man."

"CYCLE."

READING, PA., Feb. 18, 1886.

Editor Springfield Wheelmen's Gazette:—

Bicycling has just begun here, and there is a terrible fever among the boys. Mr. L. D. Munger, of Detroit, has been with us about five weeks; also Mr. Stanley Heard, of Swansea, England, a prominent member of the C. T. C. Just imagine with such men as these, weather beyond description, roads unsurpassed, what a gala time there must be here.

They are now contemplating having a few spring races among the home boys, and I judge there will be lots of sport and that they will be hotly contested. Let all the Northern and Eastern wheelmen who are compelled to lock up their cycles during the severe cold winter that they have, visit our beautiful Crescent City. We make it our duty to be hospitable to all visiting wheelmen. I think by giving some idea of the fine roads we have down here, a few might be induced to come down. Leaving the New Orleans Bicycle Club we strike the elegant road called St. Charles avenue, which is a straight stretch of five and a half miles of asphalt pavement, at the end of which is the great Mississippi. Going along the river on one side through all the large sugar plantations, for about sixty miles, you arrive at the pretty little country town of Donaldsonville, where you can stop for lunch; after which you take the ferry, cross the river, ride about twenty miles, and arrive at Baton Rouge. The roads along this route are very fair. Then again we have that beautiful ride of seven miles, all shell road, which leads to West End, a summer resort on Lake Pontchartrain, a most delightful ride. There is to be an election for chief consul of the L. A. W., between two well-known riders, A. M. Hill and C. H. Genslinger, and things are very warm on both sides, with a slight favor on C. H. Genslinger's side.

I hope to have a more newsy letter next time, and will give a few details of our grand carnival, if acceptable. Yours truly,

"NEW ORLEANS."

NEW ORLEANS, February 25, 1886.

Editor Springfield Wheelmen's Gazette:—

The undersigned, having made some very successful tours on a bicycle, both in this country and in Europe, takes pleasure in announcing to wheelmen that a party will leave New York City by steamer about July 1st, to be absent from the United States some two months, visiting on bicycles and tricycles parts of France, England, Scotland, Ireland, and possibly Wales. In order to gain both pleasure and general information the number must necessarily be limited. If those who are favorably inclined toward taking such a trip will please communicate with me within thirty days from date, I will forward printed matter giving full particulars as to route, expense, etc. For further information address

P. HARVARD REILLY,
Manager of the A. B. and T. Association, Grand
Union Hotel, New York.

NEW YORK, February 25, 1886.

Editor Springfield Wheelmen's Gazette:—

The article in the last GAZETTE, headed "Cycling on the Sabbath," strikes me, as it doubtless did a great many wheelmen, as being supremely ridiculous. If a man thinks it is wrong to ride a bicycle on Sunday, of course it is all right for him not to ride; but when it comes to preaching against it, as if it were one of the vices of the 19th century, it has the flavor of making a mountain out of a mole-hill. To my mind bicycling differs from walking in being a more pleasant and rapid means of locomotion. Does "Dash" mean to say that taking a walk Sunday afternoon is wrong? "It is God's time," and we must "remember the Sabbath day to keep it holy," and we must "say no," and "stand up for the right," according to his sermonizing. Far be it from me, Mr. Editor, to deride what is sacred or sneer at *real* religion; but I

will venture to say that a man can ride his bicycle every Sunday in the year, and still live an upright, honest life, and that his chances for "climb'in' up de golden stairs" will not be lessened thereby. I, for one, am heartily in favor of runs on Sunday. It frequently happens that many of us are unable to get off for more than a short spin during the week; and will any man with his senses about him tell me it is a sin to go on Sunday? If the roads are good, it would be a sin for him not to go. "Dash" is a little off.

L. D. A.

BIRMINGHAM, ALA., Feb. 25, 1886.

Editor Springfield Wheelmen's Gazette:—

I read with some interest the views of "Dash," who airs his orthodoxy in the February number of the GAZETTE. Aside from the fact that he falls into the not uncommon error of writing "Sabbath" when he means Sunday, he may, I think, possess his soul in patience as to any violation of the spirit of God's law—relative to the sacredness of His day—by innocent recreation. That one should abstain "from any manner of work" (not absolutely necessary) on the Lord's day, is granted. It is conceded, too, that attendance at a service of the church on that day, at least, is rendered obligatory upon us by our duty to God; but after the performance of that duty, nothing in our Christian profession obliges us to forego such innocent pleasure as is derived from wheeling, whereby is afforded an opportunity—and often the only one—of admiring God's handiwork as displayed in nature. This is the view adopted by eminent clergymen, and held by sound churchmen who are also riders of

THE TRICYCLE.

NEW YORK, Feb. 16, 1886.

FOR THE LADIES.

The Pope Manufacturing Company, ever on the alert to advance cycling, in order to meet the numerous demands following upon the success of their Columbia two-track tricycle, for a machine particularly adapted for ladies' use, and embracing all the advantages of that one, for use on American roads, have designed, and will put upon the market early in the season, a Ladies' Columbia two-track tricycle. It will differ from the 1885 machine, chiefly, in having light tangent spokes, 44-inch drivers, with 18-inch steering wheel, and being, by this means and the lightening of the frame, safely reduced in weight to about 65 lbs. The reduction in weight will be welcome news to the many lady riders of the 1885 two-track.

THE SPRINGFIELD WHEELMEN'S GAZETTE has had one of its records cut, the first one, by the L. A. W. Bulletin. The March, 1885, GAZETTE contained an eighteen-page advertisement of Messrs. Stoddard, Lovering & Co., which has been outdone by the Pope Manufacturing Company in the Bulletin of February 26. The Columbia advertisement covered thirty pages, and we are glad to see the Bulletin thus honored. The editor is also to be congratulated upon the size of the issue and prints a sworn statement of number of copies printed and amount of paper used, in both of which the 1885 March GAZETTE can give them a long lead. For that issue of the GAZETTE we used 7,650 pounds, while the Bulletin only used a little over 2,000. Never mind, brother Aaron, we hope that by March, 1886, you will beat our record for 1885, or even the present number, and, should you succeed in beating, we will be one of the first to send in our congratulations.

COLUMBIA SPECIALTIES!

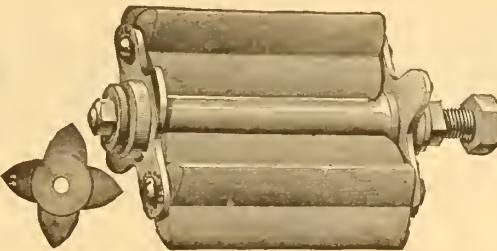
THE COLUMBIA DOUBLE-GRIP BALL-PEDAL.

All Bearing Parts Drop-Forged and Case-Hardened.

Interchangeable in Every Part.

Light and Easy-Running.

The Best Pedal Ever Offered Wheelmen.



Balls Gauged $\frac{2}{3}$ of an Inch.

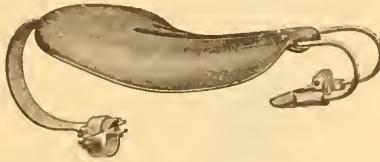
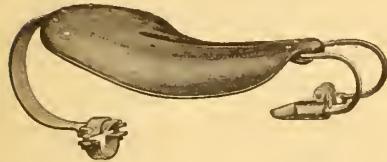
Non-Slipping Elastic Double-Grip Rubbers.

Strong Tapered Shaft.

PRICE, NICKELED, \$10.

The Best Pedal Ever Offered Wheelmen.

THE KIRKPATRICK SADDLE.



Improved in Leather and in Front Spring.

Adjustable Fore-and-Aft.

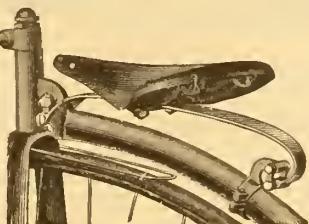
Fit Any Style of Bicycle.

PRICE, \$6.

THE COLUMBIA SWING SPRING.

Relieves both Fore-and-Aft and Vertical Vibration, while giving a Perfectly Steady Seat.

PRICE, NICKELED, \$5.



THE KNOUS ADJUSTABLE SADDLE.

Has Elastic Spring Frame, Highest-Grade Leather, an Adjustable Clip allowing either end of the Saddle to be elevated; Adjustable at the Rear without removing from the Machine.

PRICE, \$4.



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THE SPRINGFIELD WHEELMAEN'S GAZETTE.

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The Oldest and Best Makers in the World !

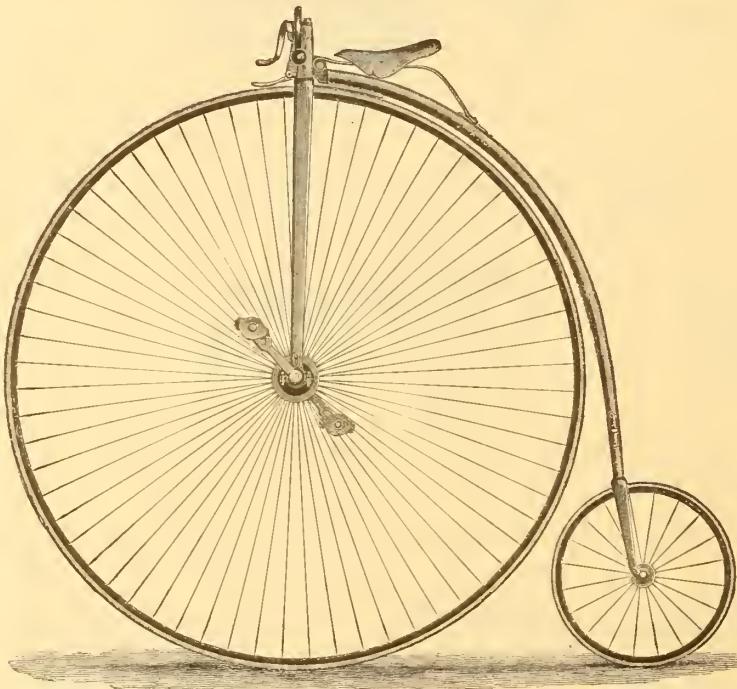
"CLUB" CYCLES !

CATALOGUES
AND
ALL PARTICULARS
ON
APPLICATION.

WHEELS

TO SUIT
EVERYBODY.

Sold on Installments
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A TALE IN THREE CHAPTERS.

BY CHRIS WHEELER.

CHAPTER II. (CONTINUED.)

Robert remained standing after entering the room, and Jessie turned to him.

"Bob," she said, "do you know what it was that Ralph wanted to talk to me about? Have you any idea what it was? Something very funny."

"I cannot say that I have," said Robert, taking a chair and sitting down close to his questioner.

"You have not even the ghost of an idea?" said Jessie, looking curiously at him.

"I have not," replied the rather mystified Robert; "a secret, was it not?"

"Yes, it was a secret, or rather, no, it was not; he made a great mistake in not making more of a secret of it than he did. Why, Bob, my dear, Ralph Shackford has just asked me to be his wife."

"The d—— he did!" said Robert, in genuine astonishment, oblivious in the excess of his surprise alike of his reputation as a divinity student and of the presence of Jessie.

"Oh, Robert, I am surprised at you!" said Jessie, looking a little bewildered. "What an expression for you to use!"

"Forgive me, Jessie; it was involuntary. Please excuse me; I forgot myself completely."

"I sincerely hope that you did," said Jessie.

"Truly I did, and I am sorry for it; but tell me, Jessie, what does all this mean? You were surprised, were you not? What answer did you make him? You could make him but one answer. What! is it possible Ralph Shackford asked you to marry him?"

"Yes, Ralph Shackford asked me to marry him. And why should he not? He has as good a right to ask such a question as any one else has, and he has got more courage in the matter of asking than a great many others, perhaps. What is there wonderful about the matter, Bob?" and Jessie smiled at her companion.

Robert's answer was to stare at her in blank astonishment for a few moments, and then say:

"What is there wonderful about the matter!—courage!—right to ask such a question! Jessie, for heaven's sake, do not keep me in suspense any longer. What answer did you give him?"

"Need you ask, Bob?" said Jessie, looking down rather shyly. "What answer should I have given him? Bob," she continued, looking up, "you do not deserve that I should tell you that I did not say 'Yes.'"

"You did not say yes?" said Robert, springing up and taking her hand. "You did not say yes? Then I have the courage, as well as the right, to ask you if you will be mine. Jessie, I love you, and have loved you for a long time. Will you be mine?"

"And I have the courage, and the right, and the will to say, yes. Bob, I am yours."

"And I have not the courage to say good-night." It was Ralph Shackford who spoke these words in an undertone, as, with the curtain half drawn, he stood at the entrance of the room where Robert Small stood with his back to him, his arm round Jessie Thompson, and her head resting against his shoulder. Ralph had caught the last few words which Jessie had spoken to Robert; the curtain dropped, and he retired quietly along the passage-way. He stopped before Squire Thompson's room, hesitated a moment, and then entered. Squire Thompson was sitting just as

Ralph had left him,—his pipe in his mouth, his hands in his vest pockets, and his eyes trying to pick secrets respecting the success of the next corn crop from the red glow of the fire.

"Squire, you are right. I'm on the wrong side of the ditch this time, and it's well I'm not teetotally in the middle of it. Your daughter has cleared me out for that confounded Bob Small. All right; I'll not be caught in this fashion again in a hurry."

"Ha! ha! I told you so, Ralph. Leave the girls alone, Ralph, especially my girl Jessie, Ralph, my boy; let her alone, my boy. And, egad! I'll let her alone myself."

Ralph Shackford went out into the storm, and he seemed to hear the reiteration of the Squire's admonition in every gust of wind that curled around the dog-cart in which he drove home. Any of his more intimate friends who could have had a look at him as he progressed homewards would have said that Ralph Shackford was taking what was presumably a great disappointment in a cooler manner than they had ever thought him capable of.

And while Mr. Ralph Shackford forced the pace of his mare Julia over the rough road and through the driving wind, the explanation—which needs no explanation from us—taking place in the parlor at Beechgrove went on, and it was close to midnight before Emma Small, looking into her brother's face in the library at "the Grange," thought that, considering the wildness and unpleasantness of the night, he looked extremely well satisfied, and drew her own conclusions as to the why and the wherefore.

CHAPTER III.

A CONSUMMATION.

If this tale partook of the nature of a novel what a splendid opportunity the writer would now have to indulge in a stroke of imagination. We have reached that portion of the narrative, when, if we were disposed to depart from the strict path of truth, we could use the story-maker's prerogative and tell an extremely straight tale.

It would be very easy to make things go on paper just as they did not go in sober reality. Some very unfortunate accident could conveniently occur; and if the two persons in whom we are most interested, Jessie and Robert, did by some freak of fortune have things their own way, it would no doubt be very nice to have the same old Dame Fortune make amends for acting out of her usual fashion by paying Miss Emma Small, say, some very pointed and unsolicited attentions. Perhaps, indeed, such was the case, or has been the case, but the author is not aware of the fact, supposing it to be so; he is only conversant with the foregoing detailed incidents, and with what is to follow up to a certain point, and at that point his information stops.

The author may as well confess now,—he did not care to do so before for fear of awakening the ire of skeptical readers,—that what he has been relating partakes more of the nature of fact than of fiction; in fact—excuse the tautology, friend reader—he will make bold to say, remembering that no pledge of secrecy was extorted from him when the foregoing incidents were entrusted to his keeping, that this whole story is true. And it being also the case that the individuals figuring in this sketch are all living, only not in the enjoyment of the names under which they are known to us, the reader may feel con-

vinced that the writer is telling the exact truth, and that he will most certainly send a copy of this chapter out of these individuals' lives to them for their inspection upon the very first opportunity which presents itself, which will no doubt be the first Cunarder that crosses the Atlantic, after the appearing of this last consummation chapter.

As the writer was saying, however, the tale has reached that point where something wonderful and exciting could, with great propriety, be introduced, to the satisfaction, no doubt, of the imaginative reader. But even to court the good opinion of this individual who represents the class which is the undoubted mainstay of the professed story writer, he will not depart from the strict line of facts and incidents as they occurred, though said imaginative reader may say that they should not have occurred so at all.

Many individuals would have wished, had they heard them, that the bells of Illston church had been rung with an extra degree of strength and animation on a certain morning just twelve months from the time when we wound up our explanation of the doings of a certain stormy night at Illston. And if asked their reason for so wishing, they would have replied that it was but fitting that they should so ring upon the occasion of the uniting of two such noted individuals in the bonds of matrimony as the rector's son, or, as many termed him, "the young parson," and the daughter of "the squire," the most well-to-do farmer of the country side. With the history of the twelve months which intervened between the evening of the commencement of this story and the point which we have now reached, the writer does not profess to know very much; he may know something, but it is not altogether pertinent to the drift of this narrative that he should make that something known. It is sufficient to say that during the major portion of that time Robert Small, or, as we should now term him, the Rev. Robert Small, was at Illston, and while thus referring to this period, we may add that for nearly the whole of it, and more particularly during the latter half of it, during which Mr. Bob had worn the white tie considered the peculiar property of clerics, he had shaken the confidence in his extreme goodness held by some very proper people, among them his sister Emma, by riding his bicycle to such an extent, that there was not an old man of eighty years, or a baby in arms of eight days old, round Illston, who was not familiar with the sight of Parson Small and his bicycle.

Now, if the offending Rev. Robert had rested content with figuring before his acquaintances and before their acquaintances as a clerical bicycle rider, he might have been pretty generally accorded forgiveness by them for his taking little stock in conventionalities. Especially would he have run a very fair chance with the old ladies, both married and single, whom proverbial leniency for handsome young clergymen prompts to overlook things which under other circumstances they would make it their business not to overlook. But, unfortunately, the Rev. Robert carried things decidedly too far—at least he did to the thinking of many of those estimable folks—when he most unequivocally gave evidence, immediately after the night upon which we introduced him to the reader, of his preference for the only young lady in the parish from whom the various mothers of marriageable daughters thought that they had to expect the least danger. This development brought the ham-

mer and tongs of domestic criticism belonging to a good many homes from their temporary resting places, and the usual things were said by the married ladies, especially by those of them who had daughters whom they had brought up "just so." Well, we must pardon these good old folks of Illston, as well as the good old folks of a great many other places, when they get to talking about young folks; for no doubt when they were young themselves they got served up with many a round turn, and now it is but natural that they should use the privilege conferred by age and a supposed unmatched experience, and criticise after a fashion which they would have most loudly exclaimed against in their young days, and tender advice which, in their own first experiences, they would have dispensed with as being the embodiment of the most decided old fogeyism. Yes, we will forgive them; we may be doing some day exactly what they are doing now. That was all very well then; people are bound to talk, you know, and the Illston folks had tongues as well as the rest of the human family. It was what might have been expected; but when Miss Jessie Thompson, whom many now thought might some day or other be a great church luminary's helpmeet, undertook to ride a tricycle about the neighborhood of Illston, under the chaperoning of this independent young clergyman, why, then, the old ladies who had never been married, and therefore had no daughters whom they wished to see married, and who did not care very particularly that the daughters of anybody else should get married, began to think they had been greatly mistaken in their estimate of the "young parson," and the reaction was something wonderful.

Jessie Thompson had in the most decided manner informed her father that she wanted a tricycle, one of the very best made, and Squire Thompson had looked at his daughter on the occasion of her making this request, or, rather, this demand, much in the same fashion he would have looked at her had she asked him for a steam yacht, or for any other of those things which he considered as being all well enough to be talked about, but hardly the things to be brought into the every-day life of individuals like himself or his daughter.

"Why, Jessie, my girl, what do you want with one of those outlandish things? Is it not bad enough to have Bob Small cutting around here on that whirligig of his? But, egad! if we have you starting in in the same line, there'll be a pretty sort of a time around Illston."

"Well, let there be what you call a pretty sort of time," said Jessie, tossing her head in the fashion which Squire Thompson so much admired. "I've made Bob promise to see me round if I get a tricycle, and, as numbers of ladies are riding tricycles, I do not see why there is any reason that I should not ride one, too, and I mean to."

"But, Jessie, what does a girl who is engaged to a parson want riding a tricycle?" said the Squire, looking at his daughter with a comically puzzled expression of countenance.

"What does any girl want with riding a tricycle?" returned Jessie.

"Well, they wouldn't have anything to do with such nonsense if they didn't want to, I suppose," said the puzzled Squire. "But, look here now, Jessie, this is the first time I have tried to reason you out of anything. I even let you ride the bay mare when the folks all said that you would have your neck broken if you were wild enough to ride her; but, egad! a bicycle is a different thing. Now, look here, —"

"A tricycle, father, if you please," said Jessie, smiling. "I have no wish to ride a bicycle just yet awhile; may be next year, if I get along all right with the tricycle, I may try a bicycle."

"It appears to me that they are all of a piece. A tricycle, is it? You must have a tricycle, eh? Well, look here, now; I'll buy you the best village cart in Stockbridge, and the best colt we can get in the county, if you will give up this crazy notion about the velocipede, for that's all the thing is. It is only an improved hobby horse."

"And I will not give it up, and I do not want the cart; and, if you talk to me any more about giving up what you call my notion, I will make you get me the tricycle and the cart and the colt as well. So now, like a dear, good father, get me the tricycle, and, if I do not like it, I'll send it back, and then we'll get the cart and the new colt."

"You will send it back if you don't like it," said the Squire, smiling. "Well, that is saying a great deal, isn't it now? You are a self-willed little woman; have your way, however; write for your tricycle, or get Bob to do so. I do not understand the business methods used in dealing with that kind of cattle."

Jessie gave her father the kiss which she thought he merited, and not many days after the eyes of the Illston community were treated to the sight of Jessie Thompson propelling a tricycle of the very latest pattern round the neighborhood, accompanied by Parson Small on his bicycle. A certain portion of the community, as we remarked before, were scandalized by the innovation, for a lady on a tricycle was a novel sight to the good folks at Illston. But there was one portion of the community which never had a hard word to say about the young clergyman and the "Squire's young lady," and that portion consisted of the poorer class of individuals round Illston, numbering among them many aged and sick, and among these people the Rev. Robert Small and his bicycle, and, after a while, Jessie Thompson and her tricycle, were frequent and always welcome visitors.

But now we come to a morning in the spring of the year, when the breath of the coming summer could be felt, gently bearing promise of joy and sunshine; giving, as a foretaste of what it had in store, the wealth of hawthorn blossom flung with lavish luxuriance into the hedges of Illston. Upon this special morning the church bells, as we noted before, rang out at first with a sedate and then a merry peal. They started in early, and kept up their concert for fully an hour, during which space of time the greatest gathering known on the occasion of any wedding assembled in the vicinity of the church. The news that on this day the Rev. Robert Small, son of the much esteemed rector of Illston, and Miss Jessie Thompson, of Beechgrove, were to be married had really ceased to be news for some time, and now the eventful day had come and pretty nearly all Illston turned out to do honor to the occasion. The story commonly reported respecting the future of the Rev. Robert Small was, that he had received a very good living in a neighboring county, and that after a trip to the north of England, he would take up the duties of his position and be fairly convenient to the old folks at Illston. And it was whispered around, too, that old Squire Thompson was going to sell off the place at Beechgrove, and that he would probably live for the remainder of his days with his son-in-law, and when the gossips reached this portion of their surmisings they winked and

said that they judged that Parson Small's son would be pretty well fixed one of those days. And then the story would go round that young Mr. Shackford would have married the Squire's young lady if he could, but that she would not have him, and that was why he had not been seen round Illston lately. And so the day came and the Illston church bells rang merrily, as do those village church bells on all like occasions.

Almost every one can judge what a wedding in a country village is like, where everybody knows everybody else. When the carriage containing the bride drove up to Illston Church there was the usual crush to get a glimpse of the chief occupant, and there was a very big crush on this special occasion, for, as is generally the case, no secret can be kept very well where it has to be entrusted or half entrusted to many persons, and it had been whispered around that the Squire's daughter was to have a very quiet wedding. This rumor fitted in but ill with the assured fact that there were to be no less than six bridesmaids, and every one knew what they were going to wear, and how much, at least, three of their dresses cost. Therefore, when the carriage containing the Squire and his daughter pulled up at the church gate, there was a general pressing forward to see the bride, or perhaps, more properly speaking, to see the bride's dress. The Squire first made his appearance and handed out the attraction of the day, and then every person in the crowd opened his or her eyes wider than they had intended opening them, when, instead of a white satin and lace enveloped apparition, there appeared a neat little figure attired in a plain, close-fitting costume of gray Scotch tweed. Even the round cap, with its top-knot ball was there; it had not been discarded for more pretentious head-gear. Before the open-mouthed astonishment of the crowd could develop into anything more than a greater opening of mouths and eyes than ever, the Squire had whisked his daughter along the path to the church door, and in a few minutes' time right up at the chancel, the plain little gray figure in the midst of a circle of white dresses and sweet-smelling flowers, was giving a hand to a tall figure, that, also dressed in a costume of gray, in which knee-breeches as a distinctive feature showed conspicuously, was standing up very straight and demure before the Rev. Theophilus Small. The Rev. Theophilus said afterwards that he "polished Robert off in short order," for it appeared to him that he never had such apparently practical contracting parties to deal with before, and he thought that it was incumbent on him to be as brief and as practical as possible.

And, now, what does all this mean? Why do we find the bride and groom attired in this novel fashion? Every person in the church is evidently as much surprised as we are, and while they gape and wonder, and watch for the giving of the ring, we will take a peep outside the church door and see what the object is which is attracting the attention of that group of small boys, who evidently think that there is more of the free air of heaven outside the church than inside. The object which they cluster around has just arrived, and now the little crowd parts and allows of its coming nearer the church door, and we find it to be, friend reader, nothing more nor less than a Sociable tricycle, and the mystery of the bride and groom's wedding garments is explained. And now, while the ceremony inside the church is being finished up, a few words will still further explain the whole affair.

Jessie Thompson, after she got it, did not send her tricycle back; she had ridden it, and ridden it, and ridden it, until she had ridden down, or frowned down, or smiled down the cavilings of all her critics, and she had so learned to love her new vehicle, that, as the day approached for her wedding, she conceived the idea of being married in as plain a manner as possible, and then starting right off from the church door on a cycling trip which should be taken on a Sociable, which Sociable Squire Thompson allowed himself to be persuaded into becoming responsible for, making a covenant to have it at the church door promptly on time. Our tale is told. The wedding ceremony is over, and the Rev. Theophilus Small stands in the middle of the road bare-headed, with his hands behind his back, watching two figures disappearing on a Sociable tricycle round a bend in the road. Squire Thompson also stands in the middle of the road, his hands in his pockets, his mouth wide open, and his eyes extended in a like fashion. Indeed, all the eyes and mouths of Illston, in the neighborhood of the church upon that day, seemed set in the same fashion, and of all the old shoes and top-boots stored away in every conceivable manner, to be utilized when the proper time came, not one of them waked up to a sense of duty until the objects of their supposed virtues were well out of range even of a young cannon.

And now our tale is told, and we have only to add that those individuals figuring in it, who interested us the most, still make the Sociable tricycle that took them on their wedding trip carry them over occasionally from —— to visit the old folks at Illston.

[THE END.]

Items of Interest.

The H. B. Smith Machine Company employ 375 hands during the busy season, which speaks well for the Star bicycle.

"Tye-shing-Cheh" is the name they give to a bicycle in China. It means a "self-going cart." The name will be changed when the Chinese try the machine on a few tough hills.

The N. C. U. and the A. A. A., of England, have settled the quarrel which has been waging between them for many months. The former will regulate and control cycle racing, and the latter will attend to athletic sports. This is as it was before the war.

Rev. S. G. Barnes, Ph. D., professor of English at Iowa College, sailed in the "City of Richmond," January 23. He will make a six months' bicycle tour in Southern Europe and Great Britain. Rev. Mr. Barnes will be remembered as the secretary of last year's Clerical Wheelmen's tour, and the author of interesting articles descriptive of that tour.

Lieutenant Chateau, of the Fairmount Park Guard, Philadelphia, has just issued his annual report, and it contains a number of statistics carefully prepared, showing the popularity of the park as a pleasure-ground. During the year the number of one-horse vehicles passing the different entrances was 559,138; two-horse vehicles, 413,446, and 163 drawn by four horses. The pedestrians numbered 6,116,972; equestrians, 54,759, and bicycles, 40,382. Wheelmen were more partial to the entrance on Belmont avenue, where 11,410 passed, 11,119 entering at Green street, and 9,624 at Lansdowne.

TOTAL RIDING RECORD FOR 1885.

The following we have compiled from various sources, and are the records kept by individual wheelmen, or those taken from club log-books. They were (presumably) made on the bicycle, unless otherwise mentioned, and are the latest reported:—

	Miles.
A. J. Wilson, North London, Eng. Tricycle C. Rode every day. Average, 19½m. On tricycles, 5,540m. Rover bicycle, 1,079m. Balance miscellaneous. Total, 7,021	
J. D. McCauley, Louisville, Ky. Rode every day, 6,573	
Lawrence Fletcher, Anfield B. C., Liverpool, Eng., 6,027	
Rhodes, the Dorchester rider, is said to have made 6,000	
G. P. Mills, Anfield B. C., Liverpool, Eng., 5,270	
Wm. T. Fleming, Penn City Wheelmen, Philadelphia, made in eight months, partly on a tour, 5,127	
C. M. Goodnow, Westfield, Mass. (sworn record), 5,056	
H. Frazer, Anfield B. C., Liverpool, Eng., 5,040	
Dr. W. G. Kendall, Boston B. C. Tricycle, 677m. Bicycle, 4,163m. Total, 4,830	
Hicks, of the <i>Post-Dispatch</i> , St. Louis, in twenty-seven weeks, riding daily, two-thirds on granite streets. Average, 24½ per day, 4,679	
N. Cook, Anfield B. C., Liverpool, Eng., 4,500	
G. P. Mercer, Anfield B. C., Liverpool, Eng., 4,385	
G. Stoney, Ireland, 4,193	
L. H. Johnson, Orange Wanderers, Orange, N. J. Tricycles, 1,930m. Bicycle, 2,245m. Total, 4,175	
D. J. Bell, Anfield B. C., Liverpool, Eng., 3,543	
A. W. Gamble, Anfield B. C., Liverpool, Eng., 3,535	
D. R. Fell, Anfield B. C., Liverpool, Eng., 3,500	
Philip Fontaine, New York Citizens' B. C., 3,205	
Elliott Mason, New York Citizens' B. C., 3,025	
T. C. Smith, New York Citizens' B. C., 2,805	
Dr. J. Howard Morgan, Westerly, R. I., 2,800	
Lon Peck, Massachusetts B. C., 2,700	
L. H. Porter, Orange Wanderers, Orange, N. J. Tricycles, 1,348m. Bicycles, 1,312m. Total, 2,660	
A. S. Parsons, Mass. B. C. Tricycle, 2,600	
E. D. Albee, Boston, 2,500	
H. C. Douglas, Orange Wanderers, Orange, N. J. Tricycle. (Tandem.) 2,454	
President Williams, Massachusetts B. C., 2,449	
W. H. McCormack, Citizens' Club, N. Y., 2,308	
Mrs. H. C. Douglas, Orange Wanderers, Orange, N. J. (Tandem.) 2,276	
W. B. King, Citizens' Club, New York, 2,169	
"A Memphis (Tenn.) cyclo, 46 years old," is said to hold the "Southern record" of 2,056½	
Mrs. L. H. Johnson, Orange Wanderers, Orange, N. J. Single tricycle, 210m. Tandem, 1,776m. Total, 1,986	
G. M. Streeter, Philadelphia B. C., Philadelphia, Pa. Longest ride, 100m., on "Big Four" tour, July 9—Cobourg to Kingston, Ont. Time, 10h. 40m. Shortest ride, 6m. Average, over 31m. Made 492m. in September in ten rides. Total, 1,932	
W. H. Benson, Clinton, Mass. (in three States), 1,800	
W. B. Page, Philadelphia, Pa., student at the University of Pennsylvania, '87, not yet 20 years of age. Tour, 1,166½m. Balance ordinary riding. Total, 1,775	

E. W. Burt, Philadelphia B. C. Longest run, 56m. Average of runs, 20½m.	1,698
Mrs. L. H. Porter, Orange Wanderers, Orange, N. J. Single tricycle, 439m. Tandem, 1,255m. Total,	1,694
W. C. Williams, captain Taunton (Mass.) B. C.,	1,600
G. R. Williams, first lieutenant Taunton (Mass.) B. C.,	1,600
C. D. Rose, Southbridge, Mass.,	1,551
L. B. Graves, Minneapolis, Minn. (formerly of Northampton, Mass.),	1,500
Grant Bell (January to March),	1,000
Wm. Pendleton, second lieutenant Taunton (Mass.) B. C.,	1,000
J. Hardy, bugler Taunton (Mass.) B. C.,	1,000
J. H. Robertson, Montreal B. C.,	739½
—Philadelphia Cycling Record.	

THE ELIZABETH WHEELMEN.

A SHORT HISTORY OF A ROAD RIDING CLUB.

On the 7th of June, 1883, the Elizabeth Wheelmen organized as a League club with a membership of eleven. Since then the club has steadily increased, until at present there are fifty-two active, one honorary, four lady, and eight associate members on the roll.

In the club the enamel finish seems to have slightly the preference, for in the fifty-seven wheels there are twenty enameled, sixteen half nickelized and enameled, twenty full nickelized, and one of which the original finish is doubtful.

Among the different varieties of bicycles, the Columbias take the lead with twelve Experts, four Standards, two Light Roadsters; next the Star, fourteen; there are also five American Clubs, two Harvards, two Light Judges, two Kangaroos, one Victor, one Sanspareil, one Imperial Challenge, one Stanley, and one combination wheel for which we have no name, nor can find any. We have also ten tricycles as follows: Three Humber Cappers, three Victors, one Humber tandem, one Columbia two-track, one Royal Salvo sociable, and one Otto.

As a club we are noted for riding small wheels, the average size of all being but 49 8-10 inches; but, notwithstanding the smallness of our mounts, the average wheelman would find it very interesting to keep up with our club runs, both across country and on level roads. Another argument in favor of small wheels is that all of our club races, both on the road and path, have been won on them, and, in fact, no place has been taken in any of them by a wheel larger than fifty-two inches. We have a reputation throughout the surrounding country of always riding in a hurry, and our runs are generally set at a pace of from nine to twelve miles per hour.

The majority of our members are business men, but we have besides a fair sprinkling of lawyers, bankers, dentists, collegians, journalists, etc. Our president is chief consul of the State. Our oldest member is over 80 years of age, and is an active tricyclist. One of our most extensive road riders is a "genuine farmer," and with his son, who holds the club 24-hour record, can, in our opinion, outride any father and son in America. Our drill squad has already made a name for itself, and we aim to make it the best in the country.

Racing is not our forte, as we have no fast man, but we can turn out a crowd of fifteen to twenty, all of whom can do their mile on the road in four minutes, and some of them very close to three.

There is a club regulation to the effect that every member shall, at the close of each month,

hand to the captain his monthly record, number of riding days, and longest ride. This seems to be too much trouble for the lazy ones, as only about one-half of the total number report regularly. The record of the faithful may be seen from the following:—

	Number reporting.	Total miles.	Largest report.
January,	15	532	131
February,	14	367	48
March,	19	1,272	170
April,	25	2,908	379
May,	31	6,164	428
June,	23	5,808	425
July,	21	3,819	441
August,	23	3,406	399
September,	20	4,689	400
October,	22	3,700	536
November,	21	2,942	310
December,	15	1,998	366
		37,605	
Those who kept no regular record,		871	
Total,		38,476	

The whole number reporting was 39, making an average of 986 1-2 miles per man. This report includes eleven members who have reported only for from one to three months apiece, and who have been put down for the whole year, which necessarily lowers the average.

For individual performances there have been twenty-six runs reported of 50 miles and over; four men have ridden over 100 miles in the day, and one has ridden 150 5-8 miles in twenty-four hours, which is the club long-distance record. One of our lady members rode 854 miles in seventy-six rides last year over all kinds of roads, including one cross-country ride of 52 miles in about seven hours' riding time, on a tandem.

The record of those who rode 1,000 miles or over last year is here given:—

	Distance.	No. of rides.
D. B. Bonnett,	3,442	262
L. B. Bonnett,	2,815	179
A. S. Roorbach,	2,659	No report.
G. C. Brown,	2,321	No report.
A. S. Brown,	2,238 1-2	145
S. B. Bowman,	1,616 3-4	129
T. H. Burnet,	1,550	No report.
E. J. Runyon,	1,540	No report.
S. J. Martin,	1,537	95
J. C. Wetmore,	1,458 1-2	120
F. S. Miller,	1,457	No report.
S. J. Berry,	1,425	105
J. C. Currie,	1,331	No report.
W. Leary,	1,286	69
A. F. Bellinger,	1,073	50
G. S. Roorbach,	1,060	84
G. C. Pennell,	1,035	70
E. B. Moore,	1,024	No report.
H. Caldwell,	1,014 1-4	77
Total,	31,910 1-2	

A total of 31,910 1-2 miles for nineteen men, or an average of 1,679 1-2 miles per man, which record we do not think can be beaten by any club in the country.

"481."

Among the Clubs.

BOSTON BICYCLE CLUB.

EIGHTH ANNIVERSARY OF THE OLDEST CYCLING ORGANIZATION.

The Boston Bicycle Club celebrated its eighth anniversary Saturday evening, Feb. 6. It is the oldest cycling organization in America, and the club-house was crowded from 6 to 12 o'clock. Among the invited guests were Chief Consul Ducker and the Massachusetts State Division representatives. The parlors were beautifully decorated with evergreens and flowers, and in the

lower hallway was stationed an orchestra. A collation was served throughout the evening in the billiard room.

The Boston Bicycle Club has often been called a social club rather than a bicycle club, but this is unjust. The club is not only the oldest cycling organization in this country, but it has been the first to do about everything in the cycling line. It promoted the meet, race, held the first records, first to adopt a uniform, rent a house, have a restaurant, etc.

It was on the 11th day of February, 1878, that the Boston club was organized. The little band which met on February 11 numbered fourteen. They organized the club in a garret and at once elected officers. A week later the club adopted a code of rules, with seventeen articles and one hundred and twenty-five sections. The first habitation of the club was in a small room at 178 Devonshire street. The first twenty-five names on the club roll are:—

G. B. Woodward, E. Preble, A. W. Stedman, H. Williams, A. Cunningham, F. W. Weston, E. Sherwin, A. D. Chandler, H. S. Mann, J. L. Curtis, W. R. Whitney, J. G. Dalton, C. L. Tilden, S. Heath, G. E. Cabot, G. R. Agassiz, I. T. Brown, C. E. Pratt, G. H. Balch, F. E. Cabot, J. S. Dean, C. J. Means, E. C. Hodges, E. W. Pope, G. A. Goddard.

The club meetings were held in Devonshire street until October, 1878, when they were held at "Vosslers," in Hawley street. Once a week the members gathered and had a jolly time over a spread of cheese and beer. Later quarters were secured at 6 Hamilton place. The first race was on October 19, 1878. The chief event of the next year was the taking, jointly with the Massachusetts club, of commodious quarters at 40 Providence street. The two clubs lived happily together until the autumn of 1881, when the Boston club started out on the bold enterprise of renting and furnishing a whole house. The house corner of Union Park and Tremont street was secured and it was decided to combine the advantages of a social club with the prime necessities of a bicycle club.

The club remained at the house on Union Park until February, 1884, when a removal was made to the present quarters. The club has now outgrown that house with its membership of more than 250, and plans are now being laid for the erection of a magnificent club-house, which shall be second only to that of the New York Athletic Club.—*Boston Globe.*

THE MASSACHUSETTS BICYCLE CLUB.

President Williams gives the following statistics of the club for the year 1885: The oldest member is 68 years of age and the youngest 17. The average age is 32½ years. In 1884 the average was 29½ years. Forty per cent. of the members are married, and these members are the fathers of 139 children. Henry E. Ducker has the largest family, three boys and six girls; 89 per cent. ride bicycles, 28½ per cent. tricycles, and 17 per cent. ride both bicycles and tricycles. Enamel finish for the machines is the favorite. E. B. Pillsbury and F. N. Ruggles ride the largest wheels, each a 58-inch. Of the oldest riders Dr. C. H. Corken began to ride in 1876, and Colonel A. A. Pope, E. W. Pope, C. P. Shillaber, and H. I. Carpenter in 1877. Of the style of bicycles ridden, 36 per cent. are Expert Columbias, 3 per cent. Victors, 15 per cent. Rudges, 7½ per cent. Stars and there is a miscellaneous assortment of other makes. Of the

tricycles, 33½ per cent. are two-track Columbias, 11 per cent. Rudges and three-track Columbias, and 10 per cent. Quadrants.

Records of members who have cycled 1,000 miles and over during 1885 are as follows:—

Gideon Haynes, Jr., 4,000; A. S. Parsons, 3,000; A. D. Peck, Jr., 2,785; W. H. de Graaf, 2,608; Henry W. Williams, 2,462; Frank J. Poole, 2,367; W. H. McCormack, 2,308; H. E. Haynes, 2,000; W. S. Slocum, 1,887½; E. P. J. Morton, 1,877; Robert G. Amory, 1,811; F. W. Heymer, 1,753; F. W. Margot, 1,673; Charles H. Corken, 1,657; F. P. Martin, 1,650; John A. Kennedy, 1,600; J. E. Savelle, 1,594; Edward R. Lowe, 1,545; Dr. William D. Ball, 1,538½; F. C. Cobb, 1,500; Charles A. Martin, 1,500; G. M. Black, 1,500; H. L. Hiscock, 1,500; H. M. Sabin, 1,400; A. L. Atkins, 1,300; H. L. Wilson, 1,207; James M. Burr, 1,200; H. D. Corey, 1,200; John Wood, 1,200; W. S. Bull, 1,200; Joseph Pettee, Jr., 1,150; George W. Pope, 1,140; D. W. Colbath, 1,121; G. E. Chandler, 1,100; O. L. Fevre, 1,083; L. D. Ahl, 1,065; J. J. Valentine, 1,050; Albert E. Josselyn, 1,050; and the following members 1,000 each: H. C. Robbins, D. W. Northrup, A. E. Haswick, F. D. Williams, Walter C. Lewis, George R. Bidwell, Charles D. Jenkins, F. Alcott Pratt, Edward H. Graves, George B. Main, W. E. Wentworth.

The total riding record for the entire membership for 1885 was 142,442 miles, an average of 606 miles. The total last year was 104,591, and the average 593.

The total records of those who have cycled 5,000 miles or over since they have been interested in the sport are as follows:—

Henry W. Williams, 15,591; A. S. Parsons, 15,000; Wm. V. Gilman, 12,500; Charles H. Corken, 12,000; F. J. Poole, 10,264; A. E. Haswick, 10,000; Rev. S. A. Day, 10,000; W. S. Slocum, 9,000; H. M. Sabin, 8,400; W. F. Freeborn, 8,000; Gid. Haynes, Jr., 8,000; H. D. Corey, 7,500; E. P. J. Morton, 7,000; George R. Bidwell, 7,000; F. P. Martin, 7,000; C. H. Lamson, 7,000; Ralph P. Ahl, 6,811; Adams D. Claffin, 6,800; George B. Main, 6,500; A. D. Peck, Jr., 6,385; Charles E. Pratt, 6,080; E. W. Pope, 6,000; H. R. Reynolds, 6,000; W. H. McCormack, 6,000; J. E. Savelle, 5,460½; G. E. Chandler, 5,100; W. H. M. Bellows, 5,000; E. R. Benson, 5,000; H. D. Edgerly, 5,000; C. P. Shillaber, 5,000.

THE CHICAGO BICYCLE CLUB's mileage for 1885 is as follows, which shows that Chicago wheelmen do some road riding. The average per man, 2,826 miles, is an excellent showing for fourteen individual members to make. Many whose mileage runs up into the thousands neglected to keep any track of it, otherwise the average would be much better than it is: J. P. Maynard, 1,500; W. G. E. Pierce, 2,129; S. A. Ribolla, 4,000; F. P. Ribolla, 4,000; Chas. H. Thorne, 4,350; Wm. C. Thorne, 4,100; N. H. Van Sicklen, 4,500; J. W. Crennan, 2,000; H. P. Bishop, 2,500; Fred. Ingalls, 2,500; H. J. Ruhling, 1,452; A. Ruhling, 3,534; A. G. Bennett, 2,000.

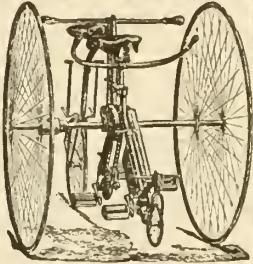
THE READING TRICYCLE CLUB, of Pennsylvania, held its second annual ball at the Grand Opera House, Thursday evening, January 21, and surpassed all previous efforts. The wheelmen were out in force, the ladies attired in their best, and the town of Reading put on its best smile for the occasion.

THE NASHVILLE BICYCLE CLUB rooms, which were recently destroyed by fire, have been made

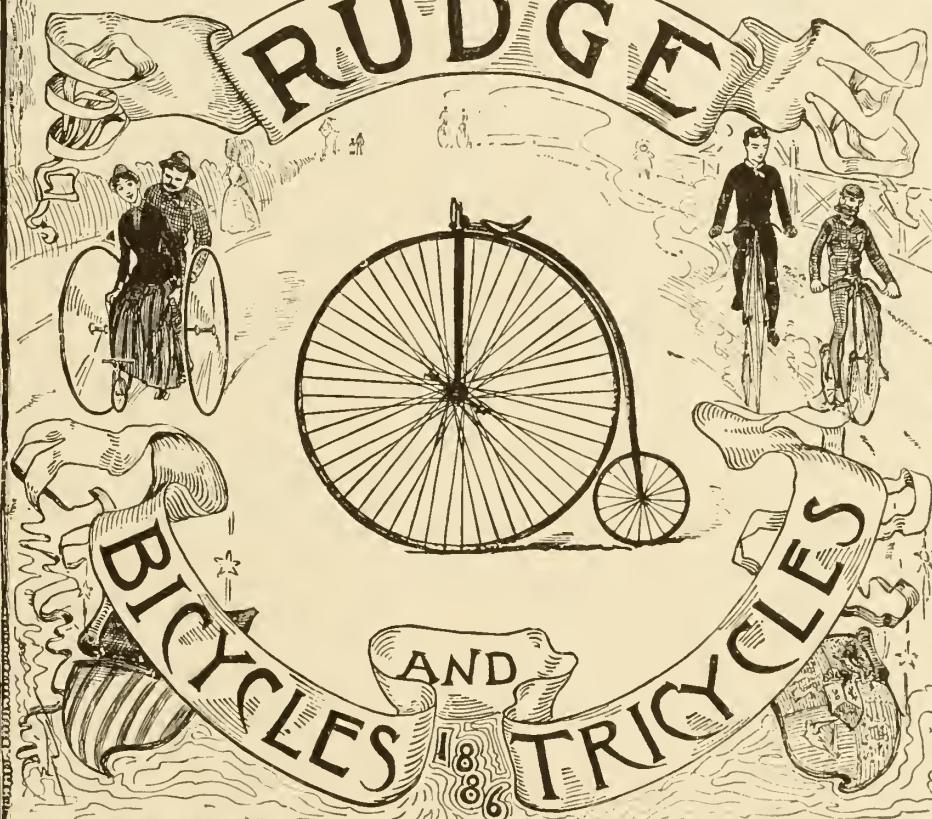
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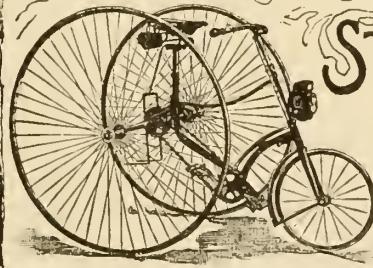


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over anew, with the insurance and the aid of the enterprising members, and now Nashville is all right.

THE BERKSHIRE COUNTY WHEELMEN have voted to become a League club and expect to send 35 men to the League meeting.

THE BRIGHTON BICYCLE CLUB, of Cincinnati, has removed its headquarters to No. 70 McLean avenue and is ready to receive.

CLUB ELECTIONS.

BRIGHTON BICYCLE CLUB (Cincinnati, O.)—President, Chas. Bergjohn; treasurer, Wm. A. Windisch; secretary, Edward Koerbitz; captain, John Barclay; club committee, John Barclay, Edward Koerbitz, and Wm. A. Windisch.

BUCKEYE BICYCLE CLUB (Columbus, O.)—President, W. H. Miller; vice-president, A. E. Pitt; secretary, W. B. Perley; treasurer, F. W. Flowers; captain, F. W. Hughes; first lieutenant, Hugh Hardy; second lieutenant, M. H. McColm.

CHEYENNE (Wyo.) BICYCLE CLUB—President, Charles W. Riner; vice-president, J. D. Corey; financial secretary, Frank H. Clark; captain, H. B. Rice; lieutenant, F. A. Gillespie; bugler, George F. Inman.

COLDWATER (Mich.) BICYCLE CLUB—President, Thurlow Titus; vice-president, H. V. Parker; secretary-treasurer, V. L. Nettleton; captain, C. A. Conover; lieutenant, Thurlow Titus; bugler, E. E. Coburn; color bearer, H. J. Bassett.

CONOMO BICYCLE CLUB (Manchester-by-the-Sea)—President, C. A. Collins; vice-president, C. L. Winchester; secretary and treasurer, A. L. Churchill; captain, Louis Lations; first lieutenant, Frank Lammasney; second lieutenant, A. L. Churchill; club committee, A. C. Collins, Louis Lations, H. L. Winchester.

DETROIT (Mich.) BICYCLE CLUB—President, B. J. Holcombe; vice-president, C. D. Hastings; secretary and treasurer, A. F. Peck; captain, H. M. Snow; first lieutenant, J. H. Ames; second lieutenant, A. D. Boweby; bugler, W. E. Knapman; color bearer, B. F. Noyes; executive committee, B. J. Holcombe, A. F. Peck, H. M. Snow, P. N. Jacobsen, and C. E. Alvord.

ELIZABETH (N. J.) WHEELMEN—President, chief consul Dr. G. Carleton Brown; vice-president, C. H. K. Halsey; secretary, George C. Pennell; treasurer, A. S. Crane; captain, George J. Martin; first lieutenant, S. J. Berry, Jr.; second lieutenant, L. B. Bonnett; bugler, A. S. Roorbach; color bearers, bicycle, A. S. Brown; tricycle, Mrs. D. B. Bonnett.

EMPORIUM (Pa.) BICYCLE CLUB—President, W. H. De Long, M. D.; vice-president, J. D. Logan; secretary, George Metzger, Jr.; treasurer, Thomas Gallagher.

FORT SCHUYLER WHEELMEN (Utica, N. Y.)—President, C. H. Metz; vice-president, A. J. Lux; secretary, A. G. Wood; treasurer, E. H. Zomph; captain, W. W. Nicholson; first lieutenant, A. G. Wood; second lieutenant, F. E. Manahan; bugler, F. E. Turner.

HUDSON COUNTY (N. Y.) WHEELMEN—President, F. R. Bonnell; vice-president and captain, E. W. Johnson; treasurer, C. Nichols; secretary, C. L. Myers; bugler, E. Bagot; trustees, C. A. Stenken, W. Long, and D. G. De Witt.

IXION BICYCLE CLUB (New York)—President, O. G. Moses; vice-president, S. L. Hall; treas-

urer, Wm. Da Camara; corresponding secretary, O. L. Moses; recording secretary, R. L. Leopoldt; captain, M. L. Peoli; first lieutenant, H. E. Charles; second lieutenant, J. H. Tripler.

KANSAS CITY (Mo.) WHEELMEN—President, John E. McKee; secretary, N. T. Haynes; treasurer, Robert T. Alderson; captain, Dr. G. L. Henderson; first lieutenant, N. T. Haynes; second lieutenant, H. G. Stuart; third lieutenant, Harry Ashcroft; bugler, Thomas Ellis, Jr.; color bearer, F. F. Austin.

MAVERICK WHEEL CLUB (East Boston, Mass.)—President, F. H. Brewster; vice-president, Wm. C. Moore; captain, A. J. Rogers; secretary, Herbert S. Farrell; treasurer, D. W. Fowler; bugler, Wm. E. Jordan; color bearer, Chas. E. Little.

NEW HAVEN (Ct.) BICYCLE CLUB—President, William Frisby; captain, W. H. Hale; secretary, Henry W. Redfield; first lieutenant, A. L. Welton; second lieutenant, W. L. Peck; member of club committee, J. C. Thompson.

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

OWL BICYCLE CLUB (Bordentown, N. J.)—President, Professor C. P. Hoffmann; vice-president, Joseph B. Reynolds; secretary and treasurer, Charles E. Burr; captain, Frederick G. Weise; first lieutenant, H. Benson Weise; color bearer, Paul O. Hudson; bugler, Louis W. Weise.

OWL BICYCLE CLUB (Chicago, Ill.)—President, J. L. Wilkins; captain, E. H. Mungen; secretary-treasurer, J. E. Hilton; first lieutenant, C. B. Pierce; second lieutenant, E. L. Johnson; color bearer, F. T. Harmon; bugler, H. A. Brown.

STAMFORD (Ct.) WHEEL CLUB—President, W. J. Michels; vice-president, H. E. Mackee; secretary and treasurer, W. L. Baldwin; captain, W. A. Hurlbut; lieutenant, C. W. Hendrie.

TORONTO (Canada) BICYCLE CLUB—President, A. F. Webster; vice-president, R. T. Blachford; secretary, A. S. Bowers; treasurer, J. F. Lawson; statistical secretary, W. H. West; captain, W. H. Cox; first lieutenant, F. J. Brimmer; second lieutenant, G. Halliwell; third lieutenant, W. Robbins; bugler, W. H. Brown; committee, H. Ryrie, C. A. Lailey, G. Halliwell, A. J. Magurn; surgeon, Dr. P. E. Doolittle.

WALTHAM (Mass.) CYCLE CLUB—President, O. E. Davies; secretary-treasurer, Geo. F. Walters; captain, E. J. Williams; first lieutenant, C. N. Brown; second lieutenant, A. F. Hurd; guides, M. H. Gilbert, S. C. Drake; club committee, O. E. Davies, Geo. F. Walters, E. J. Williams, Wm. Shakespeare, G. A. Downs.

WALTON (N. Y.) BICYCLE CLUB—President, E. L. Guild; vice-president, F. A. St. John; secretary, John P. White; treasurer, Geo. C. Seeley; captain, Geo. S. Fitch; lieutenant, John A. Alexander; bugler, F. E. Marvin.

WAYSIDE WHEELMEN (Brooklyn, N. Y.)—President, A. E. Anderson; vice-president, A. L. Brown; secretary, G. L. Courtney; treasurer, E. E. Pabst; captain, W. C. Marion; first lieutenant, G. W. Baker; second lieutenant, F. G. Brown; color bearer, W. W. Vanderbilt.

WESTFIELD (Mass.) WHEELMEN—President, Edward A. Herrick; vice-president, J. A. Lakin; secretary and treasurer, R. L. Scott; captain, C.

M. Goodnow; steward, F. A. Bragg; trustees, E. L. Goodnow, A. L. Sprague, and W. S. Kellogg; executive committee, F. A. Bragg, E. A. Herrick, C. M. Goodnow, A. E. Shumway, and R. D. Reed.

ANNUAL BALL OF THE SPRINGFIELD BI-CYCLE CLUB.

The members of the Springfield Bicycle Club have reason to congratulate themselves on the success of their fifth annual ball, for it was one of the most enjoyable ever given, although the attendance was not as large as on some previous occasions, and the entertainment which preceded the dancing was less elaborate. The galleries contained a good number of spectators, and the seats around the sides of the hall were comfortably filled when the Orchestral Club began the preliminary concert at eight o'clock. Mayor Metcalf and a number of out-of-town guests of the club, including Dr. Jewett, of New Haven, Harry Corey, of Boston, and Capt. Clark, of the Holyoke club, sat upon the stage. When the concert was nearly completed the exhibition began with a short procession representing different periods in Springfield's existence of 250 years. Capt. McGarrett called out the different periods, and when the first, 1602, was called, H. B. Wadsworth appeared in the garb of the original red man, and was followed by R. D. White, who represented 1616 by appearing in the costume of the Puritans and pacing around the hall with his eyes bent upon a book. J. O. Sawtell represented the woodchopper of 1630, and E. D. Curtis was a laborer of 1633, appearing in a blue coat and white hat. W. H. Jordan was supposed to represent a real live Miles Morgan, of 1645, and he was followed by W. H. Selvay and I. A. Quimby, who represented the soldiers of the Revolution and the Rebellion.

The evolution of the bicycle was shown by the crude machine of 1865, which was led out by F. E. Ripley, and the finished wheel of the present time shown by E. M. Wilkins. The modern mount was the elegant tandem tricycle given Harry Corey by the Rudge Company, and Mr. Corey rode around the hall with a daughter of Mr. Ducker. The best part of the opening entertainment was the fancy riding of Willie Haradon, who delighted the spectators with his remarkable feats of skill. After this the trick mule bicycle was brought out and carefully mounted by H. B. Wadsworth, who started well, but was soon floored. Haradon next tackled the mule, but the beast was too much for him, though the rider was graceful even at the moment of defeat. No one else expressed a desire to mount the machine, and it was taken back to its quarters. President Ducker, with his daughter, led the grand march, and dancing was kept up till a late hour. There were from 1,200 to 1,400 present, and the dancers presented a very handsome appearance, many of the ladies being beautifully attired, and the dress coat and knickerbocker costume of many of the gentlemen adding greatly to the picturesque effect. Supper was served at the Hotel Gilmore.

Zacharias & Smith's directions for riding the trick mule bicycle: "Take off your coat. Fill your pockets with good humor, some pluck, lots of grit. Then go at the critter. If he throws you first, rub the sore spot with stick-to-him-or-die wash. If you throw him, then a smile will be in order, and will be appreciated by the audience. We recommend a supply of court-plaster, or, better still, a little adhesive tire tape."

COMPARATIVE CYCLING RECORDS.

Amateurs designated *a*. Professionals designated *p*. World's records in bold-face figures. English records marked *, made under cover and doubtful.

MILES.	AMERICAN BICYCLE RECORDS.				MILES.	ENGLISH BICYCLE RECORDS.				MILES.
	NAME.	PLACE.	DATE.	TIME.		NAME.	PLACE.	DATE.	TIME.	
1·4	W. A. Rowe <i>a</i>	Springfield, Mass.	Nov. 5, 1885	.35 1·5	1·4	.39	Oct. 23, 1884	Crystal Palace	H. A. Speechley <i>a</i>	1·4
	Fred Wood <i>p</i>	Springfield, Mass.	Sept. 8, 1885	.36 4·5		.39	Aug. 17, 1885	Leicester	H. O. Duncan <i>p</i>	
1·2	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 17, 1885	1.12 4·5	1·2	1.19 3·5	July 3, 1884	Crystal Palace	A. Thompson <i>a</i>	1·2
	R. Howell <i>p</i>	Springfield, Mass.	Sept. 28, 1885	1.13 3·5		1.17 3·5	Aug. 17, 1885	Leicester	H. O. Duncan <i>p</i>	
3·4	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 26, 1885	1.55 1·5	3·4	2.00	July 9, 1885	Crystal Palace	M. V. J. Webber <i>a</i>	3·4
	Fred Wood <i>p</i>	Springfield, Mass.	Sept. 8, 1885	1.52		1.59 4·5	Aug. 18, 1883	Leicester	R. Howell <i>p</i>	
1	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 23, 1885	2.35 2·5	1	2.39 2·5	July 9, 1885	Crystal Palace	M. V. J. Webber <i>a</i>	1
	R. Howell <i>p</i>	Springfield, Mass.	Sept. 29, 1885	2.31 2·5		2.40 3·5	Aug. 18, 1883	Leicester	R. Howell <i>p</i>	
2	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 23, 1885	5.21 3·5	2	5.30 4·5	June 15, 1885	Cambridge	M. V. J. Webber <i>a</i>	2
	Fred Wood <i>p</i>	Springfield, Mass.	Sept. 10, 1885	5.29		5.36 4·5	May 21, 1879	Cambridge	John Keen <i>p</i>	
3	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 23, 1885	8.07 2·5	3	8.32	Sept. 25, 1884	Crystal Palace	G. L. Hillier <i>a</i>	3
	R. Howell <i>p</i>	Springfield, Mass.	Sept. 10, 1885	8.20		8.39	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
4	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	11.11 4·5	4	11.24	Sept. 25, 1884	Crystal Palace	G. L. Hillier <i>a</i>	4
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 24, 1885	11.29 2·5		11.39	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
5	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	14.07 2·5	5	14.18	Sept. 25, 1884	Crystal Palace	G. L. Hillier <i>a</i>	5
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 24, 1885	14.23 3·5		14.28	Oct. 8, 1882	Wolverhampton	R. Howell <i>p</i>	
6	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	16.55 3·5	6	17.33 3·5	Sept. 11, 1884	Crystal Palace	R. H. English <i>a</i>	6
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 26, 1885	17.28 2·5		17.34	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
7	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	19.47 2·5	7	20.30	Sept. 11, 1884	Crystal Palace	R. H. English <i>a</i>	7
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 26, 1885	20.25 3·5		20.30	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
8	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	22.41 4·5	8	23.28 4·5	Sept. 11, 1884	Crystal Palace	R. H. English <i>a</i>	8
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 26, 1885	23.23 4·5		23.29	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
9	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	25.41 4·5	9	26.22 2·5	Sept. 11, 1884	Crystal Palace	R. H. English <i>a</i>	9
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 26, 1885	26.19 4·5		26.28	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
10	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	28.37 4·5	10	29.19 2·5	Sept. 11, 1884	Crystal Palace	R. H. English <i>a</i>	10
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 26, 1885	29.12 2·5		29.20	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
11	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	31.37 1·5	11	32.19 2·5	Sept. 11, 1884	Crystal Palace	R. H. English <i>a</i>	11
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	32.19		32.19	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
12	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	34.32 3·5	12	35.15	Sept. 11, 1884	Crystal Palace	R. H. English <i>a</i>	12
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	35.18 2·5		35.17	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
13	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	37.24 3·5	13	38.16	Sept. 11, 1884	Crystal Palace	R. H. English <i>a</i>	13
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	38.19 3·5		38.14	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
14	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	40.25	14	41.26	Sept. 11, 1884	Crystal Palace	R. H. English <i>a</i>	14
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	41.21 1·5		41.16	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
15	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	43.26 1·5	15	44.29 3·5	Sept. 11, 1884	Crystal Palace	R. H. English <i>a</i>	15
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	44.24 3·5		44.12	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
16	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	46.29 2·5	16	47.26	Sept. 11, 1884	Crystal Palace	R. H. English <i>a</i>	16
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	47.28 1·5		47.10	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
17	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	49.25	17	50.22	Sept. 11, 1884	Crystal Palace	R. H. English <i>a</i>	17
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	50.31		50.06	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
18	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	52.25 1·5	18	53.20	Sept. 11, 1884	Crystal Palace	R. H. English <i>a</i>	18
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	53.33 4·5		52.56	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
19	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	55.22 2·5	19	56.15	Sept. 11, 1884	Crystal Palace	R. H. English <i>a</i>	19
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	56.33 4·5		55.47	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
20	W. A. Rowe <i>a</i>	Springfield, Mass.	Oct. 19, 1885	58.20	20	59.06 3·5	Sept. 11, 1884	Crystal Palace	R. H. English <i>a</i>	20
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	59.29 4·5		58.34	Aug. 11, 1884	Leicester	Fred Lees <i>p</i>	
21	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 9, 1885	1.06 25 2·5	21	1.03.45 2·5	Sept. 22, 1880	Surbiton	H. L. Cortis <i>a</i>	21
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.02.38		1.04.45 4·5	Aug. 2, 1884	Leicester	T. Battensby <i>p</i>	
22	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 9, 1885	1.09 .50	22	1.06.51 3·5	Sept. 22, 1880	Surbiton	H. L. Cortis <i>a</i>	22
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.05.52		1.07.58 2·5	Aug. 2, 1884	Leicester	T. Battensby <i>p</i>	
23	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 9, 1885	1.13 .02	23	1.10.09 3·5	Sept. 22, 1880	Surbiton	H. L. Cortis <i>a</i>	23
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.08.59 2·5		1.11.12	Aug. 2, 1884	Leicester	T. Battensby <i>p</i>	
24	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 9, 1885	1.16 .04 4·5	24	1.13.26 3·5	Sept. 22, 1880	Surbiton	H. L. Cortis <i>a</i>	24
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.12.13 1·5		1.14.31 2·5	Aug. 2, 1884	Leicester	T. Battensby <i>p</i>	
25	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 9, 1885	1.19 .06 3·5	25	1.16.41 3·5	Sept. 22, 1880	Surbiton	H. L. Cortis <i>a</i>	25
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.15.33 2·5		1.17.20 4·5	Aug. 2, 1884	Leicester	T. Battensby <i>p</i>	
26	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	1.26 .32	26	1.21.07	May 28, 1885	Crystal Palace	F. J. Nicolas <i>a</i>	26
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.18.36 2·5		1.24.26 1·2	Aug. 23, 1880	Surbiton	John Keen <i>p</i>	
27	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	1.29 .52 1·5	27	1.24.25	May 28, 1885	Crystal Palace	F. J. Nicolas <i>a</i>	27
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.22.21		1.27.57 1·2	Aug. 23, 1880	Surbiton	John Keen <i>p</i>	
28	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	1.33 .13 3·5	28	1.28 .30	May 28, 1885	Crystal Palace	F. J. Nicolas <i>a</i>	28
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.25.49 4·5		1.31.25 1·2	Aug. 23, 1880	Surbiton	John Keen <i>p</i>	
29	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	1.36 .39 3·5	29	1.32 .05	July 18, 1885	Crystal Palace	R. H. English <i>a</i>	29
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.29.22 1·5						
30	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	1.40 .09 2·5	30	1.35.21 2·5	July 18, 1885	Crystal Palace	F. J. Nicolas <i>a</i>	30
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.32.56 1·5		1.33.20	July 5, 1884	Leicester	Fred Lees <i>p</i>	
31	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	1.43 .39 2·5	31	1.38 .47	July 18, 1885	Crystal Palace	R. H. English <i>a</i>	31
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.36 .45						
32	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	1.47 .07 3·5	32	1.42 .11	July 18, 1885	Crystal Palace	R. H. English <i>a</i>	32
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.40.28 1·5						
33	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	1.50 .48	33	1.45.43 3·5	July 18, 1885	Crystal Palace	R. H. English <i>a</i>	33
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.44.06						
34	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	1.54 .21 4·5	34	1.49 .10	July 18, 1885	Crystal Palace	R. H. English <i>a</i>	34
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.47.43						
35	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	1.58 .12 2·5	35	1.52 .32 3·5	July 18, 1885	Crystal Palace	R. H. English <i>a</i>	35
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.51.25 2·5		1.50.24	July 5, 1884	Leicester	Fred Lees <i>p</i>	
36	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	2.01 .51	36	1.56 .02	July 18, 1885	Crystal Palace	G. Gatehouse <i>a</i>	36
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.55.28 3·5						
37	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	2.05 .43 2·5	37	1.59 .43	July 18, 1885	Crystal Palace	R. H. English <i>a</i>	37
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	1.59.19 3·5						
38	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	2.09 .11 3·5	38	2.03 .21 3·5	July 18, 1885	Crystal Palace	R. H. English <i>a</i>	38
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	2.03.15 1·5						
39	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	2.14 .12 1·5	39	2.06 .49 1·5	July 29, 1882	Crystal Palace	M. H. Jephson <i>a</i>	39
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	2.07 .22 1·5						
40	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	2.18 .19	40	2.10 .05 4·5	July 29, 1882	Crystal Palace	M. H. Jephson <i>a</i>	40
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	2.11 .46 2·5		2.10 .14	July 5, 1884	Leicester	T. Battensby <i>p</i>	
41	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	2.22 .18	41	2.13 .31 3·5	July 29, 1882	Crystal Palace	M. H. Jephson <i>a</i>	41
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	2.15 .52						
42	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov							

AMERICAN BICYCLE RECORDS.

MILES.	NAME.	PLACE.	DATE.	TIME.
48	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	2.50.03
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	2.48.02
49	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	2.53.37 4-5
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	2.52.25 4-5
50	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	2.56.56 4-5
	W. M. Woodside <i>p</i>	Springfield, Mass.	Oct. 27, 1885	2.56.19 4-5
51	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 10, 1885	3.07.47 1-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	3.16.06
52	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 10, 1885	3.11.32 2-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	3.19.54
53	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 10, 1885	3.15.26 2-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	3.24.18
54	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 10, 1885	3.19.21
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	3.29.11
55	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 10, 1885	3.23.13 2-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	3.33.03
56	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 10, 1885	3.27.03 3-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	3.36.59
57	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 10, 1885	3.31.22 1-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	3.40.58
58	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 10, 1885	3.35.29
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	3.45.06
59	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 10, 1885	3.39.21 3-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	3.49.18
60	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 10, 1885	3.43.31
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	3.53.30
61	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 10, 1885	3.47.37 1-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	3.57.48
62	F. F. Ives <i>a</i>	Springfield, Mass.	Oct. 10, 1885	3.51.51 3-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	4.02.04
63	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	3.56.32 1-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	4.06.17
64	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	4.02.50 3-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	4.10.34
65	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	4.06.28 3-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	4.14.30
66	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	4.09.58 3-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	4.17.59
67	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	4.13.32
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	4.21.33
68	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	4.17.12 3-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	4.25.09
69	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	4.21.26 3-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	4.28.40
70	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	4.27.27 1-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	4.32.16
71	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	4.31.03
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	4.35.46
72	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	4.34.30 3-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	4.39.19
73	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	4.38.01 1-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	4.43.23
74	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	4.41.35 3-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	4.47.40
75	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	4.45.07 4-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	4.51.57
76	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	4.48.48 1-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	4.56.18
77	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	4.52.31 1-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	5.00.40
78	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	4.56.11
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	5.05.03
79	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	5.00.05
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	5.09.26
80	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	5.04.17 2-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	5.14.20
81	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	5.08.25 3-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	5.18.45
82	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	5.12.23
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	5.23.09
83	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	5.16.43 1-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	5.27.41
84	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	5.20.45 2-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	5.32.21
85	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	5.24.41
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	5.36.52
86	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	5.28.23 3-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	5.41.27
87	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	5.32.01 3-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	5.46.09
88	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	5.35.50 1-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	5.50.49
89	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	5.39.55 2-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	5.55.27
90	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	5.43.57
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	6.00.04
91	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	5.47.58 2-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	6.05.36
92	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 11, 1885	5.52.24 3-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	6.09.50
93	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Oct. 10, 1885	5.57.41 2-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	6.14.29
94	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Oct. 10, 1885	6.01.47 4-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	6.19.05
95	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Oct. 10, 1885	6.05.44 3-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	6.23.43
96	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Oct. 10, 1885	6.09.32 2-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	6.28.16
97	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Oct. 10, 1885	6.13.39 4-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	6.32.44
98	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Oct. 10, 1885	6.17.42 4-5
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	6.37.16
99	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Oct. 10, 1885	6.21.50
	J. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	6.41.44
100	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Oct. 10, 1885	6.25.30
	I. S. Prince <i>p</i>	Chicago, Ill.	Oct. 28, 1883	6.46.07

ENGLISH BICYCLE RECORDS.

MILES.	TIME.	DATE.	PLACE.	NAME.	MILES.
48	2.37.43 1-5	July 29, 1882	Crystal Palace	M. H. Jephson <i>a</i>	48
49	2.41.08 2-5	July 29, 1882	Crystal Palace	M. H. Jephson <i>a</i>	49
50	2.43.58 3-5	July 29, 1882	Crystal Palace	I. Keith-Falconer <i>a</i>	50
51	2.45.20	July 5, 1884	Leicester	Fred Wood <i>p</i>	51
52	2.55.21	Sept. 29, 1884	Crystal Palace	G. L. Hillier <i>a</i>	53
53	2.59.23	Sept. 29, 1884	Crystal Palace	G. L. Hillier <i>a</i>	54
54	2.58.43 *	May 7, 1880	Edinburgh	G. W. Waller <i>p</i>	54
55	3.06.15	Sept. 29, 1884	Crystal Palace	G. L. Hillier <i>a</i>	55
56	3.05.32 *	May 7, 1880	Edinburgh	F. R. Fry <i>a</i>	56
57	3.10.58	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	57
58	3.13.03	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	58
59	3.13.02	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	59
60	3.21.30	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	60
61	3.27.45 *	May 7, 1880	Edinburgh	F. R. Fry <i>a</i>	61
62	3.34.18 *	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	62
63	3.39.01	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	63
64	3.42.28	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	64
65	3.44.31 *	May 7, 1880	Edinburgh	G. W. Waller <i>p</i>	65
66	3.45.55	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	66
67	3.49.20	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	67
68	3.56.12	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	68
69	3.55.50	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	69
70	4.03.17	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	70
71	4.03.31 *	May 7, 1880	Edinburgh	F. R. Fry <i>a</i>	71
72	4.10.21	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	72
73	4.13.45 *	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	73
74	4.17.31 *	May 7, 1880	Edinburgh	F. R. Fry <i>a</i>	74
75	4.21.12	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	75
76	4.24.45	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	76
77	4.28.10	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	77
78	4.31.38	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	78
79	4.32.11 *	May 7, 1880	Edinburgh	F. R. Fry <i>a</i>	79
80	4.35.03	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	80
81	4.42.04	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	81
82	4.45.35	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	82
83	4.49.02	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	83
84	4.52.30	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	84
85	4.56.31 *	May 7, 1880	Edinburgh	F. R. Fry <i>a</i>	85
86	4.57.47	Oct. 6, 1883	Leicester	Fred Lees <i>p</i>	86
87	4.58.28	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	87
88	5.08.10	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	88
89	5.08.09 *	May 7, 1880	Edinburgh	F. R. Fry <i>a</i>	89
90	5.15.02	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	90
91	5.15.13 *	May 7, 1880	Edinburgh	F. R. Fry <i>a</i>	91
92	5.22.03	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	92
93	5.22.27 *	May 7, 1880	Edinburgh	F. R. Fry <i>a</i>	93
94	5.28.47	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	94
95	5.29.53 *	May 7, 1880	Edinburgh	G. W. Waller <i>p</i>	95
96	5.32.28	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	96
97	5.36.11	Oct. 6, 1883	Leicester	Fred Lees <i>p</i>	97
98	5.40.23	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	98
99	5.43.21	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	99
100	5.50.05 2-5	July 27, 1883	Crystal Palace	F. R. Fry <i>a</i>	100
	5.51.07 *	May 7, 1880	Edinburgh	G. W. Waller <i>p</i>	

THE SPRINGFIELD WHEELMAN'S GAZETTE.

AMERICAN TRICYCLE RECORDS.				ENGLISH TRICYCLE RECORDS.				MILES.
MILES.	NAME.	PLACE.	DATE.	MILES.	TIME.	DATE.	PLACE.	MILES.
1-4	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 4, 1885	1-4	.42	July 11, 1885	Leicester	A. J. Wilson <i>a</i>
	R. Howell <i>p</i>	Springfield, Mass.	Oct. 2, 1885		.44 2-5	.54	May 24, 1884	Fred Lees <i>p</i>
1-2	Geo. M. Hendee <i>a</i>	Springfield, Mass.	Nov. 4, 1885	1-2	1.21 4-5	1.29 1-5	July 11, 1885	P. T. Letchford <i>a</i>
	R. Howell <i>p</i>	Springfield, Mass.	Oct. 2, 1885		1.25 2-5	1.43	May 24, 1884	Fred Lees <i>p</i>
3-4	R. Cripps <i>a</i>	Springfield, Mass.	Sept. 10, 1885	3-4	2.10 2-5	2.11 3-5	July 11, 1885	P. Furnivall <i>a</i>
	R. Howell <i>p</i>	Springfield, Mass.	Oct. 2, 1885		2.07	2.33	May 24, 1884	Fred Lees <i>p</i>
1	R. Cripps <i>a</i>	Springfield, Mass.	Sept. 10, 1885	1	2.53 4-5	2.58 1-5	July 11, 1885	P. Furnivall <i>a</i>
	R. Howell <i>p</i>	Springfield, Mass.	Oct. 2, 1885		2.49 2-5	3.20	May 24, 1884	Fred Lees <i>p</i>
2	P. Furnivall <i>a</i>	Springfield, Mass.	Sept. 9, 1885	2	6.03 4-5	6.17	Oct. 3, 1885	Sid Lee <i>a</i>
	R. Howell <i>p</i>	Springfield, Mass.	Oct. 2, 1885		6.12 2-5	6.35	May 24, 1884	Fred Lees <i>p</i>
3	P. Furnivall <i>a</i>	Springfield, Mass.	Sept. 9, 1885	3	9.08 3-5	9.38 3-5	July 11, 1885	R. Cripps <i>a</i>
	T. W. Eck <i>p</i>	St. Louis, Mo.	Nov. 19, 1885		10.26 *	9.55	May 24, 1884	Fred Lees <i>p</i>
4	P. Furnivall <i>a</i>	Springfield, Mass.	Sept. 9, 1885	4	12.15 1-5	13.03	June 21, 1883	M. J. Lowndes <i>a</i>
	T. W. Eck <i>p</i>	St. Louis, Mo.	Nov. 19, 1885		14.01 *	13.19	May 24, 1884	Fred Lees <i>p</i>
5	P. Furnivall <i>a</i>	Springfield, Mass.	Sept. 9, 1885	5	15.18 3-5	16.19	June 21, 1883	M. J. Lowndes <i>a</i>
	T. W. Eck <i>p</i>	St. Louis, Mo.	Nov. 19, 1885		17.31 *	16.45	May 24, 1884	Fred Lees <i>p</i>
6	John Williams <i>a</i>	Springfield, Mass.	Nov. 6, 1885	6	20.51 2-5	19.33	June 21, 1883	Surbiton
	T. W. Eck <i>p</i>	St. Louis, Mo.	Nov. 19, 1885		21.04 *	20.08	May 24, 1884	M. J. Lowndes <i>a</i>
7	John Williams <i>a</i>	Springfield, Mass.	Nov. 6, 1885	7	24.24 2-5	22.54	June 21, 1883	Leicester
	T. W. Eck <i>p</i>	St. Louis, Mo.	Nov. 19, 1885		24.39 *	23.32	May 24, 1884	Fred Lees <i>p</i>
8	John Williams <i>a</i>	Springfield, Mass.	Nov. 6, 1885	8	27.53 1-5	26.09	June 21, 1883	Surbiton
	T. W. Eck <i>p</i>	St. Louis, Mo.	Nov. 19, 1885		28.18 *	26.51	May 24, 1884	M. J. Lowndes <i>a</i>
9	John Williams <i>a</i>	Springfield, Mass.	Nov. 6, 1885	9	31.26 1-5	29.23	June 21, 1883	Surbiton
	T. W. Eck <i>p</i>	St. Louis, Mo.	Nov. 19, 1885		31.58 *	30.15	May 24, 1884	M. J. Lowndes <i>a</i>
10	John Williams <i>a</i>	Springfield, Mass.	Nov. 6, 1885	10	34.50 4-5	32.33 3-5	June 21, 1883	Leicester
	T. W. Eck <i>p</i>	St. Louis, Mo.	Nov. 19, 1885		35.32 2-5 *	33.39	May 24, 1884	M. J. Lowndes <i>a</i>

MILES.	NAME.	PLACE.	DATE.	TIME.	MILES.	TIME.	DATE.	PLACE.	MILES.
1-4	R. H. English <i>a</i>	Springfield, Mass.	Sept. 8, 1885	1-4	.44 4-5	1-4	.41	June 15, 1885	Cambridge
	R. Cripps <i>a</i>	Springfield, Mass.			.43			{ P. Furnivall <i>a</i>	
1-2	R. H. English <i>a</i>	Springfield, Mass.	Sept. 8, 1885	1-2	1.26	1.21	June 15, 1885	{ G. Gatehouse <i>a</i>	
	R. Cripps <i>a</i>	Springfield, Mass.			1.22			{ P. Furnivall <i>a</i>	
3-4	R. H. English <i>a</i>	Springfield, Mass.	Sept. 8, 1885	3-4	2.05 1-5	2.04	June 15, 1885	{ G. Gatehouse <i>a</i>	
	R. Cripps <i>a</i>	Springfield, Mass.			2.01 3-5			{ P. Furnivall <i>a</i>	
1	R. H. English <i>a</i>	Springfield, Mass.	Sept. 8, 1885	1	2.46	2.47 1-5	June 15, 1885	{ G. Gatehouse <i>a</i>	
	R. Cripps <i>a</i>	Springfield, Mass.			2.43			{ P. Furnivall <i>a</i>	
2	R. H. English <i>a</i>	Springfield, Mass.	Sept. 8, 1885	2	5.34 2-5	5.48	June 15, 1885	{ G. Gatehouse <i>a</i>	
	R. Cripps <i>a</i>	Springfield, Mass.			5.25 2-5			{ P. Furnivall <i>a</i>	
3	R. H. English <i>a</i>	Springfield, Mass.	Sept. 8, 1885	3	8.23 2-5	8.39	June 15, 1885	{ G. Gatehouse <i>a</i>	
	R. Cripps <i>a</i>	Springfield, Mass.			8.11			{ P. Furnivall <i>a</i>	
4	P. Furnivall <i>a</i>	Springfield, Mass.	Sept. 10, 1885	4	13.39 3-5	11.30	June 15, 1885	{ G. Gatehouse <i>a</i>	
	R. Cripps <i>a</i>	Springfield, Mass.			16.49 4-5			{ P. Furnivall <i>a</i>	
5	P. Furnivall <i>a</i>	Springfield, Mass.	Sept. 10, 1885	5	14.22 3-5	14.22	June 15, 1885	{ G. Gatehouse <i>a</i>	

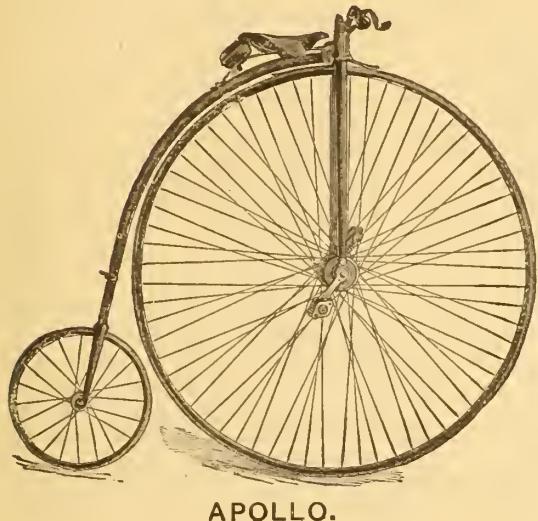
MILES.	NAME.	PLACE.	DATE.	TIME.	MILES.	TIME.	DATE.	PLACE.	MILES.
1-4	A. P. Engleheart <i>a</i>	Springfield, Mass.	Sept. 9, 1885	1-4	.41 4-5	1-4	.41	June 15, 1885	Cambridge
	R. Howell <i>p</i>	Springfield, Mass.	Sept. 25, 1885		.43			{ P. Furnivall <i>a</i>	
1-2	A. P. Engleheart <i>a</i>	Springfield, Mass.	Sept. 10, 1885	1-2	1.24 3-5	1.21	June 15, 1885	{ G. Gatehouse <i>a</i>	
	R. Howell <i>p</i>	Springfield, Mass.	Sept. 25, 1885		1.22			{ P. Furnivall <i>a</i>	
3-4	A. P. Engleheart <i>a</i>	Springfield, Mass.	Sept. 10, 1885	3-4	2.07	2.04	June 15, 1885	{ G. Gatehouse <i>a</i>	
	R. Howell <i>p</i>	Springfield, Mass.	Sept. 25, 1885		2.01 3-5			{ P. Furnivall <i>a</i>	
1	A. P. Engleheart <i>a</i>	Springfield, Mass.	Sept. 10, 1885	1	2.48 1-5	2.48	June 15, 1885	{ G. Gatehouse <i>a</i>	
	R. Howell <i>p</i>	Springfield, Mass.	Sept. 25, 1885		2.43			{ P. Furnivall <i>a</i>	
2	A. P. Engleheart <i>a</i>	Springfield, Mass.	Sept. 9, 1885	2	5.46 3-5	5.59	May 2, 1885	Brighton	
	R. Howell <i>p</i>	Springfield, Mass.	Sept. 8, 1885		5.55 2-5	5.59	May 2, 1885	Leicester	
3	A. P. Engleheart <i>a</i>	Springfield, Mass.	Sept. 8, 1885	3	8.35 4-5	9.22	July 1, 1885	Crystal Palace	
	R. Howell <i>p</i>	Springfield, Mass.	Sept. 25, 1885		9.11	8.55	May 2, 1885	Leicester	
4	A. P. Engleheart <i>a</i>	Hartford, Ct.	Sept. 3, 1885	4	12.55	11.55	May 2, 1885	Leicester	
	R. Howell <i>p</i>	Springfield, Mass.	Sept. 8, 1885		12.22			T. Battensby <i>p</i>	
5	A. P. Engleheart <i>a</i>	Hartford, Ct.	Sept. 3, 1885	5	16.04	15.01	May 2, 1885	Leicester	
	R. Howell <i>p</i>	Springfield, Mass.	Sept. 8, 1885		15.36 2-5			T. Battensby <i>p</i>	

MISCELLANEOUS CYCLING RECORDS.

ENGLISH AMATEUR TRICYCLE.				ENGLISH PROFESSIONAL SAFETY BICYCLE.				AMERICAN AMATEUR BICYCLE, WITHOUT HANDS.					
MS.	NAME.	PLACE.	DATE.	MS.	NAME.	PLACE.	DATE.	MS.	NAME.	PLACE.	DATE.	TIME.	
11	R. Cripps	Crystal Palace	July 11, 1885	37.26	11	T. Battensby	Leicester	May 2, 1885	1-4	W. J. Foster	Hartford, Ct.	Sept. 2, 1885	1-4
12	G. Gatehouse	Crystal Palace	July 11, 1885	40.51	2	T. Battensby	Leicester	May 2, 1885		C. B. Ripley	Springfield, Ms.	Oct. 17, 1885	1-2
13	R. H. English	Crystal Palace	July 11, 1885	44.19	3	R. Howell	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	3-4
14	G. Gatehouse	Crystal Palace	July 11, 1885	47.45 3-5	4	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	4-5
15	G. Gatehouse	Crystal Palace	July 11, 1885	51.04	5	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	5-6
16	G. Gatehouse	Crystal Palace	July 11, 1885	54.34	6	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	6-7
17	G. Gatehouse	Crystal Palace	July 11, 1885	57.58	7	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	7-8
18	R. H. English	Crystal Palace	July 11, 1885	1.01.35	8	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	8-9
19	R. H. English	Crystal Palace	July 11, 1885	1.05.11.3-5	9	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	9-10
20	G. Gatehouse	Crystal Palace	July 11, 1885	1.08.42	10	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	10-11
21	R. H. English	Crystal Palace	July 11, 1885	1.12.20	11	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	11-12
22	G. Gatehouse	Crystal Palace	July 11, 1885	1.16.03.2-5	12	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	12-13
23	G. Gatehouse	Crystal Palace	July 11, 1885	1.19.41 2-5	13	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	13-14
24	G. Gatehouse	Crystal Palace	July 11, 1885	1.23.19	14	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	14-15
25	G. Gatehouse	Crystal Palace	July 11, 1885	1.26.29 2-5	15	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	15-16
30	H. J. Webb	Crystal Palace	Aug. 7, 1884	1.50.43 1-2	16	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	16-17
33	H. J. Webb	Crystal Palace	Aug. 7, 1884	2.13.07 1-4	17	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	17-18
40	H. J. Webb	Crystal Palace	Aug. 7, 1884	2.31.57 1-2	18	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	18-19
45	H. J. Webb	Crystal Palace	Aug. 7, 1884	2.52.35 1-4	19	T. Battensby	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	19-20
50	H. J. Webb	Crystal Palace	Aug. 7, 1884	3.11.15	20	R. Howell	Leicester	May 2, 1885		A. O. McGarrett	Springfield, Ms.	Oct. 17, 1885	20-21
55	H. J. Webb	Crystal Palace	Aug. 7, 1884	3.35.25 1-2									
60	H. J. Webb	Crystal Palace	Aug. 7, 1884	3.56.38									
65	H. J. Webb	Crystal Palace	Aug. 7, 1884	4.20.14									
70	H. J. Webb	Crystal Palace	Aug. 7, 1884	4.43.16 1-4									
75	H. J. Webb	Crystal Palace	Aug. 7, 1884	5.06.17									
80	H. J. Webb	Crystal Palace	Aug. 7, 1884	5.26.21 3-4									
85	H. J. Webb	Crystal Palace	Aug. 7, 1884	5.47.14									
90	H. J. Webb	Crystal Palace	Aug. 7, 1884	6.06.07									
95	H. J. Webb	Crystal Palace	Aug. 7, 1884	6.25.37 1-2									
100	H. J. Webb	Crystal Palace	Aug. 7, 1884	6.43.32 1-2									

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SINGER'S CYCLES!

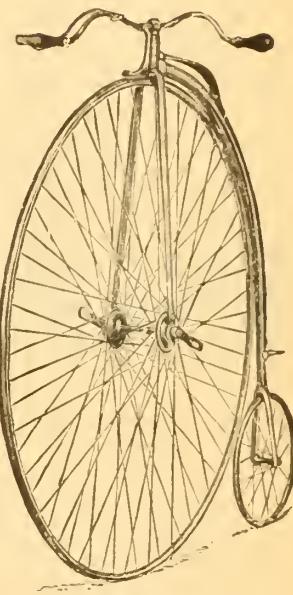


THE «APOLLO»

A Light Roadster of the Highest Grade.

GRACEFUL LINES. GREAT RIGIDITY.

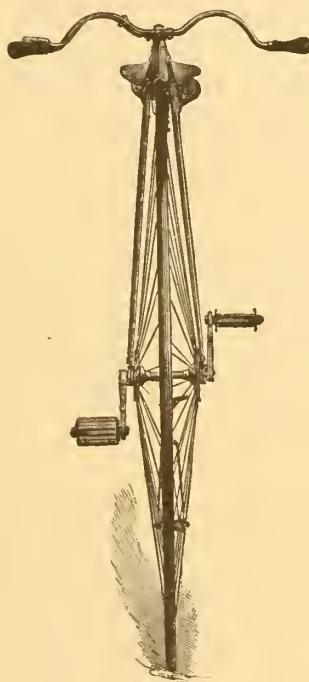
Weight of 50 inch, 35 pounds



TRICYCLES ▷

*
«TANDEMS»

*
«SOCIABLES»



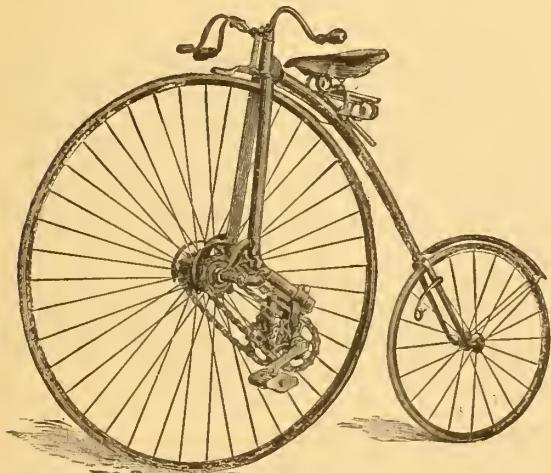
BRITISH CHALLENGE.

1885 Pattern.

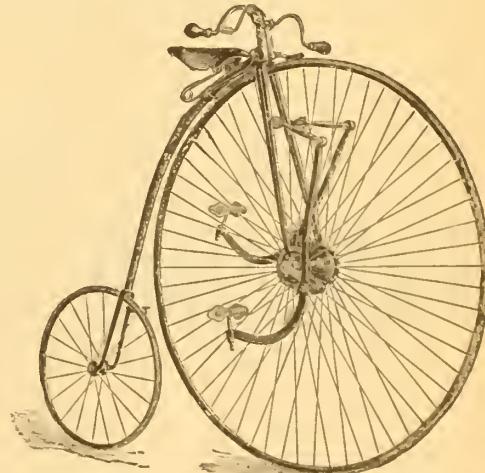
A FULL ROADSTER.

BALLS ALL AROUND.

Weight of 50 inch.
44 pounds



Best Geared Machine.



King of Safeties.

W. B. EVERETT & CO.

Sole United States Agents,

Nos. 6 AND 8 BERKELEY STREET, BOSTON.

A. G. SPALDING & BROS.

THE SPALDING.

We have the greatest satisfaction in presenting this machine for the second season. Its success during 1885 has been far in advance of our most sanguine hopes, and we can only point with pride to the magnificent record the machine has made. During the entire season not a single one has broken down, nor shown any imperfection or weakness, which speaks volumes for the workmanship and materials. We have yet to hear of a single owner of a SPALDING who is not thoroughly satisfied and pleased with it, and we can show hundreds of testimonial letters speaking in highest praise of the machine. We have made a few slight changes and improvements of details for the coming season, but for the most part the machine will remain in precisely the same form which has given such universal satisfaction during the past season. The same high standard of quality will be maintained, and we shall continue to make every effort to keep the SPALDING in the proud position it now occupies as admittedly the very best bicycle ever made. The SPALDING is a medium weight bicycle, in which strength and staunchness have not been sacrificed for extreme lightness, nor durability for cheapness. It comes under a class which might be called a "light full roadster." It is designed to stand long and hard usage on any road by all kinds of riders. By the use of hollow steel tubing wherever possible, and a careful study of the requirements of strength in each different part, and placing the most metal where the greatest strain comes, and by reducing the weight of all small unimportant parts in mostly unnoticeable but costly ways, we have secured the greatest possible strength and rigidity, and at the same time retained a very light weight as compared with other makes of machines where equal strength is sought for.

Price, 50-inch, \$182.50.

The PREMIER is built especially and solely for ourselves under our own specifications, and especially for use on American roads, by the celebrated bicycle manufacturers, Messrs. Hillman, Herbert & Cooper, Coventry, England, and we regard their name as ample guarantee that the workmanship and material are all that they should be. Hollow forks and backbone made of the finest cold-drawn weldless steel; head, handle-bar, and all bright parts nickelized; balance finished in Harrington's enamel; ball-bearings all around, including pedals; new long-distance saddle.

Price, all sizes, \$100.00.

THE KANGAROO.

The fastest 100 miles ever ridden on any kind of a cycle was made in the last KANGAROO road race. The time made was simply marvelous, and beat the existing record over 26 minutes. The winner's time for the full 100 miles was 6 hours, 39 minutes and 5 seconds, or an average speed of over 15 miles an hour for the whole distance. The three first men all came inside the old record, thus finally and unquestionably proving the KANGAROO to be the fastest and easiest-running bicycle for road use ever made. It is without a rival in absolute safety, which was, in fact, the sole aim in their invention, and is the desideratum of timid riders. To attain this, and an impossibility of "headers," which can be taken from small machines as well as large, built in the ordinary way, the KANGAROO has its forks in rear of axle, the only one so constructed, and also its seat farther back than any other, with pedals well under the rider. These two points constitute the safety and not the mere size of wheel, and are all-important; also has a 22-inch rear wheel, larger than any other, running easier. A pair of comfortable foot-rests for coasting.

Price, all sizes, \$180.00.

TANDEM. CRISSER. LIGHT ROADSTER.

We take pleasure in announcing to the cycling public that we have arranged with HUMBER & Co. for the United States agency of their celebrated wheels. While there are many tricycles made on the HUMBER pattern, there is but one HUMBER & Co. Be sure that the tricycle you buy bears the name of HUMBER & Co., and is manufactured at BEESTON, NOTTS. All others are inferior imitations.

THE PREMIER.

THE HUMBER.

A. G. SPALDING & BROS.

241 BROADWAY, NEW YORK.

108 MADISON STREET, CHICAGO.

CANADIAN BICYCLE.

MILES.	NAME.	TIME.
1-2	Low.	1.31 4-5
1-2 without hands.	Williams.	1.42 2-5
1	Clarke.	2.58 3-5
2	Foster.	6.29 2-5
3	Foster.	9.52
4	Clarke.	13.37
5	Clarke.	*16.06 3-8
6	Davies.	20.29 2-5
7	Davies.	23.50
8	Davies.	27.12 1-5
9	Davies.	30.35
10	Davies.	35.43 4-5
20	Davies.	1.11.53
50	Clarke.	3.07.22

*Clarke is credited with 16.00 3-5, Sept. 5, 1884.

CANADIAN TRICYCLE.

MILES.	NAME.	TIME.
1	A. T. Lane.	4.18 3-5

CANADIAN SAFETY BICYCLE.

MILES.	NAME.	TIME.
1	T. Fane.	3.19 4-5

AUSTRALIAN AMATEUR BICYCLE.

MILES.	NAME.	DATE.	TIME.
14	W. S. Hazelton	Nov. 9, 1882	.46
1-2	W. S. Hazelton	Nov. 9, 1882	1.31
1	W. S. Hazelton	Mar. 17, 1883	2.43 4-5
2	W. S. Hazelton	Mar. 25, 1881	6.14
3	W. S. Hazelton	Mar. 25, 1881	9.25
4	W. S. Hazelton	Mar. 25, 1881	12.38
5	W. Tyler		15.47
6	W. S. Hazelton	Mar. 25, 1881	19.10
7	W. S. Hazelton	Mar. 25, 1881	22.30
8	W. S. Hazelton	Mar. 25, 1881	25.48
9	W. S. Hazelton	Mar. 25, 1881	29.14
10	W. S. Hazelton	Mar. 25, 1881	32.32
25	F. Lester	May 24, 1881	1.24.41 1-5
50	H. Stokes	Oct. 27, 1883	3.12.00
75	E. White	Nov. 9, 1883	6.17.43
100	F. W. Briggs	Jan. 31, 1881	9.11.00

100 MILES ON THE ROAD—BICYCLE.

A. A. McCurdy	Nov. 16, 1885	7.51.30	American
E. Hale	Oct. 20, 1885	6.39.05	English
A. E. Foote		9.54.30	Australian

100 MILES ON THE ROAD—TRICYCLE.

H. J. Webb	Sept. 27, 1884	7.35	English
W. R. Pitman	Oct. 4, 1884	11.30	American

24 HOURS ON THE ROAD—BICYCLE.

L. D. Munger	Nov. 21, 1885	2.59 26-32	American
J. H. Adams	Oct. 4, 1884	2.66 1-4	English

24 HOURS ON THE ROAD—TRICYCLE.

C. H. R. Gossett	July 1, 1885	231 3-4	English
Mrs. J. H. Allen	July 6, 1885	200	English
W. H. Huntley	Aug. 9, 1885	186	American

Miss J. Chaice, of South London, rode a tricycle 113 miles in 15h. 30m. riding time, July 15, 1883.

GREATEST DISTANCE WITHOUT DISMOUNTING.

H. W. Higham, March 18, 1880, rode 230 miles, 469 yards in 16 hours, 59 minutes, 30 seconds.

GREATEST DISTANCE IN THE HOUR.

W. A. Rowe	Oct. 19, 1885	20m. 1012yds. 1ft. Am. Amateur
W. M. Woodside	Oct. 26, 1885	20m. 285yds. Am. Professional
R. H. English	Sept. 11, 1884	20m. 560 yds. English Amateur

F. J. Lees Aug. 18, 1883 20m. 905 yds. Eng. Professional

BICYCLE vs. HORSE.

NAME.	TIME.	MILES.	NAME.
Howell	2.31 2-5	1..	Maud S.
Rowe	5.21 3-5	2..	4.43 ..Fanny Witherspoon
Rowe	8.07 2-5	3..	7.21 1-4 Huntress
Rowe	11.11 4-5	4..	10.34 1-2 Longfellow
Rowe	11.07 2-5	5..	13.00 ..Lady Mack
Rowe	28.37 4-5	10..	27.23 1-4 Controller
Rowe	31.32 3-5	12..	38.00 ..Topgallant
Rowe	43.26 1-5	15..	47.20 ..Girder
Rowe	58.20	20..	58.25 ..Capt. McGowan
Falconer	24.43 3-5	50..	35.00 2-1 Ariel
Fry	5.50.05 2-5	100..	8.55.53 ..Conqueror

MISCELLANEOUS.

1 MILE.	5 MILES.	10 MILES.
Locomotive	.50 1-4	4.50 ..
Running Horse	1.39 3-4	26.18
Trotting Horse	2.08 3-4	27.23 1-4
Bicycle	2.31 2-5	14.07 2-5
Skating	2.37 ..	17.45 ..
Tandem Tricycle	2.46 ..	14.22 ..
Tricycle	2.49 2-5	15.18 3-5
Running Man	4.16 1-5	51.06 3-5
Rowing	5.02 3-4	33.56 1-4
Snow-shoes	5.39 3-4	33.49 1-2
Walking	6.23 ..	35.10 ..
Swimming	12.42 1-4	1.14.43

NOTE.

The foregoing record tables have been thoroughly revised up to date, and are printed in a form which for ease of reference cannot be excelled. For the year 1886 cycling starts off with a clean sheet of record tables, and they will without doubt stand as here presented until the fourth annual revision at Springfield next September.

RATES OF TRAVEL PER HOUR.

MILES.	
Man swims	2
Slow river flows	4
Rapid river flows	7
Moderate wind blows	8
Vessel sails	8
Man walks	8
Man runs	11
Horse trots	12
Man skates	16
Man tricycles	18
Steamboat runs	18
Horse runs	20
Man bicycles	20½
Storm moves	36
Locomotive runs	68
Hurricane moves	80
Sound travels	743
Rifle-ball travels	1,000
Light travels	102,000
Electricity travels	288,000

A PANIC AMONG AMATEUR BICYCLISTS.

A thunder-clap has fallen on the wheelmen and all who are interested in bicycle racing, in the letter which Chairman Abbot Bassett, of the racing board, has just published, in which he announces the suspension of well-nigh every one of the cycle racing men of road and path fame, on "bikes" or "trikes." He says that "the racing board is in possession of reasonable evidence which makes the amateur status of certain wheelmen a matter of reasonable doubt." He has served several iron-clad notices on them and will require iron-clad certificates from them before re-instatement. Mr. Bassett has boldly gone to the bottom of the vexing "makers' amateur" question, but we have grave doubts of his success. To require a man to furnish evidence that he is guilty is as new as it is novel, and without precedent. Our racing men should at least have the benefit that a felon or murderer has, i.e., to be considered innocent till proved guilty. We are not in sympathy with the method employed; it is a high-handed proceeding, and one which is not required by the League, its members, or the public,—but it will satisfy a few croakers who seem to have control of the wheel press. We consider that the board, or even the L. A. W., has no business to pursue so aggressive a policy; it will interfere with the manufacturers, also with clubs who have spent their money on tracks, and furthermore will not advance the interests of cycling; for it may be indisputably said that the Springfield Bicycle Club, by the promotion of tournaments, has done more to popularize bicycling in America than any other one agency, not excepting the League. From its successful tournaments the manufacturers received the advantage of increased business, and cycling at large was recognized as the coming sport, while the notice taken of the meetings by the daily press was conducive to the welfare of cycling, and all that is connected with it. We want racing, honest contests, which the public demands; we want the best, which can only be obtained by assisting those riders who are willing to train and have the endurance but not the money. To such we say pecuniary assistance should not be denied, and we hope the better judgment of the wheel world will see that an injustice is liable to be done some deserving wheelmen.

PRINCE WILL RACE NEILSON.

THE DISPUTED QUESTION OF CHAMPIONSHIP HONORS TO BE SETTLED.

For several weeks nothing had been heard in the bicycle world of the movements of John S. Prince, and there were many inquiries as to what had become of the great racer. While his friends were quietly hunting for him here, he has been across the water, as the following letter shows:

Editor Boston Globe:—

I suppose my friends will be surprised to learn I am in Birmingham, England. When I was on my way to Boston from Pennsylvania five or six weeks ago, I received a letter from home, stating that my father was taken very sick, and I took the first boat from New York. As Mr. Neilson stated in his challenge, he did not want to race me till June, it gave me lots of time to be back to make arrangements for the race.

I would ask you to please state in your next Sunday's bicycle column that I shall be in Boston in about two weeks from the time you receive this, and will come straight to you, to draw up articles of agreement, put up deposits, and make satisfactory arrangements for the race or races, which shall be any distance Mr. Neilson wishes, from one mile to twenty, and take place, as he stated in his challenge, on the Springfield track, some time in the month of June, as I expect some races in England about July. Hoping the above will give good satisfaction to all concerned,

JOHN S. PRINCE,
Champion Bicyclist of America.

BIRMINGHAM, ENGL., Feb. 22.

ANOTHER TRANS-CONTINENTAL BICYCLER.

There is no denying the adaptability of the bicycle for extended tours. The recent accomplishments of Thomas Stevens, now two-thirds around the world; of Prof. Williams, of Brown University, who journeyed over the European continent astride the steel steed; and of Capt. Hugh J. High, who rode from Pennsylvania to Nebraska and back again, are familiar to newspaper readers. The most recent prospective accomplishment is that of Frederick E. Van Meerbeke, a young athlete of New York city, who started March 1 from City Hall, New York, upon his Columbia bicycle, for a continuous wheel trip to San Francisco, by the way of New Orleans, touching at and visiting Philadelphia, Baltimore, Danville, Atlanta, Montgomery, Mobile, New Orleans, Houston, San Antonio, El Paso, Deming, Benson, Tucson, Yuma, Los Angeles, Mojave, Goshen, and San Francisco. He will carry his baggage securely packed in two luggage carriers fastened to the backbone and handle-bar of his bicycle. He contemplates that the trip will occupy 150 days, including pleasure stops at interesting points. On the return trip he intends to ride upon the cars as far as Denver, and from that city will wheel to New York.

Messrs. Ducker & Goodman, of Hartford, Ct., will publish, about April 20, a useful work for cyclists, entitled "Wheelmen's Reference Book," containing biographical sketches of leading wheelmen, a description of different makes of leading wheels, full and complete tables of English and American records, league officers, with biographical sketches, table of racing events of the year, club directory, hints on touring, taking care of cycles, etc. The book will contain about 200 pages, illustrated with numerous engravings. There will also be portraits of the leading lights of the cycling world, including league officers, long-distance riders, amateur and professional racing men, manufacturers, etc. The cover will be handsomely lithographed in colors, and the whole will form an ornament to the cycling literature of the day. The price of the book will be 50 cents, and orders are now being received.

The Trade.

COL. ALBERT A. POPE.

Col. Albert A. Pope has been said to have ridden into a national reputation on the Columbia bicycle, and true it is that the twinkling spokes of the bicycle and tricycle have flashed through almost every village and lane of our country, the light of his enterprise. But that is only one part of his self-earned reputation. He was born in Boston, May 20, 1843. While still a boy, reverses of fortune overtaking his father, he threw himself upon his own resources, and from that time on has hewn his own way, and liberally aided others. In 1862, at the age of nineteen, he entered the army as junior second lieutenant in the Thirty-fifth Massachusetts regiment, and continued in active service until 1865, participating in many historic battles of the war, and, after several promotions for gallant conduct, was honorably discharged as lieutenant-colonel. He soon afterward embarked in mercantile business in Boston on a small capital of his savings, and brought it soon to a successful and lucrative establishment, holding the lead in this country in that line of merchandise. In 1877 he organized and furnished the capital for the Pope Manufacturing Company, of which he has ever since been the head, and which under his management have become one of the most flourishing and best organized of corporations for the production and distribution of fine machinery. They have a large factory at Hartford, stores and shops in Boston, New York, and Chicago, and some four hundred agencies in the principal cities and towns, and control nearly one hundred patents. Col. Pope is also connected, in a large way, with several other business enterprises of magnitude, and president and director in several corporations. In 1877 he began to introduce bicycles and tricycles to the American public, and to manufacture them on a large scale, and on scientific principles of construction; and he has developed the use of these vehicles of pleasure and convenience, removed prejudices and restrictions against them, been the patron of literature and art, invention and accomplishments, connected with bicycling, and founded on a permanent and ever widening basis the manufacture of the finest machines, and all the minor industries related to them. In this, as in other enterprises, he has shown all along, with sagacity and boldness of business methods, a liberality amounting to generosity, and illustrated the truth that "he that giveth, receiveth"; and he has exhibited a rare example in the handling of patents so as to reserve but a fair return for investments and share the benefits with the public, so that the term "monopolist," sometimes applied to him by those who overestimate his wealth and know little of his methods, is as unjust as it is inapplicable.

THE POPE MANUFACTURING COMPANY.

It is with no small degree of satisfaction that the Pope Manufacturing Company pride themselves on the excellence of the Columbia wheels, for they have stood the test of eight years on the road, and not been found wanting in any particular. The Pope Manufacturing Company offer more new features this year than ever, chief of which is a reduction in the price of their well known wheels. This season's specialties consist of Light Roadsters and Racers, the fame of which makes commendation from us unnecessary, as the records of the path tell their own story. The new two track ladies' tricycle is a welcome addition to our cycles,

and one which the ladies will appreciate, while for our elderly gentlemen and those desiring safety, the new Columbia Safety is all that is needed. The adoption of the Kirkpatrick saddle and the new double grip ball pedal will be heartily approved by all riders. It is understood that later in the season they will offer a new wheel, which will undoubtedly create a favorable sensation, and meet with a ready recognition from all classes of riders.

ALBERT H. OVERMAN.

Albert H. Overman, president and founder of the Overman Wheel Company, is a western man, his native State being Illinois, where he was educated at the State Normal University.

Before beginning cycle manufacture he was engaged in mercantile business in Chicago.

Mr. Overman's enthusiasm for wheels began with the original "bone-shaker," and out of that has grown his interest in modern cycles. His untiring energy in whatever he undertakes has been a guarantee of his success from the beginning. He has worked on the principle that "whatever is worth doing at all is worth doing well," which explains his thorough knowledge, not only of cycle making but of all the various features pertaining to this interest. He is, to-day, one of the highest authorities on cycle inventions and cycle patents.

Mr. Overman goes annually to England and France to gather whatever is new and good, to incorporate into Victor cycles, the manufacture of which forms the entire business of the Overman Wheel Company.

THE VICTOR BICYCLE.

The new Victor bicycle, which is now ready for the coming season, is a very strong advance on the Victor which gained for its makers an enviable reputation the past season.

The Overman Wheel Company have shown great enterprise in getting out this new wheel, as they were not content to let well enough alone but have gone farther and made many new improvements,—for some parts entirely new machinery having been adopted.

Last year their machine went through the ordeal of its first season without a weak spot except some backbones and handle-bars which were cheerfully replaced by them. These weak spots have been overhauled and made strong and the Victor bicycle of to-day seems almost above criticism.

Among changes may be mentioned, narrower tread, lighter weight, adjustable steps, an improvement in their compressed tire, making a hollow space in the bottom to provide for elasticity throughout the entire body of the tire, a head so locked that it cannot come loose, and many improvements in details. The machine should be examined by riders.

HAROLD DWIGHT COREY.

Harold Dwight Corey was born in Brookline, Mass., Jan. 25, 1864, and has consequently just passed his 22d year. His family name is a very old one in Brookline, and the hill known as "Corey Hill" takes its name from one of his ancestors who was one of the original settlers of the town.

As a judge of bicycles and tricycles and the requirements of the riders Mr. Corey is considered one of the best of authorities, and the Rudge machines for which his firm are the sole United States agents have been made under his personal supervision. It is due as much to this fact as to

the machines themselves that they have attained their wide spread popularity, showing that although he is probably the youngest man in this trade he is fully competent to manage the bicycle business, which is probably second to none in this country, and the success of the Rudge bicycles and tricycles for the last three years shows for itself the work he has accomplished.

He is a member of the Boston, Massachusetts, and Newton Bicycle Clubs, and rides on the road either a 53-inch Rudge Light Roadster, or a light geared-up Rudge Safety.

STODDARD, LOVERING & CO.

Among the bicycle houses in this country there is probably not one better known than the house of Messrs. Stoddard, Lovering & Co., of 152 Congress street, Boston, Mass.

Their first connection with the bicycle business was in 1878, in the importation of various makes of cycles for other firms, but, recognizing the great future of the wheel business for this country, they subsequently secured the sole agency for the United States, of Messrs. Singer & Co., of Coventry, England. Their chief importations for some time were from this firm, and later on they took up the sale of machines made by Messrs. Rudge & Co.; feeling, however, that they could not serve two makers and give satisfaction to both, they decided to retain the agency of Messrs. Rudge & Co. and relinquish that of Messrs. Singer & Co. At that date their warehouse was at No. 10 Milk street, Boston, which soon became one of the centers of the bicycle industry. As their business increased rapidly they were forced to remove to the more commodious quarters, Nos. 152 to 158 Congress street, a glance at which is sufficient to show that they have taken up the bicycle business in earnest, fully believing in the great future of the wheel.

It has been the aim and intention of Messrs. Stoddard, Lovering & Co. to place on the market machines that will stand and make a name for themselves, and while several makers have copied a number of its principal features, the Rudge still maintains its enviable reputation, and its agents are to be congratulated on its increasing popularity.

ALBERT G. SPALDING.

Pluck and energy are always the prominent characteristics of a successful business man, and we know of no more striking illustration of this fact than is exhibited in the case of the well known head of the great sporting goods firm of A. G. Spalding & Bros., New York and Chicago.

Albert G. Spalding is most widely known in connection with the national game, and is one of its most skillful and honored exemplars. Owing largely to his wonderful work the Boston club won the championship for four successive seasons. He was then known as the king of strategic pitchers. In 1876 Mr. Spalding took charge of the Chicago club, and under his able management they were placed at the head of the list, and the first champion club of the national league. In 1877 Mr. Spalding ended his career as a player and entered upon the business, which, by his tact, energy, and enterprise, he has built up to a point which makes his case an exceptional one in the business history of the country. Genial of disposition, kind of heart, liberal and considerate in his business relations, always on the alert for successful ventures, Albert G. Spalding's name occupies a position in the esteem of a wide circle

THE SPRINGFIELD WHEELMEN'S GAZETTE.



THE BEST IS GOOD ENOUGH FOR YOU !

A DESPERATE EFFORT HAS JUST BEEN MADE TO KEEP THE NEW VICTOR OUT OF THE FIELD THIS SPRING. THIS WAS DONE BY PARTIES WHO PROCURED ADMISSION INTO OUR WORKS, DURING OUR ABSENCE AND AGAINST OUR WISHES, AND APPRISED THEMSELVES OF THE MERIT OF THE MACHINE WE WERE ABOUT TO PLACE UPON THE MARKET.

WHEN YOU SEE THE '86 VICTOR, AND EXAMINE ALL ITS FINE POINTS AND IMPROVEMENTS, YOU WILL UNDERSTAND WHY OUR COMPETITORS HAVE BEEN AFRAID TO MEET IT IN THE OPEN MARKET. THE VICTOR COULD HAVE NO STRONGER INDORSEMENT. THE COMPRESSED CUSHIONED TIRE OF THE VICTOR IS OF ITSELF ENOUGH TO STRIKE TERROR TO THE HEART OF A COMPETITOR. WE DO NOT BLAME THEM FOR GETTING ALARMED,—ONLY FOR USING QUESTIONABLE METHODS TO INJURE A RIVAL.

WE ASK TWO FAVORS OF EVERY MAN WHO WILL BUY A HIGH-GRADE BICYCLE: FIRST, EXAMINE THE NEW VICTOR BEFORE BUYING; SECOND, ASK ANY RIDER OF THE VICTOR IF IT IS THE EASIEST RUNNING MACHINE HE EVER RODED; IF IT IS THE BEST HILL CLIMBER; IF IT IS THE FASTEST COASTER.

IT IS EVERY OUNCE STEEL. IF YOU CAN SHOW THAT A VICTOR CONTAINS ONE OUNCE OF CAST METAL WE WILL REFUND FULL PRICE.

IT IS ALL INTERCHANGEABLE, AND CONTAINS ALL FEATURES KNOWN TO ADD TO THE VALUE OF A BICYCLE. WE USE ONLY THE VICTOR SQUARE RUBBER PEDAL, WHICH HAS PROVED GOOD ENOUGH TO CALL OUT A CLUMSY Imitation. VICTOR SWING SADDLE. LATTA'S PATENT LOCKED HEAD. DETACHABLE STEP. HADLEY'S PATENT HANDLE-BAR. BOWN'S PERFECTLY ADJUSTABLE BALL BEARINGS TO ALL WHEELS AND PEDALS. COMPRESSED CUSHIONED TIRES. WARWICK'S HOLLOW RIMS, SHALLOW SECTION. HARRINGTON'S ENAMEL.

WE HAVE FROM THE BEGINNING LED THE ADVANCE TOWARDS REASONABLE PRICES IN CYCLES. TO MAINTAIN THIS REPUTATION WITH RIDERS, THE NEW MACHINE, WITH ALL ITS IMPROVEMENTS AND INCREASED COST OF MANUFACTURE, WILL BE SOLD AT THESE PRICES.—NO EXTRAS:—

48-inch, \$122.50	50-inch, \$125.00	52-inch, \$127.50	54-inch, \$130.00
56-inch, \$132.50	58-inch, \$135.00	60-inch, \$137.50	

NICKELED BACKBONES AND FORKS, ALL BEST NICKEL ON COPPER, EXCEPT RIMS AND SPOKES, WHICH NEVER SHOULD BE NICKELED, \$10.00 EXTRA.

YOU WILL WRONG YOURSELF IF YOU BUY WITHOUT SEEING IT. CATALOG FREE.

❖ OVERMAN WHEEL COMPANY, ❖

FIRST AMERICAN MAKERS OF HIGH-GRADE BICYCLES,

182 COLUMBUS AVENUE,

BOSTON.

of friends, which any man might be proud to attain.

The Messrs. Spalding have large stores at 241 Broadway, New York, and 108 Madison street, Chicago, and for the past three years have made the bicycle business one of the most important departments, each year bringing out many new things. In 1885 they put on the market a new wheel calling it the Spalding, a machine of their own design, having many new features, which proved to be a decided success. Last fall they sent Mr. F. N. White to Europe in the interest of this department, and for the coming season it is safe to say that it will be as complete as that of any house in the country. Their line of wheels embraces the Spalding, Premier, and Kangaroo, and they are also United States agents for Hummer & Co.'s tricycles and bicycles, manufactured at Beeston, Nottingham.

W. S. ATWELL.

The bicycle department of William Read & Sons is now under the management of Will. S. Atwell, whose experience in the bicycle business places him among the first. Mr. Atwell is not only an enthusiastic bicycle rider, but a practical man, having, in the summer of 1877, built the first bicycle ever constructed in this country,—that upon which Col. A. A. Pope learned to ride,—and since that time has always taken an active part in cycling and in the manufacture of special wheels.

He was elected president of the Charlestown Bicycle Club in 1883, which position he held for two years, and his name is familiar to all wheelmen in this section of the country.

THE ROYAL MAIL.

The Royal Mail will still be actively in the market this year with the distinctive features which gave it so great a reputation last season as a perfect road wheel. It certainly had great success, and has the highest testimonials as to its strength and perfect fittings. No better recommendation could be shown for a roadster than the record gained by a Royal Mail, it having just been awarded the Lakin prize for 5,056 miles on the road by one rider in 1885, who testified that he did not spend a cent for repairs! Such a record is worth more than racing records. The Royal Mail has tangent spokes, strongly tied at intersections by seven windings, making the whole wheel very rigid; also uses Warwick's best hollow rim. In fact, since its first introduction, no expense seems to have been spared in keeping this wheel up to the very best grade of workmanship and using the latest and best patents in all its parts. It is truly a high-grade wheel, and has not a superior in the market. The aim in this wheel is to produce a perfect road machine rather than for racing, though in racing it has been in the front rank. William Read & Sons, 107 Washington street, Boston, are the American agents.

H. B. SMITH MACHINE COMPANY,

OF SMITHVILLE, BURLINGTON COUNTY, N. J.,
MANUFACTURERS OF THE CELEBRATED STAR
BICYCLES.

The subject of our sketch and the founder of this extensive enterprise, Hon. H. B. Smith, was a member of the United States Congress during 1880 and 1881, and late a senator for the State (New Jersey) in which he resides. He is of New England birth, and his ancestors date back to Revolutionary times. His father at one time re-

sided at Middletown, Ct., but moved to Woodstock, Vt., where the subject of our illustration was raised. He commenced the manufacture of wood-working machinery at Lowell, Mass., more than forty years ago, and was the first to build such machines with iron framing. He took out some valuable patents on mortising, moulding, and tenoning machines, and, although for many years controlling the exclusive manufacture of such machines, he always sold them at a fair price, and in this way built up a large business, valuable reputation, and meritoriously earned the large fortune he now enjoys. He moved his entire works from Lowell to Smithville, N. J., his present location, some twenty-two years ago, at a time when he could have retired from business and clipped off the coupons; but he desired to surround himself with mechanics with whom he had spent so many years, and bought a hamlet for the purpose. His present site consists of a village, large shops, with ample water power, and some 500 acres of choice land; the latter was procured so that no whisky-mills nor gin-shops could come near to demoralize the workmen. It is said that he has spent over \$300,000 in the plant and in homes for the workmen, and, notwithstanding this large expenditure, the business grew so rapidly with his increasing age that he decided to incorporate the business, and formed a joint stock company in 1878, taking in as stockholders and directors a number of his best men. With new energy and young blood, and a general improvement in the times, the business nearly quadrupled within the last several years, and it was about the beginning of better times (in 1881) that they took hold of the Star bicycle. Many of our readers will recollect the first appearance of the Star at the Boston meet in May, 1881. The four machines ridden there were the first made with one exception, and that was an experiment. Crude as those machines were, they embodied some of the principles that afterwards made the Star felt on the road, on the path, and in recent hill-climbing contests. Although Mr. Smith has already reached the allotted age—three score and ten—he has not lost interest in the business, and takes great delight in talking bicycle. He is now a joint applicant in a patent of great value to bicycles, and which will be made known to our readers in due time. He is a strong advocate of the tricycle, and especially of better roads for its use, and he is developing plans whereby steam can be economically applied for either partial or full propulsion. The company is so organized that each of the several departments have a head of ability, and every detail of the business is carefully considered. The late Star machines are well made, and we may be able at some future time to present engravings of some of the late models.

SAMUEL T. CLARK.

Mr. Samuel T. Clark, the head of the importing firm of Samuel T. Clark & Co., of Baltimore, has, for the past seven years, been closely identified with cycling and cycles. Among those who know him best, he is regarded as an authority on all forms of cycles; for it is safe to say that no one, in or out of the trade, has had superior opportunities for studying, testing, and riding a greater variety of machines.

He makes it a point to visit England yearly, and there he has the entree to all great workshops, the Stanley and Speedwell shows; and enjoys the acquaintance of such eminent English authorities

as Messrs. Henry Sturmy, II. Hewett Griffin, and others. Energetic and enterprising in business, he is none the less ardent in his devotion as an amateur wheelman, to the cause of wheeling. One of the founders of the I. A. W., he has been on the board of officers in various capacities, is present State consul C. T. C., and is a member of several prominent cycling clubs, and for two years has been president and chairman of the board of trustees of the Maryland Bicycle Club, of Baltimore, during which time this club has built, owns, and now occupies the largest, most convenient, and best appointed bicycle club-house in the world.

THE "NEW RAPID" BICYCLE.

When the cycling papers of England, together with the English cycling authorities, united in pronouncing the New Rapid bicycles by long odds the finest and strongest wheels exhibited at the Stanley and Speedwell shows of 1885, the attention of wheelmen, both in England and America, was attracted to them. When later, some road races, and any number of races on the path, were won by comparatively obscure riders mounted on New Rapids, the interest was heightened; but when at the Inventions Exhibition, held in London, where all the prominent makers exhibited, the New Rapid bicycles secured the gold medal, the highest award, and only gold medal for bicycles, Messrs. S. T. Clark & Co., of Baltimore, sent their Mr. Clark to England to secure the United States agency, and to contract for a large number of these machines.

This he has done, and the above firm are now busily engaged in closing out, without reserve, their entire stock of wheels of all descriptions, at less than cost, preparatory to doing an immense business, which they have just reason to expect, in New Rapids. They will also present a somewhat cheaper, but high grade, direct spoke, solid felloe bicycle, The Dictator, but will for this year confine their attention to these two machines.

HERBERT W. GASKELL,

EX-ONE-MILE AMATEUR CHAMPION OF ENGLAND.

There are few men better known in the English wheel world than Herbert W. Gaskell. He was born near Liverpool, England, graduated at Bruce Castle College, London. He first learned to ride a bicycle in 1876 and took to racing a few months afterwards and won no end of prizes throughout the North of England. In 1881 Mr. Gaskell entered the employment of the Coventry Machinists' Company in their London office and followed up his racing career with great success. In winning the one-mile amateur championship he attained the highest point, he also won the Surrey Bicycle Club's 50 guinea cup twice in succession. His visit to America, where he raced at Springfield and Boston with moderate success, is fresh to the memories of our readers.

Mr. Gaskell was never much of a cycling politician, always being more deeply interested in the physical and unintellectual work of the wheel world, and is now manager of the Coventry Machinists' Company's Branch in the United States, at 239 Columbus ave., Boston.

THE COVENTRY MACHINISTS' CO.

The Coventry Machinists' Co., Ltd., 239 Columbus ave., Boston, make few alterations in their "Club" bicycle this season, the most important being the introduction of an improved tangent

spoke. The Club Safety will be substantially the same as last season, as will also the Club Racer, the test of the season's riding having found nothing requiring alteration. The Universal Club is well known and holds a prominent place among low-priced wheels.

In tricycles their now famous Club Tandem holds the lead. Several important improvements have been introduced over last year's pattern, the most notable being in the bearings, which are now constructed so that the tandem can be converted at will into two distinct forms of single tricycles.

The Ranelagh Club is now fitted with automatic steering, the only thing wanting last season to render it perfect. The Marlboro Club is their new wheel for this season; it is built on the well known Cripper line, but with greater wheel base, concealed automatic steering, and the company's patent chain adjustment and improved ball bearings. For ladies' use it is made with a hinged steering bar that can be let down to allow the rider to mount from the front.

The company will also bring out a tandem in the course of the season that is adapted for use by two ladies, and also one on the Marlboro type. They have issued a handsome illustrated catalogue with particulars of their various wheels which can be had on application to their Boston manager, Mr. H. W. Gaskell.

W. B. EVERETT.

W. B. Everett was born at Roxbury, Mass., March 8, 1856, and is one of the pioneers of cycling, having commenced wheeling in May, 1880. He has been a member of the Boston Bicycle Club since then, holding the position of second lieutenant one year, captain one year, and treasurer one year. He is one of the founders of the League and has attended every meeting save one, that of Buffalo. Mr. Everett was formerly in business with the Soule Photographic Company, and also held an interest in the Butcher cyclometer. He entered the cycling business in March, 1885, as the United States agent for Singer's cycles, and is now located in Odd Fellows' Hall, corner Berkeley and Tremont streets, Boston.

SINGER'S CYCLES.

Messrs. W. B. Everett & Co., importers of the famous Singer's cycles, offer the largest assortment of bicycles and tricycles to be found on this side of the Atlantic. Their leading wheel is the Apollo Light Roadster. A season's use by hard riders on all kinds of roads proved this wheel to be the acme of rigidity and strength, while at the same time it stands the lightest in weight of all the light roadsters. As the firm carried very little stock over winter, they are ready with new goods, and will supply all Apollos with their new detachable handle-bar, which is simple, graceful, and strong. Choice is given of single or double ball-bearings to front wheel, the latter so far being the preference of nearly all old riders who have examined both. An Apollo semi-racer is a special feature this year, while the racer of the same name stands ready to ride at twenty pounds. The British Challenge, Singer's Challenge, and the National will be carried in stock. The latter is a ball-bearing machine, selling for \$80, and looks worth twice the money.

For tricycles, they will run on bicycle-steering pattern for gentlemen and a specially light one of the same pattern for ladies. They have three patterns of safeties and three tandems. The automatic-steering Springfield tandem will be their

leading double, although they also carry an improved Humber type known as the Traveler and the Apollo Convertible.

THOMAS B. JEFFERY.

Mr. Thomas B. Jeffery, of Chicago, is one of the pioneers of the bicycle industry in this country, and has been constantly identified with it from as far back as 1878. His attention was first called to the bicycle on a visit to England during the year mentioned, and its adaptability to the wants of the American public was so apparent to him that he at once began to investigate the details of its construction. He consulted experts and the manufacturers of material, purchased a quantity of steel for rims, rubber tires, tubing for backbones, and other supplies which could not be obtained in the United States, and made arrangements for future shipments. His return was hastened by his desire to be the first to commence the new industry. But delay occurring in shipment and the manufacture of special machinery for the work prevented the appearance of his bicycles until 1879. The announcement of their appearance on the market was met with opposition on the part of the Pope Mfg. Co., at that time but recently organized, and armed with the Lallemand patent a royalty was demanded and paid for the machines then completed, which found a ready sale, as they were furnished with Rudge ball-bearings, closed head, and hollow forks, in marked contrast to the cone bearing and solid forked Standard Columbia, and as a natural consequence their further manufacture was prohibited. Wishing to retain his identity with the business, Mr. Jeffery turned his attention to the manufacture of smaller machines, this being the only manufacture then permitted by the corporation controlling the sale of bicycles in the United States, and also to repairing machines of other makes. It was about this time that he made the first pair of wheels for the Overman tricycle. The confinement to the smaller grade of machines was gradually made more and more unnecessary, and, as an advantageous association with Mr. R. Philip Gormully largely augmented the finances and the business reputation of the concern, higher and higher grade machines were successfully produced. Mr. Jeffery has invented many improvements both on the parts of bicycles and the machinery used in their manufacture. He superintends the mechanical departments of Gormully & Jeffery's factories, and the thousands of riders of the American cycles will bear testimony that it is efficiently done. By the above it will be seen that Mr. Jeffery was the first maker, in this country, of high grade machines, the claims of others to the contrary notwithstanding.

THE CHALLENGE WHEELS.

Messrs. Gormully & Jeffery have improved the minor parts of the Challenge Safety and Ideal bicycles as occasion presented itself during the past year. They present to the consideration of the cycling public this season for the first time the American Champion, which is a bicycle of the highest grade and the result of much study and comparison with the foremost and most modern types obtainable, and nothing has been neglected that would detract from a perfect machine. In the forks, backbone, and handle-bar the best grade of imported and weldless steel tubing is employed. It has ball bearings to both wheels and pedals. The wheels, which are an important feature of a machine, have been the subject of careful con-

sideration, and while the preparations were going on for the use of the laced spoke and hollow rim, the large proportion of that species of wheel of all makes shipped to their repair department last year proved conclusively their inability to withstand the severe and buckling strains that the direct and thick-ended spoke will, and the cost of such repairs being out of all proportion to that of direct spokes, it was conclusive that the simple rim and butt-ended direct acting spoke was much the superior, hence this style of wheel is used in the Champion, Price of the American Champion, 50-inch, complete, finished in black enamel and nickel, \$100.50. A new saddle, The Solid Comfort, is supplied with this machine, and it is a marvel of convenience and compactness, being removed very little from the backbone, yet having abundance of room for the movement of the elastic spring to which it is attached. Gormully & Jeffery's Ideal tricycle is of the two-tracked type and is of the same general style and finish as that of the Ideal bicycle. It has all the late improvements and will doubtless hold the same enviable reputation of that of its companion, the Ideal bicycle. It is made in two sizes, viz., 30 and 34 inches. The prices of all their machines have been generally revised and equalized.

The new catalogue of Gormully & Jeffery, of Chicago, consists of 48 pages and a handsome allegorical cover, a copy of which will be mailed free to all applicants.

Few people are aware of the number of bicycles sold in the United States, and the large amount of capital invested in them. For the last six years Mr. A. W. Gump, at 38 North Main street, has been selling bicycles with his other goods, until that branch of his business has become so extensive that hereafter he will devote himself to bicycles alone. He has just received orders from Oregon, California, and New Mexico. There is not a State from Maine to Texas in which he has not received orders. He has in the rear of his store a complete repair shop, fitted up especially for bicycles, and gets work sent in as far west as Nebraska. His nickel-plating plant turns out work that is fully equal to that of any in the trade. To prepare for the coming season's business he will remove February 1 to the double rooms directly over his present store. The second floor will be devoted to a show room, where will be shown over a hundred new and second-hand bicycles, single and double tricycles, lamps, bells, and everything pertaining to the bicycle business. The third floor will be devoted to riding purposes, where different sizes of wheels will be kept, and instructions will be given to learners. The two-story brick repair shops in the rear will be refitted with new machinery. This department will be under the charge of Mr. Fred Kohnle, who has had years of experience in this work. Besides difficult repairing and job work, nickel-plating will be given special attention.—*Dayton (Ohio) Journal*.

THE SPRINGFIELD ROADSTER.

The new safety wheel, a cut of which we show in this issue, is attracting a great deal of attention among experts and road riders as a safety wheel and hill climber. What the inventors of this wheel, Messrs. Vost and McCune, claim for it is speed, power, and comfortable riding, as there is no danger from "headers"; ease of movement, owing to the use of the walking levers. Yet preserving the beauty of the crank wheel, by applying

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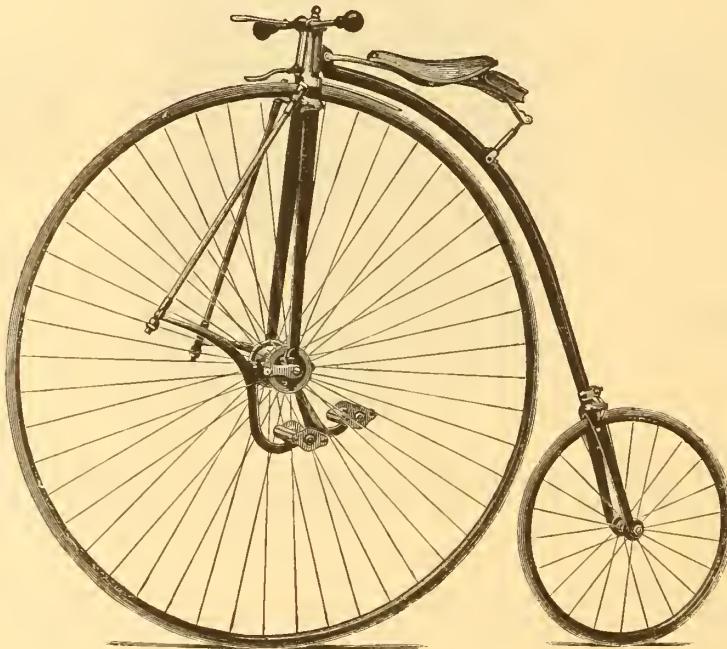
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As the Pedals move in a nearly OVAL CURVE, the rider of the ordinary machine notices NO DIFFERENCE in MOTION. The joints on the levers being constructed on the ball-and-socket principle, accidents bending levers or cranks do NOT make the machine TURN HARD. Patent Parallel Bearings, held in spherical cases, adjust themselves to any changes in the forks occasioned by accident.



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PRICE, 42-INCH (the reach of a 52- or 54-inch ordinary Bicycle), PARALLEL BEARINGS, \$76.00 ; BALL BEARINGS ALL AROUND, \$99.00.

Messrs. GORMULLY & JEFFERY, Chicago.

Dear Sirs—I write, unsolicited, my appreciation of the AMERICAN SAFETY, which I have been using now for six weeks. In that time I have traveled 400 miles on it, over roads which cannot well be worse. Whenever a path may be found in the grass rooted in the sand on the edge of a road, the machine may be ridden without the fear of encountering unseen obstacles. I had the pleasure of riding five miles over such a highway with an experienced tourist on an Expert Columbia (balls all around). I kept up with ease and took no header. He took one. Went more easily up the hills, and took one long hill which he declined, besides riding in spots where he could not. The movement is more pleasant than the Facile, the bearing points are the same in number, and I think your machine more graceful in its motions. I compare it with the Facile because, excepting it, I do not find any other Safety of any value for actual use on bad roads.

PATERSON, N. J., September 12, 1885.

Very truly, H. B. GOETSCHIUS,
Manager of the Mt. Morris Chemical Works.

For further information, as to sizes, etc., send 2-cent stamp for new Illustrated Catalogue of Bicycles and Sundries for 1886.

N. B.—WE ALSO MANUFACTURE AN EXTENSIVE LINE OF BICYCLE BELLS, LAMPS, AND SUNDRIES.

the levers to the large wheel, its general appearance differs very little from the Columbia or any of the crank wheels, except as to their improvements. The rear wheel is some larger, thus insuring less jar in running over obstructions; also shortens and strengthens the backbone and fork. The levers are fastened by a forward projection on the fork and then extended backward underneath the large wheel shaft on each side until they reach directly underneath the saddle, or on a vertical line with the weight of the rider, which becomes quite a factor in applying the power and propelling the wheel, as the rider can by standing erect throw his whole weight upon the levers, thus combining weight and strength. Beside, the levers can be worked at any portion or angle of the stroke, and at the full stroke together or alternately, as the rider may choose. The clutch mechanism for propelling is so arranged that the speed can be increased or diminished to suit the capacity of the rider. The clutch mechanism also prevents the fork from tipping forward, thus preventing "headers," as it locks itself to the forward or large wheel shaft as the rear one may show a tendency to leave the ground, propelling it at even greater speed, which increased velocity, or rotary movement of the forward large wheel, prevents the rider from reaching a position forward of its center, and from where "headers" are taken. The position of the lever fulcrum can also be changed, so as to enable a tall rider, if he so chooses, to begin on a small wheel with full stroke and without being in a cramped position. The Pope Manufacturing Company have completed arrangements with the inventors to build this wheel, under royalty, in a high grade wheel, Messrs. Yost and McCune reserving the right to manufacture a plain finish wheel, not to exceed \$50 retail, with the full benefit and use of the Pope Company's patents under license from them, for any part they may choose to add to their wheel for convenience and perfectness to meet the trade demands or opinion of the riders. They propose to build and market a good, substantial, strong, and durable wheel, which will meet the demands of the riding public and be within the reach of all who may like to ride either for business or pleasure. The inventors are both practical men, and have been in the manufacturing business for years, — who learned to ride the different makes of wheels for the purpose of improvement and to learn fully the wants of the wheelman before taking any steps in that direction. We think it to the interest of all riders and wheelmen to examine the Springfield Roadster, which, from the present indications, will be manufactured at our city. Some may remember this wheel as that called the *Cyclone* by the reporters at last fall's Springfield tournament, but which has had no name given it officially until termed the above.

PATENTS.

List of patents granted for devices of interest to wheelmen for the month ending Tuesday, Feb. 16, 1886, compiled from the Official Records of the United States Patent Office, expressly for THE SPRINGFIELD WHEELMEN'S GAZETTE by Shipley Brashears, patent law office, No. 607 7th Street, N. W., Washington, D. C., of whom copies and information may be had.

No. 334,829, January 26, Albert E. Wallace, Hartford, Ct., assignor to the Pope Manufacturing Co. of the same place, wheel for velocipedes.

No. 334,908, January 26, Leon Duhamel, Paris, France, apparatus for starting and propelling wheels.

No. 335,062, January 26, W. D. Smith, Brooklyn, N. Y., vehicle.

No. 335,297, February 2, John F. Morgan, Lynn, Mass., bicycle leg.

No. 335,599, February 9, Thomas B. Jeffery, Ravenswood, Ill., velocipede.

No. 335,811, February 9, Charles F. Hadley, Chicopee, Mass., assignor to the Overman Wheel Co., of the same place, loop frame for tricycles.

No. 335,904, February 9, Joseph Elder, Peoria, Ill., traction wheel.

No. 336,236, February 19, Rev. John B. Funk, Columbia (now residing at Mechanicsburg), Pa., assignor to E. Light, Lebanon, Pa., tricycle.

No. 336,277, February 19, John Wood, Jr., Beverly, and A. J. Philbrick, Salem, Mass., pedal for velocipedes.

No. 336,372, February 19, Arthur H. Aldridge, assignor of one-half to S. J. Davies, of Birmingham, County of Warwick, England, velocipede.

Miscellaneous.

THE WHEEL.

WILD RIDE OF A NOVICE ON A BICYCLE.

I learned to ride on Broad street in front of the custom-house. About the second evening I was out at the aforesaid place quite a crowd had gathered to witness my first attempts. While practicing the right and left pedal mount, riding on one wheel, the standstill act, and hands off, I took a header immediately in front of this awestricken multitude. Now I want to know if it was right when one of them said, "He is getting on very well," when I had just fallen off?

Soon tiring of circling around in one place, and thinking I had mastered the art sufficiently to take in the outskirts of the city, I made the vault mount, turned my wheel down Broad street, intending to turn into Summer and go out as far as the city cemetery. I had never wheeled down hill, consequently did not know how to coast or how a bicycle would act on a steep descent; neither had I thought of the rough road on this hill, the many large, loose stones, the flat surface rocks, which long ago should have been blasted out and replaced by good macadam; consequently I have only myself to blame for the rash act, if the city fathers cannot be included for not having the street in better condition.

I had just started down the incline when the wheel commenced running faster; I grabbed for the brake and pulled it suddenly and with force, but this did not have the slightest effect on the ever-increasing speed of my mad wheel. A thought quickly flashed through my mind that it had been bought second-hand, and I had not examined into this important adjunct. Faster we flew. No one but a wheelman in a dangerous position can know how quickly hundreds, yea, thousands of thoughts can flash through the mind in the fifth part of a second. The wheel hit a rock, shied, and run on the smooth surface rocks on the right. This would never do, I thought, after running on them some thirty feet, as a side slip is a certainty. Fortunately the street was rightfully named "Broad," and I steered for the center. My feet in the meantime had lost the pedals in their rapid revolutions. I had enough presence of mind left to fasten on to the handle-bar with a grip of steel, throw my feet far apart to avoid coming in contact with the fast-flying pedals, and to lean as far back as possible. Another rock happened to be in my path, the wheel hit it and jumped sideways at least a foot

out of perpendicular, when a lusty pull at my handle-bar brought her in line again. I thought I was a goner, but got used to such jumps before the bottom was reached. The road became frightfully rough, and in an instant I knew we would strike a crossing. I gritted my teeth with determination or despair, I can't tell which, as the bicycler gained still greater speed.

To have seen us just at this time, with my wheel jumping and lunging, would have reminded you of a fellow trying to ride a trick mule in a circus. We struck the crossing—the wheel gave a bound in the air and did not again hit the street till we had described a half-circle of some fifty feet. She skid and she scud, she glid and she glid down that hill at a rate never before equaled. My hat flew off and the force of the wind tore away my hair by the roots from the top of my head. Where my ears and the back of my head protected it, it is still growing luxuriantly, and this, I would here remark, accounts for my peculiar bald head—not caused by age, but literally shorn by the wind in this rapid flight. I would not have cared for the loss of my hat or hair, but some street urchin, adding insult to injury, cried out: "Say, you old 'flying Dutchman,' you've dropped something;" and another yelled, "See that old bald-headed eagle out on a fly!" and still another gamin, lost to all human sympathy for my sad position, exclaimed, "Say, old 'two-thirty-one and two-fifths,' you'd better blow yer whistle and ring yer bell, or yer'll have a collision." In another tenth of a second I was beyond their jocund remarks. More rocks, more ruts, more speed, yet still I stuck on like grim death to a dead dog. Oh! that somebody would head us—that somebody would dump a four-horse load of sawdust in front of us! Would I stop before the river was reached? I had, as above-stated, intended to go out to the cemetery. Would I ride there on my wheel or in a hearse? If I ran into the river and was drowned I knew the Nashville Bicycle Club would lose one of its most enthusiastic prospective members, and I felt sorry for them. I knew that had I met my death on a bicycle, the sport of wheeling would receive a blow from which it would never recover, and I dropped a tear. At this moment I was nearing Cherry street, and noticed a street car crossing my path. Quickly I calculated my rate of speed and the motion of the car, and steered just to pass it at the rear. The car suddenly stopped for a passenger just as I had finished making the calculation. I was nearly on it, and had it moved a foot farther, there would have been no trouble; as it was, I could not make the turn quick enough, and my wheel struck the rear step. Instinctively I ducked my head to avoid the roof, the wheel mounted the steps, shot across the platform, jumped off the opposite side and continued on with unabated fury.

I thought surely the machine would go to pieces while mounting and jumping from the platform, but it still stood up under me. So we continued till after passing College street; but I noticed the wheel was losing wind and going slower. I caught my pedals just as we were approaching Market street, and as soon as my feet were on them I back-pedaled and dismounted to examine how my steed had stood this severe jaunt.

No sooner had I stepped to the ground than some one ran to the fire-alarm box on the corner near by and sent in an alarm. I had for the last few seconds smelled something burning, and, as every one was looking and pointing towards my

wheel, I turned to see the cause. My wheel was on fire. In the rapid flight the bearings of the little wheel had by friction become red-hot, and the heat had set fire to the two felt washers on either side of the hub. I took in the situation at a glance—hastily jerked off my shirt collar, wrung a few drops of perspiration on the flames, and extinguished the conflagration before the fire department arrived. I then mounted, wheeled in a half ring near to the box, requested them to ring in the "all out" signal, rang my bell and started back to find my hat. I soon met a boy coming towards me with it. Without dismounting he handed it up; he received my thanks, and a few turns found me wheeling to the left into Summer street for home.

"FIFTY-THREE."

A WHEELMAN IN TURKEY.

Among the many interesting incidents of Thomas Stevens's journeys in Turkey, the following extracts from his article in *Outing* for January, are particularly entertaining:—

"Once during the afternoon I attempt to write, but I might as well attempt to fly, for the *mehana* is crowded with people who plainly have not the slightest conception of the proprieties. Finally a fez is wantonly flung by an extra-enterprising youth at my ink-bottle, knocking it over, and but for its being a handy contrivance, out of which the ink will not spill, it would have made a mess of my notes. Seeing the uselessness of trying to write, I meander forth, and into the leading mosque, and, without removing my shoes, tread its sacred floor for several minutes, and stand listening to several devout Mussulmans reciting the Koran aloud, for, be it known, the great fast of Ramazan has begun, and fasting and prayer is now the faithful Mussulman's daily lot for thirty days, his religion forbidding him either eating or drinking from early morn till close of day. After looking about the interior, I ascend the steep spiral stairway up to the minaret landing, from whence the *muezzim* calls the faithful to prayer five times a day. As I pop my head out through the little opening leading to the landing I am slightly taken aback by finding that small foot-way already occupied by the *muezzim*, and it is a fair question as to whether the *muezzim*'s astonishment at seeing my white helmet appear through the opening is greatest, or mine at finding him already in possession. However, I brazen it out by joining him, and he, like a sensible man, goes about his business just the same as if nobody were about. The people down in the streets look curiously up and call each other's attention to the unaccustomed sight of a white-helmeted cycler and a *muezzim* upon the minaret together; but the fact that I am not interfered with in any way goes far to prove that the Mussulman fanaticism, that we have all heard and read about so often, has well nigh flickered out in European Turkey.

"The Adrianople plains are a dreary expanse of undulating grazing land, traversed by small sloughs and their adjacent cultivated areas. Along this route it is without trees, and the villages one comes to at intervals of eight or ten miles are shapeless clusters of mud, straw-thatched huts, out of the midst of which, perchance, rises the tapering minaret of a small mosque, this minaret being, of course, the first indication of a village in the distance. Between Adrianople and Eski Baba, the town I reach for the night, are three villages, in one of which I approach a Turkish private house for a drink of water, and surprise the

women with faces unveiled. Upon seeing my countenance peering in the door-way they one and all give utterance to little screams of dismay, and dart like frightened fawns into an adjoining room. When the men appear, to see what is up, they show no signs of resentment at my abrupt intrusion, but one of them follows the women into the room, and loud, angry words seem to indicate that they are being soundly berated for allowing themselves to be thus caught. This does not prevent the women from reappearing the next minute, however, with their faces veiled behind the orthodox *yashmak*, and through its one permissible opening satisfying their feminine curiosity by critically surveying me and my strange vehicle.

"The Turks, to their credit be it said, never abuse dogs; but every male 'Christian' in Eski Baba seems to consider himself in duty bound to kick or throw a stone at one, and scarcely a minute passes during the whole evening without the yelp of some unfortunate cur. These people seem to enjoy a dog's sufferings; and one soulless peasant, who in the course of the evening kicks a half-starved cur so savagely that the poor animal goes into a fit, and after staggering and rolling all over the street falls down as though really dead, is the hero of admiring comments from the crowd, who watch the creature's sufferings with delight. Seeing who can get the most telling kicks at the dogs seems to be the regular evening's pastime among the male population of Eski Baba unbelievers, and everybody seems interested and delighted when some unfortunate animal comes in for an unusually severe visitation."

THE RIVALS.

BY T. W. E.

Wouldst know why the sun shines so brightly
And everything seemeth so gay?
Why hearts of the thousands beat lightly?
I answer—it's tournament day!

Many are the rivals awaiting
Rights to trophies of value here prove:
But two are rivals from the dating
Of seeking the same maiden's love.

Do they think that the race will decide love?
That the golden halo of pride
Round the winner shall not be denied love?—
The desired of his heart for a bride?

What thinketh the maiden now making
Bouquets to present to these two?
Roses white as her brow she is taking:
Roses red as cheek's lovely hue!

"I will make of each one a bearer
Of my best wishes and flowers,"
To the roses she said, "and the wearer
Who wins in the race shall be ours!"

Cometh each with a pleasant greeting,
Receiveth the half-pledge blooming gay:
But time bears them on in its fleeting—
What harvest of thought sown to-day?

She mingles with vast tide of pleasure,
The scene of a lifetime unfolds,
While heart with quick music beats measure—
The rival roses she beholds!

Side by side, 'pon riders expectant,
Above two waiting machines,
While she views, keenly reflectant
Of ever varying scenes.

Then the start! The thrilling explosion
Of the toy that hurries them on;
Once, twice, thrice—O the glad commotion!—
The roses have been round and gone!

Just abreast where their perfumes must meet,
Each time they've passed as before,
Far ahead of the hurrying fleet—
The two their presence ignore.

But Fate oftentimes is unfeeling—
At others exceedingly kind—
Mayhap its levers found yielding
To our dearest hopes undermine.

Thus it is in the race of to-day—
Soon the white-rose wearer goes down
While the red-rose swift speeds on its way,
Luck giving the wearer its crown.

A shattered wrist and a half-wrecked form
He receives instead of a prize,
And a tear—none saw it—falling warm
From love's fount in a maiden's eyes.

For pity wakens her heart at last,
But not as at morn she had thought;
That dream is over for aye and past—
Love misfortune to her had taught.

Quickly friends carry him from the track—
Forgotten is the victor now!—
On to his home where he'll nothing lack
Life again to call to his brow.

Lingers she not when her knight has gone,
But at home, a messenger waits,
The riding at speed had prizes won
To and from her lover's home gate.

"I found him like to a broken reed
The snow-bank rests heavy upon,
And on his pillow I could but heed
Were the roses that he had worn!

"I told him you sent me to inquire
And that you were waiting at home,
And his eyes lit up with a keen desire
As he whispered: 'Tell her to come!'

"I will go at once," the maiden said,
And thought, "all for love's sake;
And though he may care not me to wed
I will not him forsake!"

And by his side ere fell the night
Hand had clasped hand again,
Love mingled with the roses white
An anodyne for pain.

While in this happy hour's respite
Is asked the question olden:
"Wilt thou soon be my life's delight
In wedlock's chains so golden?"

I hold the glass futurity
A moment to my eye,
And focused to time near, I see
Them wed, and then pass by.

SPRINGFIELD, Feb. 5, 1886.

RACING RULES.

IMPORTANT DECISIONS ENTERED BY THE L. A. W. RACING BOARD.

The Racing Board of the L. A. W. recognizes the desire of the members of that institution, and is determined that the races run in the name of the League, under its auspices or for its championships, shall be conducted on a purely amateur basis. During the winter they have passed a number of votes, one of the most important of which is as follows:—

"Voted, That in the location of championships with clubs the coming year, the board will require that no prize offered for any event in the meeting where the championship is run shall exceed in value over \$50, and they will further require that the entry of any person whose amateur standing is in doubt shall be rejected. That this rule may be observed, the board will claim the right to know the full programme of the meeting and to inspect the list of entries to the championships with a view to striking out the name of any person whose amateur standing may be in question."

This means, probably, that none of the championships will go to the big meets, nor will they be won by the crack wheelmen, nearly every one of whom will be quickly scratched by the Racing

Board. It may be the championships will not be taken under these conditions, and in that event the League can run them itself at the annual meeting, or later in the season at a special meeting, and it may be the dealers will buy up the "duffers" and secure the races for their machines with cheaper men.

Two other important votes are the following:—

"Voted, That the Racing Board will hereafter enter no record on its books that is not made in competition between men at an open meeting, of which at least one week's notice has been given."

"Voted, That the Racing Board will hereafter enter no record on its books that is made on a board track or under cover."

These votes place the standard record where it should be. Sporting papers and cycling papers will still continue to accept records made against time and on board tracks, but the standard record of the League will be the most valuable of all records, and one which our best riders will like to hold.

CASABIANCA ON A WHEEL.

The boy sat on his burnished bi,
Whence all but him had fled ;
The sun that lit the western sky
Shone round him as he sped.

A novice on the wheel was he,
Far out with boys expert ;
Returning late they did agree
To leave him in a spurt.

Yet strong and mighty was his thrust
As born to win with speed ;
He said, " I'll keep up if I burst,
And I shall take the lead."

The boys rolled on ; he could not gain
On those who set the pace ;
Alas ! his labor was in vain,
For wider grew the space.

He called aloud, " Say, comrades, say,
Don't leave me here alone " !
He knew not that the closing day
Would find him far from home.

" Stop, comrades," once again he cried,
" Before you're out of sight ;"
Yet faster still they all did ride,
Each expert on his bike.

Upon his brow the drops came fleet
While fast his wheel went round,
And looked from that lone pig-skin seat,
Said he, " I'm losing ground."

" But once again I yell to you,"
Cried he in tones of sorrow,
" If you see ma before I do,
Say I'll get home to-morrow."

Now gathered fast the shades of night,
And soon it grew quite dark ;
The stars unfurled their twinkling light
Yet failed to show a rock.

There came a burst, a clanging crash,
The boy, oh, where was he ?
All bruised, skinned up, his wheel a-smash,
A sad, sad sight to see.

With spoke, and rim, and handle-bar
That had a break or twist,
The noblest thing, hurt most by far,
Was that young, brave cyclist.

" FIFTY-THREE."

NASHVILLE, TENN., Feb. 5, 1886.

AMONG OUR EXCHANGES.

Neilson and Eck are still talking about the championship of Canada. They think more of Canada than Canada does of them.—*Canadian Wheeler*.

Bravo, Chicago ! Gormully & Jeffery are getting out a wheel which will knock many competitors sky high. Although cheaper by \$20 than any other in the market, it is to be equal in every respect to any of them. It will be called "The Champion."—*Sporting Journal*.

The League of American Wheelmen have now gained such strength of numbers in this vicinity that it is proposed to convene all the available members shortly with the view of organizing a State division. More than the required number are resident in San Francisco and Oakland alone. The preliminary meeting will be called in a week or two, and a temporary organization at least effected. The headquarters will most likely be in San Francisco and the hindquarters in Los Angeles.—*Inglewood*.

THE SPRINGFIELD WHEELER'S GAZETTE for February is a welcome addition to the library table of every wheeler, "bike" or "trike." Its visit in these winter months eases the eager spirit as a little oil loosens the dusty bearings on a mid-summer run. Its devotion to all that concerns the cycling sport is not exceeded in enthusiasm and hard pan common sense, by any journal devoted to the sport. The table of contents is so lengthy and interesting as to preclude detailed comment, but a half dime will secure it all to anybody who transmits the same to the periodical's address at Springfield, Mass.—*Lowell Morning Mail*.

"Boston, the 'hub of the universe,' will in May next show the world the grandest, greatest, and most successful meeting of cyclists in the history of cycling." So says THE SPRINGFIELD WHEELER'S GAZETTE anent the coming meet of the L. A. W. Steady, brother, steady ! Don't forget past English meets, as well as past American ones—the former as exemplars, the latter as warnings.—*L. A. W. Bulletin*. Our memory is good, our intention better, and we know whereof we speak. The GAZETTE in the past has made many prophecies—all of which have been fulfilled. We know what we have to beat, and the material is on hand. Come and see us on May 27, 28, and 29, at Boston, Mass.

I have heard a little talk lately among wheelmen about going to church. Many of them would attend if they did not think that some members of the congregation would feel that they were intruding. Of course, this is nothing but a matter of dress. The extravagances of fashion are not felt as an intrusion in church, however they may violate good taste or good sense. Wheelmen's costume is not "the fashion," though it is a most sensible, comfortable, and artistic costume. It seems to me that the question of acceptability of costume should resolve itself into one of neatness, fit, and elegance, rather than of cut. There are no clothes so neat and elegant as well-made wheelmen's clothes.—*Inglewood*.

CELEBRATING THE SHAH'S BIRTHDAY.

The street beginning at the *top-maidan* gate and terminating at the Shah's palace is the *Champs Elysées* of Teheran, if such a term can properly be applied to a roughly-paved street five hundred yards long and twenty broad; two rows of trees produce the agreeable aspect of a shaded avenue,

and with the gaudily-colored gateway of the artillery square at one end and the glittering mirror-work of the palace front at the other, in the leafy summer time it is not without its own modest pretensions to attractiveness; and this evening it is the theater of a brilliant spectacle, the occasion whereof is the Shah's birthday celebration. The every-day gaudiness of the *top-maidan* gate is enhanced by myriads of crystal cups of palm-oil containing lighted tapers; myriads more are strung on two rows of wires stretching down the street beneath the trees, while immediately in front of the palace all manner of illuminating devices create a perfect blaze of glory, that is reflected in ten thousand scintillant angles by the wonderful mirror-work of the palace front. All Teheran is trying to crowd into the street, and hundreds of soldiers, armed for the occasion with long, tough switches, are flogging right and left to keep the rabble from intruding within the reserved portion fenced off by the lamp-strung wires. When it is sufficiently dark a dozen long-winded regimental bands congregated near the palace front begin playing twelve different tunes, producing a wild, discordant effect; twenty-five dancing boys, dressed in all the colors of the rainbow, commence capering about on a carpet, like so many marionettes, without any pretense of orderliness. A mortar near the *top-maidan* gate begins shooting off imitation bomb-shells, which explode in mid-air; while hundreds of hissing rockets and Roman candles fresco the air with fiery streaks, and balls of colored fire. A number of set pieces, placed at intervals along the street, begin playing their respective parts: a pair of fire-work rams, manipulated by men working a combination of ropes and pulleys, commence butting each other furiously; retreating half-way across the street and advancing with a fiery rush, they butt their heads together with a resonant and most natural thud, which scatters showers of sparks in all directions; galvanized iron Ethiopians, encased in armor of squibs, crackers, and Roman candles, and presenting imitation pistols, begin spinning around like dancing dervishes, merrily bombarding the crowds with balls of colored fire. The display is really brilliant. Now and then a susceptible Persian among the crowd, overcome by the spectacle, heaves a deep-fetched sigh of wonderment, that shapes itself either into "Allah!" or "Shah!" Occasionally small knots of people venture to creep beneath the lamp-strung wires to obtain a better view; the soldiers straightway fall to flogging them back with their switches, and, in the scuffle to escape chastisement, hundreds of lamps are extinguished and the oil spattered over the people. Soon the stock of rockets and imitation bomb-shells is exhausted; most of the set pieces have expired; the fiercest onslaughts of the fire-work rams produce nothing but smoke and a few scattering sparks, and the galvanized Ethiopians degenerate into smoking skeletons of their former estate. In the dim religious light of the expiring fire-works the Shah presents himself at an opened section of the *bala Khana* window of the palace. A wee glimpse is obtained of several ladies peeping through the glazed sections, in the *chic*, ballet-dancer costumes of the Shah's harem. The bands cease playing, the youthful marionettes stop dancing, and in less than an hour it is all over Inshalla ! The same programme, without the least variation, will be repeated every birthday the Shah lives to celebrate.—*Thomas Stevens in Owing* for March.

From the West comes the following, printed in the *Fort Wayne World*: "A dealer in bicycling hose recently stated to a Fort Wayne wheelman that the majority of Eastern wheelmen padded their calves. In justice to Western riders, he says that padding is almost unheard of in the West."

STATISTICS FROM THE VETERANS.

[This title belongs to Chapter XXXI. of Karl Kron's road-book, which extends from p. 502 to p. 530, and comprises about 30,000 words. We reprint, from the advance sheets, his introductory remarks, and a few specimen sketches. The names of those who have contributed biographies (and nearly every man on the list has ridden more than 10,000 miles) are as follows: C. E. Pratt, J. G. Dalton, L. J. Bates, C. A. Hazlett, W. V. Gilman, L. H. Johnson, J. W. Smith, R. D. Mead, N. P. Tyler, H. W. Williams, S. H. Day, T. Midgley, W. L. Perham, T. Rothe, A. S. Parsons, W. Farrington, E. A. Hemmenway, B. B. Ayers, N. H. Van Sicklen, F. E. Yates, G. J. Taylor, T. B. Somers, J. D. Dowling, G. F. Fiske, E. Mason, W. R. Pitman, H. E. Ducker, B. Lewis, A. Young, E. H. Corson, A. Bassett, J. W. Dean, A. Ely, J. D. Macaulay and J. W. Bell. "Ten Thousand Miles on a Bicycle" (700 pp. of 450,000 words, gilt top, no advertisements, price \$1.50) will probably be published in April, and advance subscriptions may still be registered at \$1.25 by addressing Karl Kron, at the University Building, Washington Square, New York, who will send circulars and specimen pages free to all applicants by postal card. The number of subscribers enrolled Feb. 3 was 3,362. Some 550 pages of the book have already been put through the press of the Springfield Printing Company.]

Bashfulness has been defined as "vanity turned wrong-side-out," or a sort of mental awkwardness resulting from the belief that one's little errors and defects of behavior are closely observed by others. In fact, however, not much philosophy is needed to convince a man that the self-absorption of those others prevents them from noticing his faults, just as inevitably as it prevents them from recognizing his merits. They have no energy to waste in keeping a careful watch upon any one who is not of extraordinary consequence. To assume their disapproval, therefore, is hardly more modest than to assume their approval: for the basis of each assumption must needs be the notion that one's presence is of that exceptional importance which has power to stir them from their usual unobservant attitude of profound indifference. My object in mentioning these things is to make clear what I mean by the theory that the admitted difficulty of procuring personal statistics is probably due to the fact that most men are either boastful or bashful. The former hate to lay aside the long-bow for the pen, and to reduce their glittering generalities to exact statements, with dates and details, which may be investigated. The bashful men, on the other hand, hate to publish the simplest facts about themselves, out of dread lest the act be taken for boastfulness. They are afraid that the whole world will halt from its customary business, in order to point the finger of scorn at them for presuming to put on record such personal details as might, in the case of a very famous man, attract the whole world's interest. It is hard to disabuse them of this silly notion, and to make them realize that the interest of statistics is a purely scientific and impersonal one. It is because they are of no possible account, as individual atoms, to the world at large, that their stories, when grouped together, make an interesting aggregate which is of value to the world. However little we may care for the doings of "an average man," as such, "*the average man*" is a personage who claims some share of the sympathy of all of us; and it is the function of personal statistics to help define and materialize him. When I ask John Smith, and Tom Brown, and all the rest, to let me print their birthdays alongside their wheeling records, it is not from a belief that these dates have any personal interest outside the small circle of each man's acquaintance; but because of their statistical value, when aggregated, in helping determine the average age at which a man is most active on the wheel.

It would not be strictly true for me to say that I have spent more time and energy in persuading thirty cyclers to prepare for this book brief and unobtrusive statements-of-fact about themselves, than in persuading thirty hundred of them to subscribe for the book; neither will I declare that a general invitation for wheelmen to call at my chambers, in order to have their front teeth knocked out for my amusement, would have brought more responses than my general appeals for the aforesaid statements-of-fact; but these exaggerated comparisons will give a not inaccurate idea of the difficulties I have encountered in securing such autobiographies as the book contains. I plainly announce, therefore, that none of my contributors belong to the boastful class; and I also regretfully add (to save the space that would be required for printing all their self-deprecatory remarks) that many of them belong to the bashful class. Hence, it would be an act of wanton injustice for the reader to censure any of these men as "thrusting themselves forward"; since most of them have in fact consented to be dragged forward only because they saw no other way of putting an end to my persistent clamor for their "lives." Let him understand, too, that I assume direct responsibility for any faults of expression which may appear in these narratives, while I freely credit to each apparent narrator any literary merits which his story may be thought to possess. Wherever I could easily save space by changing or condensing the language, I have done so; and if I have thus put into any man's mouth words which he would prefer not to be accredited with, his disclaimer of having written them should be accepted without question, in spite of the evidence of the printed page. I give most of these reports in the first person, for the sake of brevity, and I interpolate no ideas of my own, but I do not pretend to adhere inflexibly to the original text. I hope each contributor may find I have quoted his thought with essential correctness, even when I make my widest departures from literal accuracy.

CHARLES E. PRATT

(b. March 13, 1845) deserves earliest mention, as the chief organizer of American cycling, as the first authoritative writer about it, and as the uniformly dignified defender of its rights and its respectability against the encroachments of the ignorant and the ridicule of the light-minded. He graduated at Haverford College in 1870, and is now, as for some years past, at the head of the law and patent department of the Pope Manufacturing Co., as attorney and counselor. A fairly good portrait of him appeared in the *Wheel* (Dec. 21, 1881) accompanied by brief biography. He first mounted the bicycle in January, 1878, at the riding-school of Cunningham, Heath & Co.; took his first road-ride March 1, and covered 1,000 miles that year; in 1879 his mileage was 1,500, and in the six years since then it has been represented by smaller figures, as follows: 900, 1,300, 600, 500, 200, and 30, —a total of 6,080. His successive machines have been Tension 46, Harvard 48, Carver 50, Special Columbia 50, Standard Columbia 48, and Expert 50, and he has also ridden Excelsior, Royal Salvo, and Columbia tricycles. He has ridden in all the New England States except Vermont; also in New York, Pennsylvania, and District of Columbia; and has probably covered 2,000m. of different roads; longest day's ride, 60m. "The first American bicycle tour" (Boston to Portland; four days in August, 1879) was taken by him in company

with E. W. Pope and W. S. Slocum; and when the report which he printed of it, with that title, in the *Bicycling World* (March 11, 1881, p. 275), was challenged by W. E. Gilman, in behalf of himself and a friend, who had taken their bicycles through the White Mountains at an earlier date, the fact was pointed out that they were the retinue of a touring party in carriages rather than bicycle explorers pure and simple. Much earlier than this, however (May, 1878), Mr. P. took a two days' tour of 60m., in exploring the roads of Massachusetts. He planned and commanded the "Wheel Around the Hub," September 11-12, 1879, and his description of it, handsomely illustrated, in *Scribner's* (Feb., 1880), was the first specimen of cycling literature which attracted much attention from the general public. It was reproduced in the *Wheelman* afterwards. From his letter to me (Jan. 9, 1886, hastily written in response to my threat that I should destroy him with dynamite unless he forthwith contributed something for this chapter), I extract the following: "My help to the cause of cycling has been given in these ways: (1) As a member of the Boston city government, I was able to do, and did do, more than any one else, to save the rights of wheelmen in that city, and throughout the State of Massachusetts; and also, by instituting the 'Fourth of July bicycle races' under city auspices, to give racing a hold on the support of the substantial classes in the community. (2) As author of 'The American Bicycler' I gave a ready source of information to writers in the public press, who not only resorted to it for facts but also took from it their tone of writing seriously about the subject. The book, furthermore, was the direct means of making many professional and elderly men adopt the bicycle. I began it in the autumn of 1878 and finished in the spring of 1879, though I can't tell how many solid hours I spent upon it. Houghton, Osgood & Co. issued the first edition (2,000 copies at \$1) and I netted \$97.50 from the sale of these; while from the second edition (3,000 copies at 50c.) I received \$100. Both issues were cloth-bound, and are now out of print. (3) I proposed and promoted the League of American Wheelmen; drew its constitution; served as its first president for nearly two years; and have done active work for it ever since. I am still an active member and officer of it, but not of any club; though I was for four years president of the Boston Bicycle Club, and am now an honorary member of the Massachusetts Bicycle Club, the New York Bicycle Club, and the Montreal Bicycle Club. (4) I founded the *Bicycling World* and labored with it, till the end of my editorship, in Feb., 1881, as no other editor has done since. I was midwife for the *Wheelman*, in Sept., 1882, and one of its staff until the change was made into *Outing*, which I then served as editor for about a year. For these and other mediums, I have probably written as much in relation to bicycling as any one. (5) My legal opinions on the rights of wheelmen—the chief of which was printed in the *Bicycling World* (May 6, 1881, p. 409) and condensed thence for the L. A. W. circular—have been in constant requisition and use; have never been controverted, but always sustained; and have thus been helpful to the cause. As for the diminution in my wheeling for the last three years, it is accounted for by increased absorption in work, and by the fact that my place of habitation is not favorable to the use of the wheel between it and my office. Ill-health and a resort to yachting during the leisure I had, reduced my record for 1885 to 30m."

L. J. BATES.

Hardly five years younger than the Boston poet is the Michigan journalist, L. J. Bates (b. Sept. 24, 1832), who assumed the editorship of the *Lansing Republican*, in Jan., 1886, after about 20 years connection with the *Post and Tribune* at Detroit. He is one of the few trained writers that have contributed to the cycling press,—his signature as "President Bates" being familiar to all, and his style being sufficiently marked to fix the authorship of even the shorter pieces which are signed "B." His report to me is as follows (Dec. 12, 1885): "My birthplace was Hunter, a little village in the Catskill section of the Hudson Valley. I am now 53 years old, but can keep up with any kind of a procession on wheels, and have as much fun as any of the crowd. I was the earliest bicyclist in Michigan; received my Columbia March 21, 1879, and struggled with it in the back-alley for a week before learning to mount, as I'd never watched any one else perform that act; but when I did at last mount and ride through the alley, I went around the entire block on the street; and I've ridden about every fair day since. This was on March 29, and on September 2, I organized the Detroit Bicycle Club, which was the first in the State, with eight members, and was elected president. Each year since then I have been unanimously re-elected, in spite of my protest, except in 1884, when I positively refused to serve. My wheeling amounted to over 2,000m. during six months of summer and autumn, the only year I ever kept a record. My annual total must be large,—never less than 2,000 to 3,000m.—and in 1884 I guess it was 3,500. I ride about 10m. a day,—going to and from my office thus on almost every possible day,—and there are not more than six to twelve weeks in the year when weather prevents my riding. My present 50-inch Expert has carried me over 11,000m., at a cost of only 56c. for repairs caused by breakages, and \$2 for a new tire to rear wheel. Besides taking part in the three grand tours, of a fortnight each, managed by the Chicago men, I've been on 100 or more short tours, of one to three days' duration, and uncounted all-day runs. My only serious accident was in 1884, when I broke two ribs by a slight fall, produced by a block of wood-paving being thrown against my wheel where some street repairs were in progress. I wrote my first bicycle article in the winter of 1879-80, and was astonished to find it going the rounds of the press. My imaginative sketch called 'A Midnight Ride' in Burbank's 'Wheelman's Annual for 1882,' also had quite a run, in England as well as America, and I believe is still afloat, accredited as a veritable adventure. My pieces for the *Bicycling World* of 1881 included 'Our New Year's Call on Wheels' (Jan. 14) and 'The Bumps Serenade' (Nov. 11). In the magazine called the *Wheelman*, and then *Outing*, besides my reports of the Canada tours (April, May, 1884; May, 1885), I printed practical essays on the 'Ideal Tricycle' (March, 1883), 'Our Highway Laws as Affected by Bicycling' (March, April, 1883), 'Political Power of the L. A. W.' (May, 1883), and the following sketches: 'True History of that Club Run' (Dec., 1882), 'The Club Christening' (Jan., 1883), 'The Bi. Club Attend a Sewing Circle' (Feb.), 'True History of Captain Hardrider's Run' (May), 'Mr. Cuff and Miss Margery' (July), 'How O'Tulliver Bard was Assassinated' (Oct.), 'Mr. Condor and Miss Wealthy' (Jan., 1884), 'The Twiddle Twins' (Feb.), 'My Wife's Tricycle' (July), 'The Perker

Hunt' (Sept.), 'Ride' (poem, Nov.), 'How Mr. Podwinkle was Encouraged' (April, 1885), 'How O'Tulliver Bard Coasted the Bridge' (July), 'On the Proper Economy of Truth' (Sept.). As for cyclometers, I have examined several, and think the perfect one has not yet appeared, though the improved Butcher is pretty good. The figures on the dial-plate should be one-fourth inch long, black on white; and the best dial I've seen was that of the proposed Lamson cyclometer. The perfect meter should run by friction-wheels, and should record one mile *exactly*. The trouble with meters that allow a fixed number of cogs to the mile is that they really measure a few feet or inches more or less, and the repetition of these slight errors finally causes a large one. In conclusion, let me add, as a notable fact about bicycling, that I've never seen an experienced wheelman *thoroughly tired* by a ride or run, no matter how long,—I mean not so tired but that, after resting a single hour, he could frolic about as if fresh, or easily ride several miles more. The 24 Canada tourists of 1883 wheeled a daily average of 50m.; the 79 of 1884, 47½m., and the 107 of 1885, 45½ m.,—not only without sickness or serious accident, but with actual gain of weight in the cases of all but 4 of the 210 individuals."

C. A. HAZLETT.

"Telzah," a signature which always secured close attention from regular readers of the *Bicycling World* in its bright, earlier days, is a pseudographic reversal of one which now gives authenticity to many extremely interesting articles, of universal popularity, whenever officially used by C. A. Hazlett (b. July 21, 1847), cashier of the First National Bank at Portsmouth. I grow sad as I think of his present degeneracy, in thus signing bank-notes and government drafts during the long hours that he ought properly to spend in compiling "Summaries of Notable Runs and Excursions," such as he used to supply for the *Wheelman* (Feb., Mar., 1884), when he was a simple bank-clerk and bachelor. With a carefully-kept cyclometer record about twice as great as my own,—greater, in fact, than that of any other American,—he cherishes my own fondness for accurate statistics of wheeling; and as he is about the only writer save myself who has attempted any painstaking presentation of the same, on a large scale, I regret to see a big stack of paper-money absorbing nearly all the ink out of his pen. He still pushes it occasionally on a magazine article called "Twenty Thousand Miles on New England Roads," embodying his experiences, but cannot say how soon this may be ready for publication. When I first persuaded him to attempt such a piece, in order that I might reprint a summary of it, "Fifteen" was the first word in its title; and, as the introductory numeral grew higher with advancing months, he gradually came to see that his easiest way of keeping faith was to prepare a summary for me directly, and trust to the future for finding leisure to expand it. His record is a most instructive one, as showing the value of the bicycle to a man whose business keeps him largely in-doors, and chained to a single locality; and it offers an interesting contrast to that of Mr. Drew, whose similarly extensive mileage proves the value of the bicycle to a man whose business keeps him largely out-doors, and moving to many localities. As it seems likely that no other American—with the possible exception of myself—has taken so many careful readings from the cyclometer, a special importance attaches to what he says on that point (Dec. 9, 1885): "I have

used various other kinds, but for the most part have carried Ritchie's magnetic cyclometer. I still depend upon it, for it has never failed me, and regular tests convince me that it is accurate. Other makes have the advantage over it in respect to a dial which can be read while riding; and if a change in size of wheel should force me to get a new cyclometer, I think I should try the Butcher.

"When my Columbia, No. 61, first reached me (April 3, 1879), a cyclometer was attached to it, and I began revolving the same at the rate of 200 to 300m. per month, so that at the end of the year it recorded 1,660m. My mileage in 1880 was 2,840; and, as I found I had missed riding only on a dozen winter days, I decided in 1881 to make the first American out-door record for every day in the year. I accomplished this, though my rides through the snow, on a few stormy days, were short as well as uncomfortable,—the sum of the 365 rides being 3,175. My 1882 mileage was 3,625; 1883, 3,675; 1884, 3,210; 1885, 2,830, a total of 21,015. My duties during the last year have been so pressing that I've hardly taken time to do the wheeling that I think necessary as health fuel for my work. The first 1,010m. of it were ridden before the close of July, showing 1,820m. for the last five months of the year. Beginning in 1878 with a 46-inch wheel, I've had a larger size nearly every year and now comfortably ride a 54. I retain four of my old bicycles in my wheel-house,—the favorite veterans being John Bull (imported in 1877 or 1878; solid backbone), and Special Columbia, with its record of 6,000m. They still do me good service, on rainy days and winter months, when my nickelized wheels are laid aside. I received the John Bull in June, 1878, but take no note of the few hundred miles I rode that year. My cyclometer record also excludes the miles I have covered on the road by tricycle and tandem, the many hours I have bicycled in our club rink, and the long distances I have pushed the marine bicycle, on rivers, lakes, and ocean. I have not ridden at any time just to increase my record, but chiefly for enjoyment, and for the sake of counteracting the unhealthful tendencies of an occupation which confines me in-doors, under considerable mental strain. The daily rides my hobby gives me, between the house and bank, have kept me in perfect health; and though these are not the limits of my activity, it has been confined almost wholly to New England. The separate roadways I have explored would probably not amount to 500m.; the longest of these being in Massachusetts, the hardest being across the steep and sandy hills of Maine, and the most varied being around home in New Hampshire. My first all-day's straightaway ride was from Portsmouth to Boston, 66m. (Aug., 1879); and you can consult my articles in the *Wheelman* (Jan., 1883; Feb., Mar., 1884) for details of the 126m. ride I took Oct. 29, 1882, with wind and rain against me, and of the even 100m. run in ten hours, Nov. 3, 1883. I have no scars to show, and no serious accidents to relate of myself or wheels, my bills for repairs of which have been very slight. I have never been injured by reason of breakage or falls from crank bicycles, though I have tried all the various accomplishments the wheel affords,—including fancy riding, drilling, and racing. I could relate a long chapter of headers, but more happened in the first 1,000m. than in all the distance traversed since. One piece of my good luck seems peculiar: during hundreds of miles ridden by night and on the ice, I never yet had a fall."

THE SPRINGFIELD WHEELMEN'S GAZETTE.

SINGER'S 1886 TRICYCLES.

IMPORTED BY W. B. EVERETT & CO., OF BOSTON.

Singer & Co., of Coventry, have brought out several new patterns of tricycles and tandems for 1886, and have shown themselves able to keep pace with the demands of the public. The S. S. S., about which so much has been said in the English wheel papers, proves to be a new bicycle-steering tricycle, called Singer's Straight Steerer. This tricycle has 40-inch drivers and a 22-inch steerer. It has a long wheel base, and by use of Singer's new patent axle has four bearings, making it strong and rigid without sacrificing lightness.

This same form of machine is extended into a tandem called the "Springfield." This tandem is made so that the lady may ride in front or behind, it has the automatic bicycle steering, the patent axle, and all the latest improvements. A leading feature in this machine is the additional brake, which is worked by a little crank directly in front of the rear rider. By turning this crank any amount of brake power desired may be obtained continuously, relieving the necessity of applying the lever brake, which is so tiresome on long hills. With this tandem there is no danger in coasting at high speed or applying the brakes with force, as is the case with the open-front Humber form of tandem. On mounting a steep hill the lady, if riding in front, may retain her seat, while the gentleman may slip out of his saddle without a halt and push the machine to the summit. On the other type of tandem it is necessary for the lady to dismount first in all cases.

Seeing the popular demand for the Humber type of tandem, however, Singer is early on the market with an improved form of this type of machine called the Traveller tandem. Its chief claims over others of this type are, first, the adjustability of the rear rider's seat so that the machine does not have to be built to fit the customer. A man who rides a 48 ordinary or a 58 rider can use the same machine by a simple adjustment of the rear-seat rod. The other improvement is the new axle with four bearings, which gives immense strength at the point otherwise the weakest, for the strain of two riders on one axle is very great.

The Ladies' Straight Steerer is bound to make its mark. It is in many ways like the gentlemen's pattern, but lighter, and the axle is lowered so the lady may mount from the rear. Its compound foot and hand brake makes it a perfectly safe machine on the hills. Cuts of these machines will be shown in the next issue of the GAZETTE, while the machines are now in Boston and ready for delivery.

Sale and Exchange.

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

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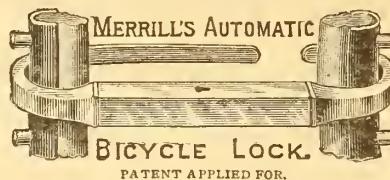
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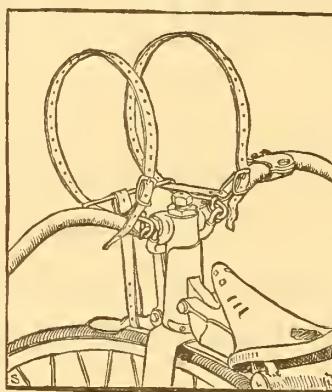


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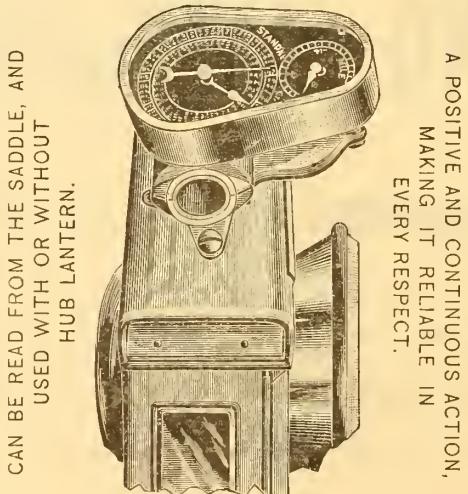
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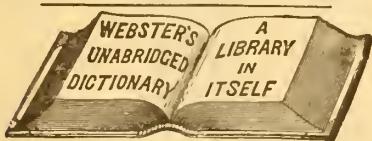
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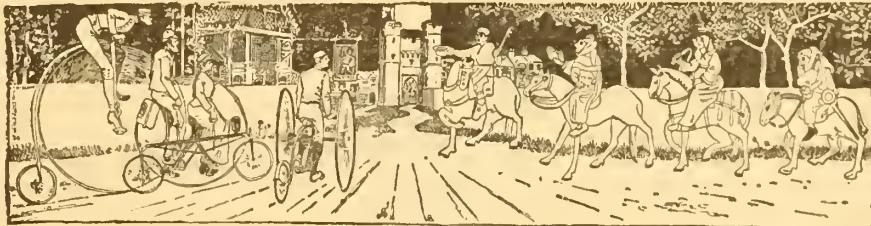
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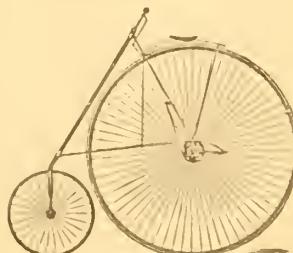
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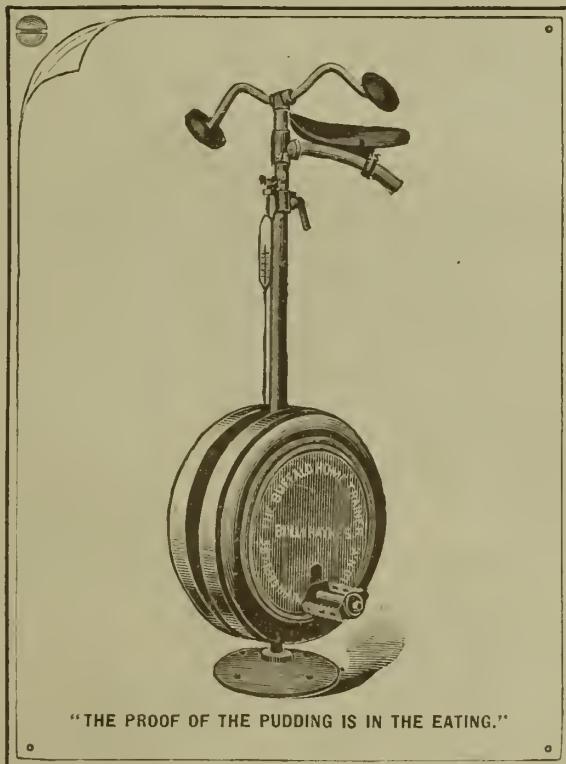
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