

VOL. X.—No. 5]

NEW YORK, APRIL 30, 1886.

[WHOLE NUMBER, 239.

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We do NOT control the wheel business.

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

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

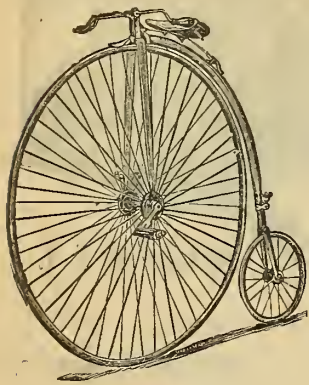
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FOR 1886.

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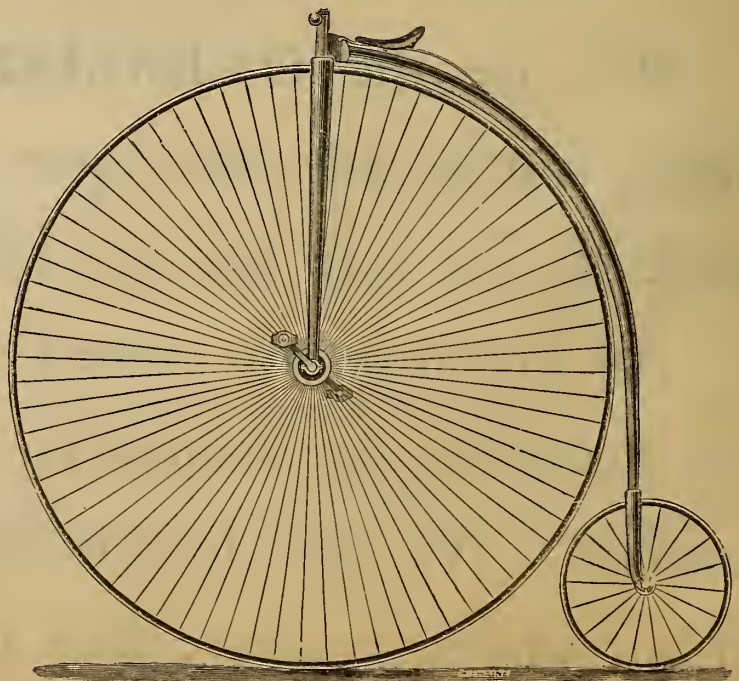
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All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL, should be addressed to the Company. Make all Checks and Money Orders payable to CENTRAL PRESS & PUBLISHING CO. We cannot use stamps other than the two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

OUR COMBINATION RATES.

At the head of this column, readers will find a list of COMBINATION RATES, to which we invite their special attention. With one exception, we offer a year's subscription to two publications, at the regular price asked for one. To every person subscribing to any of the following publications, one year's subscription to THE WHEEL will be given gratis: *Outing*, *Bicycling World*, *Harper's Magazine*, *Harper's Weekly*, *Harper's Bazar*, *Harper's Young People*, and *Puck*. THE WHEEL will be sent gratis to every subscriber to *The Cycle*, on receipt of twenty-five cents in addition to the regular subscription price. To every subscriber to THE WHEEL, the *Wheelmen's Gazette* will be sent gratis.

Nothing contributes more to the pleasure of club members, than a line of good papers, cycling and otherwise, and all of the above publications should find a place on the reading table of every club.

OF INTEREST TO BROOKLYNITES.

We have made arrangements with the Brooklyn News Company, to scatter THE WHEEL broadcast throughout your churchly town, and in future Brooklyn Wheelmen will find THE WHEEL on any of the newsstands on Friday morning.

ENGLISH MISINFORMATION.

The *Bicycling News* editorially commenting on Mr. Ducker's "questionable" action in resigning from the Racing Board, characterizes that gentleman as the leader of the opposition to the pure and high-minded policy of Mr. Abbot Bassett, calls him a "would-be dictator," and hopes he will be rolled in the mud at the general League meet. It also states that should Mr. Ducker succeed, it will place American riders on a par with "Myers," the American promateur. Rarely is so much ignorance concentrated into so small a space. The *Bicycling News* seems to think that American cycling is represented by the pure and high-minded Mr. Bassett on the one side, and the aggressive Mr. Ducker on the other. The fact is that ever since Mr. Bassett engineered the Racing Board, we have been in a maelstrom of discussion; and since he executed the suspension act, and formulated the new-fangled notions, that no records can be made on board tracks, or in trials against time, the press majority has regarded him as too conservative, to use the mildest term in the vocabulary. As to Mr. Ducker, we have no desire to question whether his resignation from the Racing Board, was due to interested or disinterested motives, but we will say that Mr. Ducker is anything but the leader of the opposition. As proprietor of a monthly, he could not formulate his ideas, until three weeks after other reputable weeklies had hauled the present amateur definition and its executors over the coals. It is highly uncomplimentary to American wheelmen to think that Mr. Ducker or any other man could act the dictator, either on the score of hero-worship or bravado. If Mr. Ducker is fated to be rolled in the mud at the League meet—which common-sense forbid—others of the great and good are doomed to keep him company. We might incidentally remark that Mr. Myers has been an avowed professional for at least two months.

In the last issue of the *Bulletin*, "Hermes" discusses promateurism. He suggests that an intermediate class shall be formed, and the League rules changed, to prevent their expulsion and give them all the benefits of the League, except the privilege of entering purely amateur races. After dwelling on the fact that poverty is no disgrace in this Democratic country, that no onus should attach to the man who accepts money for racing, provided he takes it above board, and that he knows a class of amateurs who race not for honor and the proverbial laurel wreath, but who scour the country for the most valuable prizes, we cannot see how he can consistently divide the promateurs and the amateurs. Another bad point in his plan is that he claims his method of settling the difficulty would satisfy Mr.

Ducker, for he could then have all the flyers at his tournament and offer them any bait he desired. The moment the question is made a personal issue between the Racing Board on the one side and Mr. Ducker, or any other individual, on the other side, the cause of the "abolitionists" will be weakened, for men will refuse to uphold any liberalization of the amateur definition, if they have an inkling that it is all to accommodate one man.

THE FIFTY MILE ROAD RACE.

WEBER WINS IN FAST TIME.

The fifty mile road race projected by the *American Wheelman*, of St. Louis, was decided last Monday, at Clarksville, Mo. Clarksville is a small town on the Mississippi River, seventy-five miles below St. Louis. The belt of road selected for the decision of the race has been long and pleasantly known among local wheelmen. It is a gravel turnpike, a little over twenty miles in length, and formed like an irregular square. The different sides are four, four and one-half, five and eight miles in length respectively. There are six hills on the course, but they are not steep, and can be ridden at full speed. At the point where it runs through Clarksville, the road forms the bank of the Mississippi for a mile and a half. The projectors of the race had taken great care to get the road in good fix, and with the assistance of the Clarksville authorities, the road was kept clear of vehicles during the race. Special trains and boats brought people from the surrounding towns to witness the race, and a special delegation was present from St. Louis. On Sunday the town was filled with bicycle riders and visitors, and at least two hundred wheelmen rode over the course. On Monday the spectators ranged themselves at various points around the entire square to witness the race.

At exactly ten o'clock the following wheelmen were sent on their journey: George E. Weber, Smithville, N. J.; S. G. Whittaker, St. Louis, Mo.; C. E. Kluge, Jersey City, N. J.; R. T. Van Horn, Denver, Col.; H. Oellien, A. A. Hart, R. C. Gordon, Percy Stone, Dr. Davis, and H. H. Morris, all of St. Louis. At the start, Whittaker jumped away with the lead and set a terrific pace, but he struck a soft spot on the road and took a severe header, badly cutting his hand. He pluckily remounted, however, and gradually made up the distance lost by his mishap. After taking the third turn and entering the seven mile stretch leading into Clarksville, the four leaders, Weber, Whittaker, Kluge and Stone, scorched along at a cracking pace. Whittaker, who is a reckless rider, leaned far over his handle bar, and rushed away in daring style. The result was another header, which severely cut his shoulders, arms and knees. He was compelled to give up the race, and was driven into town in a carriage, and though badly bruised, he was one of the most enthusiastic spectators at the finishing post.

The men passed through the town of Clarksville with Weber leading Stone by six minutes; Kluge two minutes behind the latter, with Van Horn, Hart, Gordon, Morris and Oellien straggling in the order named. Davis' machine had become disabled and he

was out of the race. The greatest enthusiasm prevailed, and it was with difficulty that the crowd was kept from overflowing on the road. On the next lap Weber kept increasing his lead, Kluge gained slowly on Stone, and the rest tailed out further and further. Turning into the seven mile homestretch, on the second and last lap, Kluge caught up with Stone, and though the latter made an attempt to hold him, the star man kept up a prolonged spurt, and finally shook him off.

Weber finished in 3h. 7m. 42 1-2s.; Kluge, 3h. 22m. 34s.; Stone, 3h. 25m. 32 1-2s.; Van Horn, 3h. 34m. 50s.; Gordon, 3h. 50m.; Hart, 3h. 56m. The American record was 3h. 32m. 27 2-5s. This record was beaten by Munger at New Orleans on April 3d, he having ridden fifty miles in 3h. 02m. 34s. At this time Munger was a "suspect," and has since been declared a professional. Whether his record holds good, or whether it will hold good, if a retroactive measure is passed at the general meet, reinstating the "great expelled," are niceties that only the Chairman of the Racing Board can successfully grapple with.

THE SPRINGFIELD B. C.'S PROTEST.

The following is the substance of a formal letter of protest, sent by the Springfield Bicycle Club to President Beckwith, in relation to L. A. W. Racing Board's suspension of the alleged "makers amateurs":

APRIL 20, 1886.

DR. N. M. BECKWITH, President L. A. W.:

Dear Sir—As Messrs. McGarrett, Hendee and Westervelt have been expelled from the L. A. W. for failure to reply to certain charges against their amateur standing made by the Racing Board, we have this day suspended these men from active membership, pending investigation of the charges preferred by the Racing Board. It is our firm belief that our respected members have had no specific charges made against their amateur standing, and we deem the action of the Racing Board unjust, inasmuch as the failure to answer certain questions does not carry with it the verdict of guilty.

We desire to indorse the L. A. W. and its policy as long as it appears to be wise and just, but we beg the privilege of protesting against any such method of proceeding as the Racing Board has adopted—that of accusing a man of violation of certain rules, then requesting him to prove his innocence. We feel that a more just position to assume would be to prefer specific charges, with proof of same, and request that innocence then be proven.

We therefore, Mr. President, respectfully request that we be furnished with a copy of such charges, or protests, as may have been lodged against Messrs. McGarrett, Hendee and Westervelt, that we may act understandingly in the matter, and not expell, without good and sufficient reason for so doing, men whose membership we value.

SPRINGFIELD BICYCLE CLUB.

SANFORD LAWTON, Secretary.

THE RACING PATH.

The Lynn track is three laps to the mile, of oval shape, with one flattened side, all the turns being easy. It is a dead level, twenty feet wide, except on the home stretch, where it is thirty feet. The finish is a straight four hundred and nine feet long. The corners are raised one inch to the foot. The surface will be of screened blue gravel put on in layers, and then well watered and rolled. In the opinion of experts, this will make a faster surface than either clay or cinders. The track will be measured eighteen inches from the curb. A grand stand to seat 2,000 people will be erected as well as dressing-rooms and restaurants. The track is situated in a large field, within easy distance from the town, and, being in a hollow, and

protected by high land, trees, and houses, is exceedingly well sheltered. The work is under the immediate supervision of C. Cay, civil engineer of Lynn, and contractor H. S. Tuttle, of Swampscott, while Mr. Carroll, the president of the Track Corporation, keeps a watchful eye over all. The contract calls for the completion of the track by 31 April.—*Bi World*.

At some high-school English sports, held on April 10th two very exciting struggles were witnessed by a large audience. The one-mile bicycle handicap was won by one Birt in the remarkable time of 5m. 35s., and the same man captured the two-mile handicap in the astounding time of 10m. 23s.

On Saturday, May 8th, a two-mile handicap will be run, at Madison Square Garden, in connection with the Myers-George races. The prizes are a silver fruit basket and a silver butter dish. Entrance fee, fifty cents; close May 1st with Harry Fredricks, No. 16 Spruce Street, New York City.

On March 2d, Con Dwyer essayed to break tricycle record for one mile. The attempt was made under the auspices of the Victorian Cyclists' Union. Dwyer rode the quarter in 45 3-5; one-half, 1.27 3-5; three-quarters, 2.13 1-5, and the mile in three minutes. These are now the Australian records. The 1-4, 1-2 and 3-4 times surpass the English record, but are not up to our standard. F. H. Shackleford, the bicycling champion, cut out the pace.

PRINCE VERSUS WOODSIDE.

These two riders again contested a fifty mile race at Minneapolis on Saturday evening. It will be remembered that on the Saturday previous they met at the same distance, but Prince being upset on the forty-seventh mile, the race was declared a draw. The present race was almost as unsatisfactory as the last, Prince claiming a foul, which the referee refused to entertain.

Prince jumped into the lead at pistol fire and held it to the third mile, when Woodside captained for a while. From the third to the forty-fourth mile they alternated in showing the way, passing and repassing each other no less than twelve times. Prince seemed to be riding within himself, for he obtained the lead whenever he desired and led Woodside from ten to twenty feet. The latter seemed to be putting it all in, for when he went into first position, Prince invariably kept his driver close up to Woodside's rear wheel. From the forty-second to the forty-fourth miles Prince led at a spurting pace and then fell behind Woodside. The latter then hit up the pace, and won by a few lengths. Woodside rode in the middle of the track, and refused to give the pole to Prince, although the latter repeatedly demanded it of him. Prince claimed foul, but the referee decided against him. The time at forty miles, 2h. 10m. 55 1/4s., surpassed the previous American professional record, 2h. 11m. 46 2-5s., held by Woodside. The time at fifty miles, 2h. 44m. 37s., surpasses the previous American professional record, viz., 2h. 46m. 3 2-5s., made by Woodside last week.

The officers were: Starter, L. W. McLean; timers, R. H. Spear, C. T. Smith and D. R. Smith; scorers, H. A. Potter and Clark Elliott; judges, C. W. Rider and R. Coleman; referee, Joseph Manix.

After the race Prince paid \$200 forfeit,

binding himself to race Albert Schock six days, twelve hours per day. The race will be held at Minneapolis in a few weeks. He also arranged a ten mile race between himself and "Hank" Seeley's horse, Crazy, to be ridden Thursday (yesterday) afternoon.

FIXTURES.

MAY 8.—Myers-George races;
MAY 8.—Hudson County Wheelmen's Club road race at Milburn, N. J.

MAY 15.—Missouri L. A. W. Division meet at St. Louis.

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

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

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

JUNE 19.—King's County Wheelmen; annual Spring meeting at Brooklyn, N. Y.

JULY 1.—Canadian Wheelmen's Association, annual meet in Montreal.

JULY 5.—Binghampton B. C., annual race meet at Binghampton, N. Y.

THOMAS STEVENS IN CENTRAL ASIA.

Thomas Stevens, the special correspondent of *Outing*, on a bicycle trip around the globe, writes as follows to a friend in this city:

TEHERAN, March 9, 1886—I start eastward to-morrow morning on the continuation of my journey around the world. General Melnikoff, the Russian Minister at the Shah's Court, promised me yesterday that he would telegraph to General Komaroff, at Asterabad, to remove all official obstacles from my route through Central Asia and Siberia. The Russian correspondent of the St. Petersburg *Nova Vremya*, who some time ago announced his intention of accompanying me on horseback, has either given it up, or never seriously intended to carry out his proposition. I shall again therefore, pull out alone, trusting to get through the central Asian Khanates without a guard, as safely as I did through Koordistan, and other places. My route then will be through Meshed, Merv, Bokhara, Samarkand, and Tashkend, and on into southern Siberia. In Siberia I shall probably touch at Tansk and Irkutsk.

From Irkutsk I shall, if I find it even remotely practicable, strike south through Mongolia and endeavor to reach Pekin; if that course is found to be impossible, I shall reach the Pacific Coast by way of the Amoor Valley. The distance from here to the north of the Amoor is not far from 6,000 miles—a pretty long pull for a bicycle over the camel paths and desert waters of Asia, and by a route where no extra tires or anything can reach me. But the distance is merely a question of time, health, and perseverance; and if my tire gets worn out, I can no doubt improvise makeshift tires from rawhide.

By the time this reaches you I shall probably have reached Merv or Bokhara. My bicycle is in excellent condition; my own health is splendid, and everything seems to augur well for a successful termination of the journey around the world.

I beg leave to express my thanks for many letters and newspapers from wheelman and others in various parts of the United States; they have been highly appreciated, and whenever possible, replied to. Some will doubtless arrive here after my departure. They will be forwarded to Yokohama, Japan. With the best of luck it will take me six months to reach that place by the route I intend taking.

THOMAS STEVENS.

THE WHEEL.

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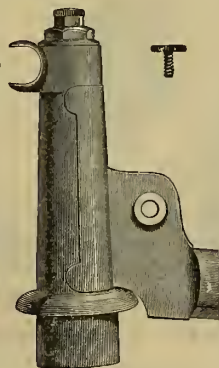
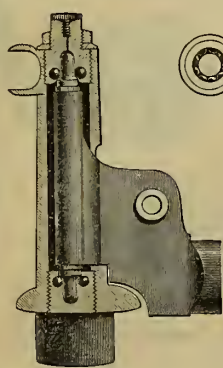
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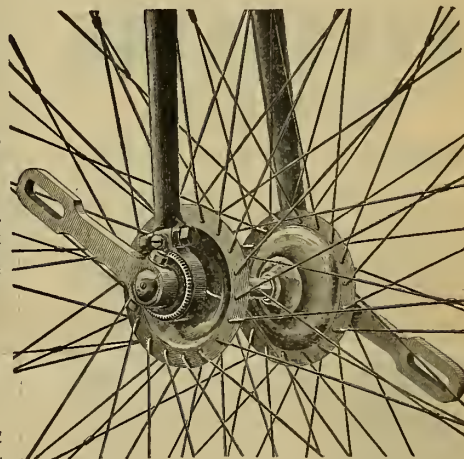
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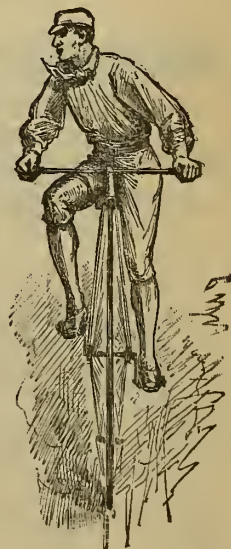
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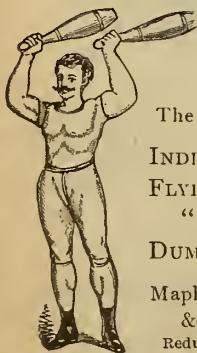


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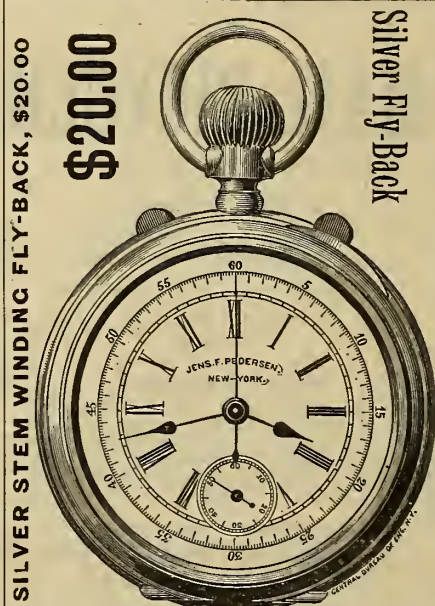
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HUB HAPPENINGS.

ALL ABOUT THE NEXT LEAGUE MEET—
BRILLIANT PROSPECT FOR ITS SUCCESS—
MEN WHO WILL DO THE WORK—POPE'S
KEEPER BIDS OVERMAN ADIEU—POINTS.

I believe that I was guilty a few weeks since of making the statement that little interest was taken hereabouts in the coming League Meet. Well, if I did, I want to take it all back. I had a long talk with Chief Ducker last Sunday. "What of that?" you may ask. There is lots of it, and I am willing to certify to the extent of all my earthly possessions, that there is not a living wheelman who can be talked to for five consecutive minutes by Chief Ducker, and not be filled up chock-block with the belief that the next Meet of the League will be so grand, as to knock into utter oblivion all past efforts of the kind.

Five good men and true turned up their toes, and cried for mercy when offered the Chairmanship of the Finance Committee, but Ducker took hold of the matter with as great a zest as he might a good dinner, and in a couple of days has raised a couple of thousand dollars, and is now looking for more. That's the way he has tackled all the difficult problems, and we are all content to let him go ahead, and tackle everything else in the same way, while we stand by and smile our approval.

He came to Boston Saturday night and from then until he boarded the train for home Sunday night, he worked almost ceaselessly, consulting with members of the various committees and perfecting arrangements for carrying out the proposed plans. He says that unbounded interest is manifested in the Meet throughout the country, in fact to so great an extent, that he has to answer about 200 letters a week on the subject. Many wheelmen from a distance have announced their intention of starting from home at an early date, and riding to Boston on their cycles.

Reduced rates will be secured on many of the railroads running into Boston. The official programme will be issued in a week or two, which will give in detail all the arrangements of the Meet.

Among the many contributions already received are the following: Massachusetts Division L. A. W., \$500; the Pope Manufacturing Company, \$200; Fleming, Brewster & Alley, \$200; Overman Wheel Co., \$100; Stoddard, Lovering & Co., \$100; H. B. Smith Machine Company, \$100; Springfield Bicycle Club, \$100; W. B. Everett & Co., \$50; H. B. Hart, \$25; *Wheelmen's Gazette*, \$25.

It was definitely decided to hold races during the Meet, and the Union Grounds have been secured for that purpose. The races will be run on the last day of the Meet, beginning at 2 P. M. The track is six laps to the mile and work is at once to be commenced towards putting it in trim. Several inches of sticky clay will be mixed with the present surface of fine cinders, which when rolled down will make a very fast track. The work is to be done by H. S. Tuttle, of Swampscott, who has earned such a reputation on the Lynn track. The programme of events has been outlined as follows: one mile bicycle and one mile tricycle races for the championship of the L. A. W.; one mile bicycle race for the championship of Massachusetts, and a two

mile open amateur race. There will be two invitation races, a one mile and a three mile. The idea of giving these invitation races, is to get around any possible action of the general body of League members upon the "maker's amateur" business. None but the expelled men will be invited to participate in these events, and they will undoubtedly prove the most interesting on the programme. No professional events will be run. Gold and silver medals will be given as prizes in each of the events.

It was decided to hold a hill-climbing contest on Corey Hill, Brookline, at 10 o'clock on the morning of the first day. Dr. Kendall of the Boston Club will have charge of this event and suitable prizes will be awarded. Early in the morning of the second day a tricycle road race will be run under the auspices of the Boston Bicycle Club. The course will probably be fifteen or twenty miles in length. It will be open to amateurs, and gold and silver medals will be awarded to the winners.

Chairman Whitney reported upon the extensive arrangements, which are being made to receive the visiting wheelmen. He is to be assisted by a committee of fifty prominent members of the various local clubs, several of whom will meet every incoming train at the depot and escort the wheelmen to the quarters assigned them. Barges for transporting wheels and baggage will also be in attendance. Mr. Whitney is to have charge of getting up the badges of the various committees. These are to be of a very tasteful design in metal, similar to the regulation League pin, pendant from which will be the ribbon of various clubs.

An elaborate programme has been arranged by Chairman Salkeld, and if the visitors attempt to take it all in, they will be kept on the jump from the time they arrive in town until they take the train for home. On Thursday evening a concert will be given at Music Hall, and on Friday evening a minstrel entertainment in the same hall by the Jefferies and Oxford Clubs, Chairman Peck of the tours and runs committee has planned for runs to all the points of interest about the city. The starting point for all the runs will be at the Mechanic's building on Huntington avenue.

The Vendome will be the headquarters of the meet, and special arrangements for the accommodation of wheelmen will be made at all the other leading hotels. The Chairman of the Parade Committee, A. V. Walburg, has laid out the route, which is as follows: Forming on both sides of Commonwealth avenue with right of the line resting on Dartmouth street, proceeding down Commonwealth avenue to Arlington street, countermarching on the west side of Commonwealth avenue to West Chester Park, Chester square to Harrison avenue, to Concord street, to James street, to Newton, to Columbus avenue, Dartmouth street and by Beacon street to Longwood, where the wheelmen will be photographed in a group on the bank of some grassy hillside. Returning the parade will disband at the Mechanic's Building. The parade will move promptly at 10 A. M., and will be divided into four divisions, all under command of the chief marshal, Dr. N. M. Beckwith.

Following is a list of the officials of the race meeting so far as selected: Referee, Abbott Bassett; judges, T. J. Kirkpatrick, S. N. Terry, N. M. Beckwith; umpires, W.

G. Kendall, C. S. Howard, W. E. Burt, E. W. Sells; starter, H. E. Ducker; clerk of the course, A. L. Atkins; scorers, E. L. Miller, D. N. Van Sicklen, F. T. Sholes; Timers, Geo. E. Lathrop, E. E. Merrill and E. A. Church.

The attachments on the Overman Wheel Company and the Ames Manufacturing Company for \$73,000 have been dissolved by the filing of bonds to that amount. The keepers have been removed, and business resumed after a suspension of nearly two months. This would have proven a serious hindrance to the company in placing its machines on the market this season, were it not for the fact that the company has 500 machines ready for shipment. The factory at Chicopee is to be run double time to catch up with back orders. Another bombshell was thrown into the camp a few hours after the Pope attachment had been raised by the receipt of another attachment of \$20,000 on the same company in the name of John Harrington, of England. The suit is on the alleged infringement of the cradle spring patent. Saturday forenoon the Overman Wheel Company began shipping bicycles from the factory, and before the writ was served 192 machines had been delivered. This adds another feature to an already long and complicated list of cycle law suits.

POINTS.

W. N. Knapp is in town and anxious to begin training.

James Burr is said to be the favorite for the office of second lieutenant of the Massachusetts Club.

Gideon Haynes, who was arrested in Malden last week on the charge of riding on the sidewalks, wishes it stated that he was not riding on the sidewalks, which fact he can prove by six witnesses, and, further, that the arrest was made purely from prejudice on the part of the policeman. Haynes is now under bail waiting the Judge's decision, which is to be given May 1. If the decision is against him, Haynes states that he will appeal to a higher Court. C. S. H.

BOSTON, April 27, 1886.

We are about tired of all the flattery that has been lavished on Mr. Bassett's new venture, *The Cycle*. The *Bicycling News* adds the last straw. Says this paper: "It is a charming publication, filled with interesting scraps, devoid of wearisome padding. It is light; not frothy, practical; not prosy; yet every page bears the stamp of success." The fact is, that the first issue of *The Cycle* was rather weakish, but being a first number we reserved our opinion, but metaphorically patted Mr. Bassett on the back and wished him all the success he deserved." Any paper edited by Abbott Bassett, must, from the very nature of the man, be ponderous, prosy, and practical, rather than light, amusing, and readable. The arrant gush of the *Bicycling News*, and other notices of the same ilk are made to order; are kept in stock, so to speak, and are dealt out to the deserving and undeserving alike, obviously for the purpose of securing a reciprocal favorable notice. There now! The next issue of the *Bi. News* will attack us tooth and nail, and while we can't say the same of *The Cycle*, we feel confident that its editor will believe this paragraph born of jealousy. Such is the sham and littleness of the cycling pressmen.

WHEEL GOSSIP

The Springfield B. C. will hold its annual dinner on May 6.

The N. C. U. has readmitted Engleheart into the amateur ranks.

Some lively music is promised by the Springfield Club on the Racing Board's suspension act.

The London agents for *Outing*, Messrs. Sampson, Low & Co., have cabled over for 5,000 copies of the May issue.

The Chicago Bicycle Club totals a mileage of 2004 3-4 for the first quarter of the year. Surbridge leads with 293 miles; Knitty, 230 1-2, and Cronan, 226.

The one mile "home trainer" record now stands to the credit of C. S. Holt, South Gardiner, Miss., who, on April 14, ground off that distance in 1m. 27 2-5s.

The latest "fad" is a cowboy bicycle rider. He sheds lustre on Salina, Kansas. Bicycling must seem tame after train-wrecking, lynching, and like seductive pastimes.

Among the probabilities for the season of 1887 is a tour abroad. The details are to be arranged by "Cook's Tourist Agency," to the order of that Prince of Tour Managers, Burley B. Ayers.

The Newburg, N. Y., wheelmen organized on April 24 with the following officers: President, J. E. Wilson; Sec.-Treas., L. W. McCloskey; Captain, Frank Hollister; Lieutenant, A. N. Chambers.

La Rivista Velocipedistica is the name of an Italian cycling publication. The sales-room of the paper should be supplied with chairs, so that customers might be thoroughly comfortable while they are asking for a copy.

A twenty-five mile bicycle race was contested at Faribault, Minn., last Saturday evening by J. W. Snyder and Albert Schock. Snyder won by twenty yards in 1h. 4m. 3s. This time is incorrect or the track was short.

The professionals are a unit in the condemnation of makers' amateurism, and hope that the "whole gory lot" of them will be professionalized. It would no doubt, be a good thing for the pros., by recruiting their sparse ranks with new blood.

The performance of Percy W. Stone in the Clarksville road race gives him some claim to that much abused title, "A Coming Man." Stone is only eighteen years of age, and though he has raced for two years, last Monday was the first time he gave evidence of more than ordinary ability.

The Passaic County Wheelmen have elected the following officers: President, M. P. Slade; Secretary, W. B. Barker; Treasurer, M. S. Marsells; Captain, I. D. Pugh, Jr.; First Lieut., G. K. Rose; Second Lieut., Wm. Abbot, Jr.; Bugler, C. Palmer; Color-Bearer, H. L. Simpson.

Last year, great was the hue and cry after the Baird Brothers because the *Bulletin* was irregularly mailed. As yet we have heard no complaints of the methods of the present publishers, although we never see the *Bulletin* till Monday. This week we have not yet received it—Wednesday, 1 P. M.

R. G. Spier, of New Lebanon, N. H., is preparing to make a long distance record, by

riding from Albany to San Francisco. If the amount of pedaling force which will be expended in this journey, could be utilized running some shirt-maker's sewing machine or driving a churn, for instance, we could possibly say something praiseworthy of Mr. Spier's ambition.

"St. John's, Mich., has a bicycle band of thirteen men," says a contemporary, "who play while riding on their wheels, and are anxious to lead the League parade at Boston." The reader will perceive that these musical people do not base their request on their abilities, but on the fact that they ride bicycles and incidentally play various instruments. Thus is proven the utility of the bicycle in an entirely new field.

This is the latest cycling joklet: "A Kentucky man recently ordered a bicycle from a Chicago house, and gave his height as 8 feet, 2 inches, and weight as 440 pounds. Chicago papers can't down Kentucky on lying." We are angry with ourselves. We are convinced that there is a barn-full of humor concealed somewhere in this joklet, but even with the aid of a Pinkerton's detective, we have been unable to work up a small smole.

It does seem strange that the once despised coffee-mill from Smithville, N. J., should always pop up at the proper time. The victories of Weber and Kluge in the Clarksville road race is another feather in the already bedecorated headpiece of the Smithville people. The croakers must by this time be fully convinced that whatever may be the abilities of Weber and Kluge, the "Star" is fairly entitled to rank among the best machines in the country.

As announced a few weeks since, the *Wheelman's Gazette*, edited and owned by Henry E. Ducker, "takes up the thread" where the *Springfield Wheelman's Gazette* left off last month. Were it not for the new title, there is nothing to tell the reader that any change has occurred in the management of the paper, the typography and reading matter being exactly like that of the defunct journal. The proprietor of the *W. G.* promise a continuance of the "excellence" that characterized the *S. W. G.*

Last week a number of intending starters in the Clarksville road race made some fast time in their practice spins around the path. The record for the course—20 miles, 3,290 feet—was 1h. 40m., held by a local rider. On Sunday, April 12, Whittaker lowered this to 1h. 29m. On Tuesday Percy Stone reduced this by four minutes, and on the same day Weber clipped off three more minutes, riding in 1h. 22m. Whittaker capped the climax with 1h. 19m. In the actual race Weber averaged 1.17 for the lap, or 3m. 45s. for each mile.

If an attempt is made to reinstate the expelled racing men at the general meeting of the League, there will be one of the biggest fights that ever agitated cycloedom. Springfield, Lynn, New Haven, Hartford and St. Louis and many clubs will unite in behalf of the racing men. It will make a strong combination, and the Racing Board will have to marshal its forces with skill to overcome it. The Board is counting on the general feeling in favor of the amateur rule, but we fear it will find more in favor of the rule than of its strict enforcement. At any rate there will be fun at the meeting.—*Bi. World*.

"Oh! for a thousand years of weather like last Sunday."—*American Sportsman*. What an extremely modest and grammatical request.

In the first issue of *The Cycle*, Mr. Charles Richards Dodge published an excellent poem. The *Bicycling News* commends it, and republishes the verses, not in poetical form, but runs the lines together in prose style, with a short dash between each stanza. The poem is fairly butchered, and if Mr. Dodge would steer clear of a night-mare, he will not look on the mangled remains of his pet.

The authorities charged with the erection of Bartholdi's "Statue of Liberty" in New York Harbor, still lack \$40,000 as a working fund. The \$100,000 subscribed through the efforts of the New York *World* has enabled the committee to compete the pedestal. The additional amount is needed to set up the "Goddess." It is a matter of regret that this gift of the French Republic, should be received with such apathy. It is the duty of every man in the country, who can afford it, whether he ever expects to see the Statue or not, to contribute something towards its erection. Full particulars may be found in another column.

The May *Outing* is up to the usual standard of excellence long since attained by their attractive monthly. Among the attractive articles in this number are "Ranch Life and Game Shooting in the West," by Theodore Roosevelt; "The Stanley Show," written and illustrated by Jo. Pennell; "Trout Fishing in Maine," "The Last Voyage of the 'Surprise,' being a diary of a College Boy's Trip Around the World;" "British Yachting;" "Around the World on a Bicycle," by Thomas Stevens, and "Three Weeks of Savage Life," by Maurice Thompson. We club *Outing* with the *WHEEL* at \$3, the regular price of the *Outing*.

The Executive Committee of the Inter-Club Road Racing Association held a meeting last Saturday evening at the rooms of the Long Island B. C. The report of the "Course" Committee recommending the Valley road was adopted. The date was not decided. If more than nine clubs enter, trial heats will be run on Saturday, June 5; and if less is received the race may be run on June 12. The Secretary has sent out notices to the clubs asking for entries by May 1, and only when the returns are received, can the date be positively set. The \$200 cup is in hands, as are the gold medals which are to be given to the first and second men in the race.

Workmen will begin this week to put the Hampden Park track at Springfield in trim for cycling, and in a short time the racing men will put in an appearance and begin their spring training. It having been voted that "the League Racing Board will hereafter enter no record on its books that is not made in competition between men at an open race meeting, of which at least one week's notice has been given," all racing against time has thereby been prohibited. Should enough men go to Springfield, however, a series of Saturday afternoon races will be inaugurated and held regularly. It is thought probable that in a month or two enough flyers will be in town to warrant the venture, and if so some lively sport may be expected.—*Globe*.

NOTES FROM BROOKLYN.

All is activity among the wheelmen of Brooklyn. The delightful weather of Saturday and Sunday attracted to the road more cyclists than has been out this season on any two consecutive days. The Brooklyn Bicycle Club is in the height of prosperity. So rapidly has been the increase in its membership that a new club house is being talked of. If the scheme is carried out the building will be erected on Livingston street, next to the present club house. It will be of brick and three stories high. It is intended that the exterior shall be plain, in order that money can be freely expended in beautifying the interior. The touring and road-riding programme for 1886 has been determined upon. Handsome medals will be awarded by the club to members as follows: For the best road record made during the calendar year; for the second best; for the best twenty-four hour road record; for the best hundred mile run; for each one thousand miles ridden, with an extra bar to attach for each additional thousand miles, and to the member attending the most club runs. These medals will be awarded by the Board of Trustees subject to the following and such other conditions as the board may deem necessary for the best interests of the club: All competitors must carry a reliable cyclometer, and at the end of each month send to the captain a record of each day's riding during the month. Members attempting twenty-four hour records or century runs must choose a course covering at least twenty-five un-repeated miles, and give previous notice to the captain, that arrangements may be made for checking. Members who have kept no tally of riding already done will be allowed to approximate mileage from January 1 to April 1; the same, with all data that will substantiate their claims to be sent to the captain before April 26, 1886, who will submit the same to the Board for approval. Road officers will be debarred from the sixth medal. During the year there will be four championship races. The winner of each race will score five points and each other contestant one point less than his leader at the finish. The contestant aggregating the largest number of points will be awarded the championship. The runs to June 30 are as follows: May 1, Informal run. Assemble at Boulevard entrance at 4.15 P. M.; May 8, Fort Hamilton. Assemble at Boulevard entrance at 4.15 P. M.; May 15, Moonlight run on Staten Island. Assemble at South Ferry, Brooklyn, at 3.50 P. M. Later arrivals can join us at Staten Island in time for supper. May 22, First race of Road Championship, distance, two miles, Boulevard course at 5 P. M.; May 28, Trip to Boston, Assemble at club rooms at 3.30 P. M., taking Fall River boat at 5 P. M. Thence by rail, Saturday, L. A. W. parade and races. Monday, (Decoration Day), ride around Boston and suburbs.; June 5, "Around the Block." Assemble at club rooms at 4 P. M.; June 12, Run to Roslyn, L. I., returning by boat to New York by moonlight. Assemble at Flatbush Depot in time for 4.22 P. M. train to Jamaica. From thence to Roslyn is a delightful run of fourteen miles.; June 19, Moonlight run to Brighton Beach. Assemble at club rooms at 7 P. M.; June 21, Annual club dinner.

What a muddle the State Election is in,

and what a narrow escape the two Brooklyn men had.

The K. C. W., will close their social season May 17, with a Sociable and Dramatic Entertainment, which promises to eclipse any other affair ever given by this popular club. To those that attend a jolly good time is promised.

The Bedford Cycling Club held their entertainment and reception at Style's Hall, Bedford and Fulton avenue, last Tuesday. As it was their first affair, much credit is due to their energetic committee for such an interesting programme.

The Spring Race Meeting of the K. C. W. will be held at the Brooklyn Athletic Association Grounds, June 19. This club usually has a fine meet and large attendance, and as the committee are well tried and experienced men, it will be a success.

The Victor bicycle has arrived, and the Brooklyn Club are delighted, and are giving their orders.

Capt. J. B. Cruikshank, of the Ilderan Bi. Club, has resigned. He goes to Colorado on a surveying expedition. Mr. Savage, a gentleman well qualified for the position will be his successor.

The progressive Euchre party at the K. C. W. Rooms last week was well attended by the fair sex, and they had a delightful time. The Recitations, Duets and Songs were well rendered; and the dancing was exhilarating. An elegant repast by Weeks, was an enjoyable feature.

Bedford avenue is undergoing a complete overhauling, which will render riding safe, especially in the evening.

The Brooklyn Bicycle Co. are doing a rushing business this season, and report unprecedented sales.

The road to Jamaica and Garden City is in a very fair condition.

TATTLER.

NICKEL-PLATING FOR BICYCLES.

For several years subsequent to the manufacture of bicycles, paint, on account of its cheapness, and enamel, for its durability, were preferable finishes for bicycles. The beauty of the nickel plate was acknowledged; but experience then showed it could not be depended upon for durability. There was a flaw somewhere in the method of applying it, and although every manufacturer strove to remedy it, none were wholly successful. A few years ago the Pope Mfg. Co., of Boston, perfected a method of nickel-plating the Columbias, which has borne the test of four years without any complaint from riders save where the machines had been used near the salt water, against the influence of which no finish can wholly withstand. The fact that during one year, seventeen per cent. of all Experts sold were full nickeled, all of which were highly satisfactory to the riders, and that Thomas Stevens, now circumbicycling the globe, rides a full nickeled Expert, thoroughly proves that nickel plate is the best finish for a machine away from the salt water. Its beauty and attractiveness, especially when the sun is glistening among the polished spokes, more than compensates for the little extra work in the care of the machine, over the dull finish of paint or enamel.

THE ELECTRIC MOTOR FALLACY.

We reprint a lengthy extract from a letter published in the *Bicycling News*, by Lord Bury, President of the N. C. U.:

"Allow me, as a practical electrician, to explain why electric tricycles will never—or, let us say, hardly ever—come into practical use. To make an electrical carriage travel, you must have two things—(1) a motor to communicate motion to the wheels, and (2) either a dynamo or a battery of electrical storage cells, popularly known as accumulators, to communicate energy to the motor. Is you use a dynamo as your motor, you must carry with you a steam-engine to drive it. This would be rather heavy, so a dynamo is out of the question. Now then for the accumulators: a single cell of the E. P. S. accumulators weighs from 70lbs. to 80lbs., and is said to contain, when fully charged, one electrical horse power of energy for one hour. Perhaps we may by-and-bye improve upon this, and give more energy for less weight—I myself think we can—but the E. P. S., as electricians will tell you, is the best known and trusted form at present in the market, so I take it as near the mark. If used at full power, this cell will run down at the end of an hour, and have to be re-charged from a dynamo worked by a steam engine before it can be used again. The re-charging would take several hours. The first cost of the cell is about £3 12s. per electrical horse power. If used at 1-2-horse power, it would last, without re-charging, for two hours. If at 1-4-horse power, it would run for a proportionately longer time. Practically, you would want more than one cell; but I won't go into that. Suppose the weight of your tricycle to be 90lbs., a single cell, or a lot of small cells, to be 70lbs.; your motor and machinery would be, say, another 50lbs.—that makes 210lbs., and I think any electrician would laugh at my low estimate. The tricyclist sets forth with his 210lbs. machine for a run. He goes half-power for two hours, which would take him, perhaps, fifteen or twenty miles away from home, then his accumulator has run down. He would next have to determine whether he would proceed in search of some good Samaritan possessing (1) a steam engine, (2) a dynamo, and (3) the accommodating spirit which would impel him to put these luxuries at the disposal of his cycling friend. The latter would, of course, repose at the nearest C. T. C. headquarters during the (say) eight hours, that his accumulators required for re-charging. If he did not like to wait it would doubtless be open to him to disregard electrical horse power, and pursue his journey with such 'man power' as nature has gifted him. The glory of possessing an electrical tricycle—I can mention twenty members of the 'Dynamo Society' who will be delighted to build him one—would no doubt fully compensate him for the extra weight he would have to propel. I forgot to say that unless he has a steam engine and dynamo available in his backyard, he could not re-charge his accumulators for his next day's twenty miles run. Pray understand that there is no mechanical difficulty in the way of constructing such a carriage, and making it run as long as the stored electricity lasts; any man who has steam power and electrical power in use at his works, and has to make a 15 or 20 miles round every day, could use one. Possibly you might find a primary battery, which would answer, instead of stored electricity."

But to make your tricycle a success you must solve this problem—*How to have electrical energy always at hand and always available.* Till this problem is solved allow me to enjoy a little amusement at the expense of those who are always just going to bring out an electrical tricycle."

THE PA., N. J. AND MD. ROAD BOOK.

The third edition of this road-book, in a "revised and enlarged" form has just been issued. Our readers will remember the flattering reception the first edition received last year. From the compiler's preface we glean the following interesting facts. The cost for the production of the book last year, for "mechanical execution" alone, was \$800. The rearrangement of 900 letters of information, rewriting of original reports, and several proof-readings, represent at least another \$800. The book was sold for \$1.50. This year, the condition of the Penna. Division treasury, admitted of the presentation of a copy of the book to every member of the Pennsylvania, Maryland and New Jersey Divisions.

Last year the road book covered eight thousand unrepeatd miles, eleven hundred towns, seventy-five consuls and hotels, repair shops, etc. This year it comprises twelve thousand unrepeatd miles, fifteen hundred towns, eight maps, a gain of two, and two hundred pages, a gain of sixty-five. After a year's trial, the book has gained in accuracy, the first draft always being liable to errors. In the back of the book are detachable leaves, which are designed to be filled out with touring information and sent to the Chairman of the Bureau of Information. The book will be sold to League members only, at ONE DOLLAR per copy, and as it covers much territory outside of Pa., N. J., and Md., every League member should purchase one.

Mr. Henry S. Wood, who is mainly responsible for this work, had gained a unique reputation in this valuable department of cycling literature. His disinterested work as Chairman of the Bureau of Information, entitles him to the gratitude of every member of the League; and the services of his assistants, Messrs. Eugene M. Aaron, Dr. G. Carleton Brown and W. S. Bagley, should not be overlooked. Address all communications to Mr. H. S. Wood, Room 10, 506 Walnut St., Philada.

THE PRESIDENT OF THE N. A. A. A. A. TO THE CHAIRMAN OF THE L. A. W. R. B.

Gentle readers and readines: Greeting! Be not alarmed at the above arrangement of the alphabet. We would really like to give you the titles of these gentlemen in full, but life is short and time is fleeting. Well let her fleet. Let her do anything, but when we have said our say, gentle r, and r's, you can use our title to teach your little ones their a-b-abs. But *au serieux*, this is from the vocabulary of a defunct race of protoplasm. It means: "What'll yer have." Once upon a time we used the above quot—but there now, we must come back to those worthy gentlemen, the P. of the N. 4 As and the C. of the L. A. W. etcetera.

Now as we all know, the R. B. in their immutable wisdom, have suspended certain alleged violators of an uncertain law, to wit: the acceptance of money for riding a certain make of machine, and for accepting

du lucre for their expenses in attending race meets. Thereupon the P. of the N. A. to-the-fourth-power, upon whom be showered life's choicest blessings. (copyright secured) writes to the August or September head of the R. B. and congratulates him on his leviathan efforts to purify cycling, which has within the last few years become a veritable quagmire. (quagmire—excellent word.)

Now the L. A. W. R. B. recognizes as an amateur any person who is an amateur according to the N. A. A. A.'s amateur definition; yet the R. B. suspends a man for allowing a club to pay his railroad or board bill, while the N. A. A. A. allows its amateur athletes to have their expenses paid to a distant meeting. It is a fact that managers of country fairs have come up to New York City and paid the railroad and hotel bills of a score of reputable amateurs, to secure them for the said fairs. According to the L. A. W. rules these men are professionals. Yet some of these amateurs ride the bicycle and thus professionalize the poor innocent L. A. W. members.

How absurd then, is the congratulatory letter of the P. of the N. multitudinous A's. Now, in order to adjust this matter, either the N. A. to-the-fourth-power, or the L. A. W. will have to change their laws, and as neither will do that, there is an inevitable war staring us in the face. This reminds us what a vulgar thing a fact really is; to stare right into one's face. If this state of affairs existed in England, its firebrand legislators would never forgive themselves for allowing the *casus belli*—we ain't quite sure of this quotation—to remain so long undiscovered.

Yes, gentlemen; In the words of the immortal—what's his name now, we really forget, but no matter—we must have war, war to the knife. But, stay your wrath yet awhile, noble Horatio, let the thing drag on 'till next winter, when there will be no news, and we shall have time and space to devote to the war.

Captain Pettus has a new Royal Mail, of which he speaks in enthusiastic terms.

Burley B. Ayers, the energetic commander and originator of the "Big 4" has pinned his faith to a 54-inch Rudge light roadster.

Mr. H. W. Fairfax and Mr. C. M. Fairchild, who are touring from New Orleans to Boston, to attend the League meet, each ride Rudge light roadsters.

On Friday last, five members of the Cleveland Bicycle Club: F. P. Root, C. B. Brown, F. H. Palmer, J. N. Collister, and E. W. Palmer, rode to Painesville, returning Saturday morning. On Sunday, ten members of the "Star" B. C., also of Cleveland, took a run to Elyria and return.

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

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ON THE

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1 mile Amateur Bicycle, League National Championship.

1 mile Amateur Bicycle, Mass. State Championship; (entries limited to Massachusetts riders.)

1 mile Amateur Bicycle—Novice.

1 mile Bicycle—Invitation Race.

3 mile Bicycle—Invitation Race.

Entries to be made to Abbot Bassett, Cycle office, 22 School St., Boston. Entrance fee, \$1.

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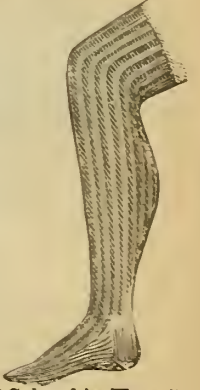


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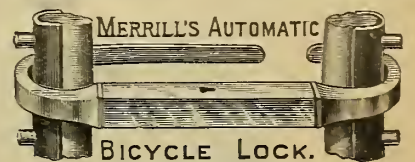
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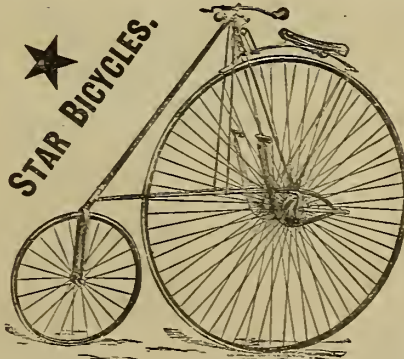
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