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PHIL. HAMMILL'S SUSPENSION.

BOSTON, Dec. 26.—TO THE EDITOR: It was with no little surprise that I read your attack on me in the last number of your paper, for I supposed the editor of a State League organ, which your paper purports to be, would be willing to assist the officers of the national body in their good work of protecting amateurs from professionalism, even though a local favorite be affected. You have not only attacked me personally, but through me the Racing Board and the League, for you have condemned me for proceeding against Mr. Hammill in a manner justified by a long line of precedents. The Racing Board does not wait for protests nor for charges. It takes a professional when and where it finds him, pursues an investigation, and then, if necessary, prefers charges itself to the League. How long would we have to wait, think you, for charges to reach us against Hammill from Chicago? And, supposing him guilty, how would the Chicago amateurs like it had we permitted him to race Christmas day with the inevitable result of making them all professionals? I say "supposing him guilty," not wishing to prejudice a case now pending, but I desire to call your attention to the fact that your paper published to the world that Hammill made the pace for Woodside, and the statement has not been contradicted in your columns. Your representative was present and witnessed the whole affair; he is responsible in part for the suspension of Hammill. If what he said is true, Hammill is a professional under League N. C. V. and athletic rules. If it is false, your

duty as a League organ should have led you to set the thing right by an explanation. The action of the Racing Board was taken in the interest of the amateurs of Chicago, and I regret very much that it has not been appreciated, but that a duty which is never pleasant has been made much less so by the very ones from whom he should have aid and encouragement. No, the Racing Board cannot wait for charges. No rule obliges them to. All precedents forbid them. Whenever and wherever we see the amateur status of a League member threatened, we shall stretch forth an arm to protect him, charges or no charges. This we did at Chicago when we learned that Hammill had placed himself under suspicion and knew that he was about to enter amateur races. Mr. Hammill is not yet adjudged a professional, and I hope that duty will be saved us, but I can promise you that his case will be investigated fully, fairly, and without fear of the direful results which you threaten.

Assuring you that the Racing Board may be depended upon at all times to do the utmost to protect amateurs in Chicago and through the country, and assuring you that the present action will be repeated when next called for, and trusting that we shall have the support rather than the ill will of Chicago wheelmen. I am yours fraternally,

ABBOT BASSETT,
Chairman of the R. B.

THE OTHER SIDE OF THE CASE.

We are not familiar with the "long line of precedents" to which Mr. Bassett refers in the above letter, but if there are any precedents by which an amateur in good standing among those most familiar with his record can be disqualified by a mere newspaper statement, then it is full time a new precedent was established. The writer of the report in "The Mirror of American Sports" doubtless thought his statement correct when he referred to Hammill as "making the pace" for Woodside, but that did not make it so. The score or more of brother wheelmen who were conversant with all the facts—among them the Illinois Chief Consul—knew that Hammill did not "make the pace," but was merely practicing. They had no thought of his being disqualified, and were surprised when they learned that he was suspended and could not start in the Christmas meet of the Hermes Club. No protest had been lodged against Hammill, and to this day he has received not one word of notification that his standing as an amateur has been

called in question or that he is on trial. Is this in accordance with "a long line of precedents?" We hope not. No man but Hammill can answer the question whether he made pace for a professional, and he has had no opportunity to answer the question. His associates in the Chicago Bicycle Club knew then and know now that he had violated no rule of the L. A. W., and they knew that they incurred no risk in racing with him, for not even the all-powerful Chairman of the Racing Board could under such circumstances bring about the result of "making them all professionals." It takes rather more than a careless statement in a newspaper to do this. There was nothing to set right, for Hammill had committed no wrong. Mr. Bassett went off at half-cock in assuming the contrary to be the case. Chicago amateurs and the L. A. W. officers resident in this city are competent to look after their own standing, and it is no credit to their intelligence to be informed that the Boston autocrat considers it his particular province to see that they don't get into bad company. Chief Consul Blake, to whom the impertinent letter of Dec. 15, quoted below, was addressed, was fully informed of all the facts in Hammill's case, and needed no reminder as to "guarding the interests of the amateurs" of Chicago. The appended correspondence shows Chairman Bassett in a most unfavorable light—that of a dictatorial and bull-headed official who began by "putting his foot in it," and then refused to take it out when his attention had been called to it in a respectful manner. The first intimation received of the "tempest in a teapot" was in the following letter from Mr. Bassett:

BOSTON, Mass., Dec. 15.—John O. Blake, Esq., Chief Consul of Illinois.—Dear Sir: I am informed that Mr. Phil. Hammill, of Chicago, made the pace for W. M. Woodside on the occasion of a public trial to beat records Dec. 8. This will make him a professional under the racing rules. I have notified Mr. F. T. Sholes, of the Racing Board, who has charge of the district in which Illinois is located, to investigate the matter and make such recommendations to the Board as he deems best. In the meantime will you please guard the interests of the amateurs in your city by doing what you can to prevent their racing with him, lest they be made professionals also. Fraternally yours,

ABBOT BASSETT.

To this Chief Consul Blake made the following reply, dated Dec. 18:

I note yours in reference to Hammill.

I think you are in error, inasmuch as newspapers give him the credit of being pace maker, but of this will write full particulars later. He should not be suspended. Fraternally,

J. O. BLAKE.

The next day Mr. Blake wrote more in detail, as follows:

CHICAGO, Ill., Dec. 19, 1884.—Abbot Bassett, Chairman Racing Board L. A. W.—Dear Sir: I wish to make the following simple statement of the facts in reference to Mr. Phil. Hammill, of whom you wrote me under date of Dec. 15. On the 8th of December, when Woodside rode fifty miles in his attempt to lower the records, several wheelmen visited the Exposition building during the progress of the race. Among them were Hammill, Van Sicklen, and others who have been riding daily on this track for exercise. After Woodside had ridden about twenty miles, Hammill mounted his wheel and rode around the track several times; at last spurring and passing Woodside, he kept ahead for several miles, or until Woodside finished. I have made careful inquiry and find that Hammill did not go on for the purpose of making a pace, did not make a pace, and all who have seen your letter, also one written by Mr. Sholes at your request, are astonished. It seems that the fact of his acting as pace maker originated in the intellect of a reporter who wanted to make it appear that though Woodside did well, Hammill, as an amateur, did better. Hammill really did not break the letter or spirit of the L. A. W. Racing Rules, and I sincerely regret that some inquiries were not made by you before sending out your letter, unless there has really been a protest or complaint entered, which, I should judge from the wording of your letter, was not the case. Yours fraternally,

J. O. BLAKE, Chief Consul.
One day later Mr. Blake supplemented the above with the following direct statement of facts and appeal to have the matter stopped where it was, in order that Hammill might not be barred from the important races of the Hermes Club:

CHICAGO, Ill., Dec. 20, 1884.—Abbot Bassett, Chairman Racing Board, L. A. W.—Dear Sir: Inclosed please find documents, which carefully peruse. I trust you will see your way clear to wire me Monday before 6 p. m. to the effect that Hammill is all right. If you do not the L. A. W. will get a hard blow right here, as it is well known that he knew the law and did not break it. Personally I am a close observer of these affairs and know such to be the

fact. This is not a case that should go before the full Board under the circumstances, and it comes at a bad time, when he was training for our Christmas races. I could not take the time to see all who were present that day, but all are of the same mind. I send this day (Saturday) so you will get it Monday A. M., when you can wire answer. Send by Postal Telegraph. Yours fraternally,
J. O. BLAKE.

This was backed up by the following from the reporter of the Morning News, who was present at the Exposition Building, Dec. 8:

CHICAGO, Ill., Dec. 19, 1884.—Abbot Bassett, Chairman Racing Board L. A. W.—Dear Sir: In justice to Philip Hammill, whom I have always considered one of the most honorable amateurs of the city, allow me to correct a statement made by me. I was present at the trial made by William Woodside, professional, and noticed Hammill on the track towards the latter part of the riding. In writing up my account of the affair I incidentally mentioned that "Hammill set the pace." It was a careless slip, and I have since learned that he did not set the pace. In fact, during the riding I remarked that Hammill was setting the pace very strangely, as he rode very fast, while Woodside had considerable hard work ahead.

Again you are misinformed in referring to Woodside's trial as a public one. It was a private trial, to which only the members of the press and local amateurs were invited. I hope there is no rule making professionals of the amateurs who were present and secured a genuine record by enforcing all the racing rules of the L. A. W. I am, yours very respectfully,
CHAS. K. LUSH,
Sporting Ed. Morning News.

The same mail bore to Boston the following earnest request from well known Chicago wheelmen and others:

CHICAGO, Ill., Dec. 19, 1884.—Abbot Bassett, Chairman Racing Board L. A. W. Dear Sir: We, the undersigned, witnesses of the event referred to, believe the letter written by Mr. J. O. Blake, Chief Consul Ill., to be the correct status of the case, and urge you to reconsider your letter of December 15th, and at once, before more harm is done to Hammill. Respectfully,

N. H. Van Sicklen, Chairman Racing Board Ill. Div. L. A. W.; E. F. Sharp, Hermes, Bi. Club; Wm. M. Woodside, C. K. Lush, Sporting Ed. Morning News; J. O. Blake, Chief Consul Ill.; T. S. Miller, Pres. Chi. Bi. Club; Samuel A. Miles, Sporting Journal; W. G. E. Pierce, Capt. Chi. Bi. Club; A. G. Bennett, Chi. Bi. Club; Howard Page, Hermes Bi. Club; E. R. Pike, Hermes Bi. Club; S. H. Vowell, Sec. Chi. Bi. Club.

In the meantime Mr. Bassett had shifted the responsibility upon Mr. Sholes, at Cleveland, as appears by the following letters:

BOSTON, Mass., Dec. 22, 1884.—Mr. John O. Blake—Dear Sir: Some days ago I wrote to Stone and advised him not to go to Chicago for the races, since there was little probability of his case being settled before that date. I have just received a letter saying that he will not go, and that St. L. would be represented by Percy Stone and "Jack" Rogers. I will wire you if the verdict comes in time, and will also wire Stone at St. Louis.

Regarding the "Hammill" affair, I

beg to say that it is not now in my hands. The whole case has been referred to Sholes, who has charge of your district. Lay all facts before him. He will investigate and make such recommendations to the Board as he sees fit. In a case of this kind the Board will generally vote to adopt the recommendation of the investigation, and so you will see that fate of Hammill is practically in his hands. I hope you will make a good case for H.

These things are very annoying. You can't imagine how unpleasant it is for us to proceed against wheelmen as we have to, for we like to treat them fairly and reinstate them if there is a chance, and yet we do not want to have the impression get out that we are ready to "whitewash" any and everybody.

Please write me about these Woodside records. If, as the "Sporting Journal" says, there was no curb, the records won't stand. Fraternally, etc.,
A. BASSETT.

By this time Mr. Bassett began to realize that he was being placed on the defensive, and he wired Mr. Blake as follows:

BOSTON, Dec. 23.—J. O. Blake: Have sent your paper to Sholes. He is the man in charge of this affair. Our investigations are based upon public reports in the newspapers, which are sufficient.

ABBOT BASSETT.

The same day he wrote Consul Blake in his defense of his action as follows:

BOSTON, Mass., Dec. 23, 1884.—J. O. Blake, Chicago, Ill.—Dear Sir: I have received your letter of 19th December, and have immediately forwarded it to Mr. Sholes. Beyond this I am powerless. The matter has been made public through the press, and in justice to Mr. Hammill and the Racing Board we must clear it up. If we did not do so Mr. Hammill would go down on the books of every sporting paper and club in the country as a professional. (?) In his interest we must investigate. Having referred the matter to Mr. Sholes, it would be exceedingly disrespectful for me to render a decision "over his head." If Mr. Sholes finds "no case," the matter will not come before the Board. I wish you had sent your letters to Mr. Sholes, for if he had considered them and wired me "no case," I should have wired you to go ahead and might have reached you in time. Between ourselves, let me call your attention to the letter from the reporter. He is anxious to make it out a private performance and closes with the claim that all the records were broken. A sporting editor should know that records are not broken at private performances.

I sincerely hope that the Chicago wheelmen will not intensify what is at best an unpleasant duty for us, for we are at work in their interest as much as in our own. We shall try to act fairly toward them and we ask the same of them in return. Fraternally,
ABBOT BASSETT.

P. S.—Please suppose for a moment that I had let this thing go unobserved, and that later on a charge had been made against H. and his professionalism proved? Then every Chicago wheelman who contested with him would be a professional.

Meanwhile Mr. Blake had been making diligent inquiry to ascertain whether any protest had been lodged against Hammill. He could not find that there

had been, and he therefore telegraphed as follows, the reply to this dispatch being given in Bassett's telegram of the same date:

CHICAGO, Ill., Dec. 23, 1884.—Abbot Bassett, 8 Pemberton Square, Boston, Mass.—Wire me quick, this line, in reference to Hammill. Did any one protest him to you? If not, your proceedings are strange and unwarranted.
J. O. BLAKE.

Mr. Sholes, at Cleveland, whose course throughout has been courteous and respectful, seems to have realized that he was engaged in pulling some very hot chestnuts out of the fire for the benefit of the man in Boston. He was very anxious to oblige Consul Blake and the Chicago wheelmen so that Hammill might take part in the Christmas races—a desire, it will be noted, that at no time troubled Chairman Bassett—and accordingly sent the following dispatch the day before Christmas:

CLEVELAND, Dec. 24.—J. O. Blake, Chief Consul, L. A. W.: Have Hammill wire me immediately a direct statement whether he intended to set pace for Woodside on 8th or not.

FRED. T. SHOLES.

Three days later Mr. Sholes wrote as follows:

CLEVELAND, Dec. 27, 1884.—J. O. Blake, Chief Consul L. A. W. Illinois, 70 Wabash Avenue, Chicago. Dear Sir—Your inclosures of 19th and 20th inst., to Chairman Bassett, were courteously forwarded to me by that gentleman, as member of Racing Board for district embracing Illinois. The letter reached me Christmas Eve, and I wired you immediately, asking that Mr. Hammill telegraph me a direct statement whether he intended to set pace for Mr. Woodside or not, and have had no reply. Mr. Bassett's advice left the matter in a way in which it would have been adjusted at once if you had kindly answered my message; for though the manner in which your petition was drawn was most complete, it omitted any statement from the chief—or defendant. The matter is still in my hands, and as soon as Mr. Hammill's statement is received I shall be very glad to forward to Chairman Bassett immediately, and it will receive prompt attention. Very truly,

FRED. T. SHOLES, Racing B'd.

Mr. Sholes fell into the error of supposing that Chairman Bassett had done his duty and notified Hammill charges were pending against him. It was a reasonable supposition, as nineteen days had elapsed since the alleged violation of the rules. But Hammill had received no notification whatever, and had no knowledge that he had been made a defendant in any proceeding before the Racing Board. It happened, moreover, that as Mr. Sholes' telegram of December 24 did not reach Chicago until after the close business hours, and as the following day was a holiday, Mr. Blake did not receive the dispatch until Friday, as he explains in the following letter:

CHICAGO, Ill., Dec. 29, 1884.—Fred. T. Sholes, Racing Board L. A. W., Cleveland, O. Dear Sir: Your favor of December 27 received to-day, and contents carefully noted. Your telegram reached me on Friday morning and the races took place on Thursday; consequently it was too late to have done any good. You say the statement I sent to Bassett was not complete, inasmuch as it contained no statement from the

"chief or defendant." Perhaps you are not aware that the correspondence has been all done between Bassett and myself; Hammill not having been placed in the position of a defendant by having been notified that he had broken a rule, which I reiterate he has not done. Bassett assumed too much in this case, based on a newspaper report, and I do not think it was a case for the Board. How can a man be suspended without being protested, and on what grounds can a man be protested without facts to back it? I wrote Bassett the facts in the case, in answer to a letter to me from Bassett, wherein he requested me to "warn amateurs."

I appreciate your position in the matter, and can understand how you feel, but you do not understand the case unless Bassett has forwarded you copies of his letters to me. If he has not done so, and he still insists that this is a case for the Board to act on, you should ask for the complete correspondence.

Yours fraternally,

J. G. BLAKE, Chief Consul, Ill.

We have given the above correspondence in full in order that the wheelmen of America may be put in possession of all the facts. It is impossible to escape the conclusion that Chairman Bassett has not only treated the Illinois Chief Consul and League members resident in Chicago with gross discourtesy in refusing to listen to their representations and appeals, but has also arbitrarily usurped authority nowhere conferred upon him by the constitution and by-laws of the L. A. W. That a grave injustice has been done Hammill is obvious—an injustice all the more exasperating because it was gratuitous, deliberate and persistent.—[Mirror of American Sports.

LEWEE'S LETTER.

For the past few days we have had some delightful weather, and the roads have been sufficiently ridable to bring out not a few of our hardy winter riders, who never think of putting their wheels away in vaseline at the advent of cold weather, but keep them in a condition for riding all the year around, certain of a day or two every now and then when they can enjoy a lively spin. Several years ago I made a vow that I would ride my bicycle every day during the winter, and fulfilled it, too; but I have no intention of making any more such vows in the future, and should not advise any other rider to, either. I did not find it particularly enjoyable riding down Tremont street every morning between the horse-car tracks, with snow banked up several feet high on either side of me, while the cold was so intense as to make breathing impossible except through a heavy scarf. No, that was not at all pleasant, but I do enjoy riding on a "not too" cold day, if the roads are in a condition that will allow a brisk gait. There is something so exhilarating in the cold, frosty air and the lively going that makes you feel good all over. It is rather cold on first starting out, but your blood soon gets warmed up, and for the next hour or so you have a perfectly delightful ride that can be enjoyed at no other season of the year. Heavy clothing is not at all necessary or desirable. I have found that the ordinary riding suit, with the addition of winter underwear, is amply sufficient. The hands and ears, however, require extra covering, for these parts of the body seeming-

ly have little to do other than attract and feel the cold. When a wheelman first attempts winter riding he usually has considerable difficulty in retaining his balance on the rutty and frozen road. A wheelman should never go to ride in winter without a good supply of twine, for the cold so chills the cement which fastens the tire to his wheel that it is liable to crack and allow the rubber to drop off. I have seen the tire of a wheel drop completely off, leaving the rider sitting in the road several miles from home, and in anything but a happy frame of mind.

One of the latest wrinkles to be put out the coming season by the Pope Manufacturing Company will be a breech-loading lantern for bicycles or tricycles. Every cyclist knows the bother encountered in lighting an ordinary lamp on the road. Matches will not burn, or the wind blows them out, or the wick ignites so slowly that the blaze expires before the wick catches; but by this ingenious breech-loading device all trouble is done away with. At the back of the lantern is a circular magazine charged with eleven parlor matches, each one of these by a turn of a small knob in the lamp is ignited and brought directly against the wick, setting it ablaze at once; by another turn of the knob the blaze can be extinguished, or, if needed, reduced to a mere glimmer, with no danger of its extinguishing for hours. With this device the bicyclist can dismount and light up in three seconds, and away again without a moment's check to the regular pace of a club run, while the tricyclist can light or extinguish his lantern while going at full speed. At the bottom of the lamp is a device for carrying a lot of matches, so that the magazine can be recharged in a moment after the eleven lightings of the lamp.

The long standing suit of the United States against the Cunningham Company, for alleged non-payment of custom-house duties, has finally been settled by a compromise. To a representative of the "Bicycling World," Mr. F. W. Weston said, regarding the matter: "The Government has confessed its weakness in the case by the withdrawal of its suit in consideration of a money recompense, but it was very careful that the latter should represent about all that we possessed after our seven years of labor, knowing well from past experience that if the Cunningham Company should ever recover from the blow, it could only be after the lapse of years, and that the stockholders would never consent to a further expenditure of cash in ventilating its grievances, or in vainly attempting proceedings against an unswervable defendant."

The first of the season's chop suppers of the Boston Bicycle Club was held last Saturday evening. The number at these suppers is limited to eighteen, but it is likely that other supper clubs will be formed to meet on other evenings of the week. It is thought that these suppers will eventually lead to the establishment of a restaurant at the club house, as this department is considered by many of the members to be a necessity.

At a meeting of the Lynn Cycle Club, held at its rooms last Friday evening, the following officers were elected for the ensuing quarter: President, S. S. Miller; Vice-President, J. D. Kimball;

Secretary, F. A. Lindsey; Financial Secretary, E. M. Bailey; Treasurer, F. M. Sanderson; Captain, E. G. Gordon; First Lieutenant, Ed. L. Story; Second Lieutenant, George E. Cain; Bugler, C. H. Field; Color-bearer, George H. Butler. The club voted to hold an entertainment at the Coliseum in February, similar to the one held there last September.

One of the new Star machines which the Smithville Company are to place on the market the coming season, is on exhibition at State & Burt's. The machine is much lighter, and seems to be of better workmanship than the old style; the objectionable, noisy racket is done away with; it can be run backwards as well as forwards, and has a number of other needed improvements.

At the Watertown skating rink last Thursday afternoon, E. L. Mattock on roller skates won a three-mile race from Geo. Harrison, the latter on a bicycle, in thirteen minutes. During the evening of the same day Harrison won a five-mile race from Mattock in two minutes fourteen seconds.

I am told that Captain Pitman, of your Ixion Club, contemplates wheeling from New York to Boston on his tricycle at as early a date as the condition of the roads will allow. That the "Old Vet's" affianced bride resides in Boston may be the reason of his contemplating this long ride.

President T. S. Miller, of the Chicago Bicycle Club, was married on New Year's day to a Worcester young lady. He is now on his wedding tour, and is spending a number of days in Boston. He expects to remain in the East for about three weeks, when he will return to Chicago.

At the meeting of the Massachusetts Club to be held this evening, a committee will be appointed to make nominations for officers for the ensuing year. The election will be held on the first Tuesday in February. It is reported that a number of changes will be made in the present board of officers.

The Cambridge Bicycle Club will give a minstrel entertainment at Union Hall, Cambridge, Thursday, February 5. The entertainment by the members of this club last season, will be remembered by all who attended as a most enjoyable occasion, and the affair this year will probably prove fully as good.

James J. Gilligan, of the Massachusetts Club, returned a few days since from a three weeks' visit in New York, and is enthusiastic in his praise of the hospitality of your wheelmen. I have no doubt but that you enjoyed his company as much as he did yours, for Jim is known here as a "jolly good fellow."

The Portland Wheel Club are to give a ball at Bath, Me., January 22.

When the Massachusetts club-house scheme was first broached, it was calculated to spend about \$10,000 on the construction of the building. Over \$20,000 has already been expended, and it is not finished yet.

E. R. Shipton has an article in a recent number of the "London Cyclist" on times and timing, which it might be well for the L. A. W. to look into.

E. R. Drew, of the Massachusetts Club, has been at New Orleans for some

time past painting the town all sorts of colors with "Columbia" advertising signs.

As was the case last January, President Williams, of the Massachusetts Club, has issued blanks to the members of his club, requesting a statistical history of themselves, as to their age, whether married or single, make of machine preferred, number of miles ridden, etc.

At the semi-annual meeting of the Peabody Bicycle Club the following officers were elected for the ensuing year: President, Cornelius J. O'Keefe; vice-president and captain, Wm. H. Friend; Secretary, Lewis McKeen; treasurer, Alfred L. Poor; first lieutenant, Roslyn H. Hardy; club committee, C. J. O'Keefe, Gordon McKee and George Allan. It was voted at this meeting to have an exhibition and dance at the Peabody skating rink February.

The Northampton Bicycle Club propose a grand ball and tournament some time in March if sufficient interest can be evoked.

It is at this season of the year that the would-be theoretical wheelman sets his brains at work designing wonderful complications of gear-wheels, useless speed increasers, etc., for the bicycle, from which he expects to reap untold wealth. The lives of the manufacturers are made miserable by these cranky inventors.

There is not a single first-class amateur fancy rider in Boston. About the only one in the country that amounts to much is Rex Smith, of Washington, and it is rumored that he contemplates entering the professional ranks.

THE BIG FOUR TOUR.

The arrangements of the tour are well under way, and an organization has been partially effected as follows: Burley B. Ayers, manager; Fred. G. Bourne, N. Y. commander; Fred. Jenkins, N. Y. general agent; H. F. Fuller, Chicago secretary; J. P. Maynard, Chicago quartermaster; Frank H. Taylor, Philadelphia commodore; W. G. E. Peirce, captain Chicago division; E. G. Whitney, captain Boston division; W. S. Bull, captain Buffalo division; George R. Bidwell, captain N. Y. division.

These gentlemen, together with G. H. Orr and J. W. Clute, the convoys, will meet at the Genesee House, Buffalo, on Sunday, January 19th, at 9 o'clock, to arrange the entire programme and subdivide the work. We do not hesitate to say that the Big Four Tour will be the biggest thing on wheels, as far as a bushful of fun is concerned at a moderate expense. The plans submitted contain many novelties in the way of enjoyment that have heretofore been unheard of.

THE RECENT SAFETY RACE AT THE ROYAL AQUARIUM, WESTMINSTER.

This six days' professional contest of eight hours per day, divided into running times of from 12 till 3, and 6 till 11, and of which we gave a brief account in our columns last week, came to a close on Saturday night last, when Birt, of Northampton, on a "Rudge Safety," proved the winner, having placed 630 miles 5 laps to his credit in the forty-

eight hours. The course was a peculiar one, and one not over favorable for cycling purposes. It reached the full length of the Aquarium and across each end, and, in addition to being so narrow as to barely admit of two long-handled bikes passing, the planks were laid longitudinally, and, as they got worn, awkward edges appeared. The height of the course also—eight feet from the ground—and just above the dazzling lamps, rendered it rather inconvenient. It had been made for pedestrians, and as it was an afterthought of the energetic secretary's (Mr. Marks) that the cycle race should be held at all, no blame can attach to the Aquarium people, and we only mention the fact to show that, under more favorable circumstances, even a longer distance than was traversed might have been done. Mr. G. Lacy Hillier—"Our Only Judge"—at five minutes past 12 at noon, started the men as follows:

Name.	District.	Maker.	Size of wheel.	Gear, ed.
D. Garner	Bristol	Rudge	36	56
S. Vale	Bloxwich	Rudge	38	58
W. Armstrong	Leeds	Rudge	38	58
T. Birt	Northampton	Rudge	38	56
R. James	Birmingham	Royal Mail	38	56
A. Hawker	Leicester	Club	40	66
E. Weston	Northampton	Rudge	42	54
C. Drury	Cramlington	Bayliss & Thomas	35	46
J. Keen	Surbiton	Rudge		

Carefully cutting out the pace at first, the riders soon settled down into a steady slog, and as confidence in the course was gained, the shaves of collisions became frequent, till in the fourteenth mile a severe spill occurred to Hawker, who missed his pedal and brought down Drury. Remounting, however, the first hour was completed just after the accident alluded to, the distances recorded being: Garner, 14 miles; Vale, 13 miles, 8 laps; Armstrong, 13 miles, 8 laps; Birt, 13 miles, 8 laps; Keen, 13 miles, 7 laps; Hawker and Weston (off the track, 13 miles, 7 laps; James, 13 miles, 5 laps; Stanton, 12 miles, 7 laps, and Drury, 8 miles, 9 laps. The times for 15 miles were as follows: Garner, 1h. 4m. 20s.; Vale and Armstrong, 1h. 4m. 40s.; Birt, 1h. 5m. 20s.; Keen, 1h. 6m. 40s., and Stanton, 1h. 10m. 50s.

There was little then of note, except the varying changes of placing of the men, a recounting of which would only confuse our readers, until 3 P. M. approached, and then the times at 40 miles were anxiously looked for. They were as follows: Vale, 2h. 55m. 10s.; Birt, 2h. 55m. 30s.; Keen, 2h. 56m.; Weston, 2h. 57m., and James, 2h. 59m. At five minutes past three, when the competitors left the track, the full distances were: Vale, 41 miles, 2 laps; Birt, 41 miles, 1 lap; Keen, 40 miles, 9 laps; Weston, 40 miles, 7 laps; James, 40 miles, 2 laps; Armstrong, 38 miles, 5 laps; Hawker, 37 miles, 8 laps; Stanton, 37 miles, 1 lap; Garner, 36 miles, 1 lap; Drury, 31 miles, 5 laps.

The same remarks apply to the evening's run. There was no excitement, except an occasional spill, which brought one or two more to the ground en masse, and the retirement of Keen, from giddiness, about 8 P. M. In the last half hour, however, some good spurring took place between Birt and Vale. The final day's work of eight hours was:

M. L.	M. L.
Birt 107 6 1/2	Hawker . . . 99 7
Vale 107 6	James 93 0
Weston . . . 102 8	Drury 88 7
Armstr'g . 102 2	Stanton . . . 78 1
Garner . . 100 0	Keen 64 7

Birt took the special guinea for for day's best distance.

SECOND DAY.

Beyond the men mustering considerably the worse for wear in the way of bruises, carefully sticking-plastered, and the absence of Keen, who had given up, there was nothing special to recount. It was anybody's race, for although Birt and Vale held a good lead, an unlucky tumble might at any moment have ended their chances. These two stuck together throughout, but both Weston and Armstrong gained slightly on them, the 3 o'clock score resulting:

M. L.	M. L.
Birt.....146 6	Hawker....138 7
Vale.....146 6	Drury.....126 2
Weston....141 8	James (rest.) 100 0
Armstrong...139 5	Stanton " . 94 5
Garner.....139 0	Keen (retir'd) 64 7

When, at 6 P. M., the men again were called out, it was found that Stanton and James had decided to join Keen in his retirement, and "We are seven" was sung sotto voice by the remaining Safetyists. The pace at first was warm, but as the hours wore on Drury and Armstrong began to drop behind—the latter particularly—but the two leaders, Birt and Vale, spurred hard, with no one else to compete against them at the finish.

M. L.	M. L.
Birt.....211 9	Drury.....185 5
Vale.....211 7	Armstrong...170 7
Weston....208 0	James (re'd)...100 0
Hawker....205 5	Stanton (re'd) 94 5
Garner....203 3	Keen (r't'd) 64 7

The special prize of £1 is, which was given for the best record made in the day, was won by Hawker with 105 miles, 8 laps, Weston being second with 105 miles, 2 laps, Birt next with 104 miles 3 laps, and Vale fourth with 104 miles 1 lap. Garner traveled 102 miles 3 laps, Drury 96 miles 8 laps, and Armstrong 67 miles, 9 laps. Stanton went 16 miles, 4 laps, and James 7 miles only.

THIRD DAY.

As an evidence that their exertions had not told on the men severely, we may mention that Birt, Hawker, and Weston all put in 14 miles 3 laps in the first hour. Beyond this there is little to record. The men kept pegging away with great regularity, and, indeed, throughout the race the spurring was principally confined to the evenings, when, the circus and the Beckwiths being finished with their performances, the whole crowd turned their attention to the 'cyclers and clapped them into spurring. When 3 o'clock was called, the score stood:

M. L.	M. L.
Birt.....253 8	Garner....240 1
Vale.....253 3	Drury.....221 3
Weston....249 9	Armstrong...211 5
Hawker....247 4	

Yawning mostly, the men appeared to time at 6 P. M. For two hours it was one monotonous trundle round, and the first sensation was a spurt by Hawker, who put one mile to his credit in 3m. 44s. Shortly after Weston and Vale spurring, collided, and fell heavily, Birt, Drury, and Armstrong coming down over. Garner had just retired for good for the day, owing to the reopening of a flesh wound received on the first day, and Hawker, being in front, escaped the melee. At half-past nine Hawker, who had been going so well, suddenly collapsed with a swollen knee, and retired for the night. Birt, Vale, and Weston then spurred on, but Vale had his lead

over the last named considerably reduced, and at 11 P. M., when time was called, the score stood:

M. L.	M. L.
Birt.....321 1	Armstrong...270 5
Vale.....319 8	Garner.....263 6
Weston....317 0	James (re'd) 100 0
Hawker....294 5	Stanton (r'd) 94 5
Drury.....279 2	Keen (r'd)... 64 7

FOURTH DAY.

Hawker had sufficiently recovered to put in an appearance, and, indeed, was so fresh as to be able to get 13 miles within the first hour—a feat accomplished by all except Drury. Bar the inconvenience and danger experienced by the rain dripping through the glass roof on to the boarded track—a state of affairs which rendered sand a necessity—nothing occurred of note until half-past two, when Birt's saddle coming loose he was pitched over clean on his head, and although escaping miraculously himself, his machine was temporarily disabled. This, however, gave his great adversary, Vale, the pull, and at 3 P. M. the score stood:

M. L.	M. L.
Birt.....360 8	Hawker....334 5
Vale.....559 7	Drury.....317 8
Weston....357 0	Armstrong...308 6

Very slowly the men started at 6, and it was a procession for several miles. At 7:30, however, Hawker, whose knee appeared to give him no trouble, begun piling it on, and some quick work ensued for half an hour, when another monotonous hour was put in, at the end of which Birt had reached 400 miles, with Vale well up, viz., 398 miles 6 laps. A large number of spectators had now gathered, and these applauding a spurt, the riders seemed suddenly to wake up, and dashed gaily along until 10 P. M., when Garner, though hopelessly out of it, came out to enliven the proceedings; but the men had not much go left, and the finish for the day was somewhat processionary. The following was the result:

M. L.	M. L.
Birt.....426 6	Drury.....374 0
Vale.....424 2	Armstrong...320 6
Weston....423 2	Garner.....277 4
Hawker....400 7	

FIFTH DAY.

This was the tamest morning of the whole performance, and only five men, viz., Birt, Vale, Hawker, Weston, and Drury put in an appearance at noon. These rode on till 3 P. M., more or less regularly, with the exception of Hawker, who, from his knee, had twice to "seek the seclusion which the cabin grants." At time the score stood:

M. L.	M. L.
Birt.....463 5	Hawker....426 9
Vale.....461 1	Drury.....404 3
Weston....460 1	

In the evening the morning's starters were joined by Armstrong, who, though having only 520 miles 6 laps to his credit, set the pace after a few preliminary rounds had been taaversed. Twenty minutes of this, however, sufficed for Armstrong, and he again retired within his shell. Almost immediately afterwards Birt, in rounding the unbanked corner, fell, and brought Hawker down heavily. The offender got off scot free, but Hawker had to be assisted to his dressing room and laid on a couch. Shortly after this catastrophe, the long expected event, viz., Weston securing second place, occurred, and Vale dropped to the rear. At 37h. 47m. from

the start the leader, Birt, passed his 500th mile, and bravely keeping up his courage, pounded away well within his powers until 10:30 P. M., when he commenced spurring for the day's guinea record, and lapping Weston time after time, secured the coveted fee. The full score at 11 P. M., closing time, stood:

M. L.	M. L.
Birt.....527 8	Armstrong...338 6
Weston....524 2	Garner.....291 9
Vale.....513 2	James (r'd)...100 0
Hawker....470 9	Stanton (r'd) 94 5
Drury.....459 5	Keen (r'd)... 64 0

"Run limp" was the only verdict which could be arrived at when the men turned out at noon on their last day. Five of them, viz., Birt, Weston, Vale, Hawker, and Drury, alone put in an appearance, and they rode on steadily throughout, except Vale, who tried to spurt up to his old position of second, but unavailingly. At 3 P. M. the score stood:

M. L.	M. L.
Birt.....566 2	
Weston....566 6	
Vale.....551 9	
Hawker....508 1	
Drury.....498 0	

A good many 'cyclists were among the throng down stairs when the final five hours' run was started, and these, of course, remained throughout the evening. It is not to be wondered at that one of the sporting dailies stated that 'cyclists had given but little support to the race as spectators, seeing that the gentleman who penned the statement apparently knows remarkably little about 'cyclists personally. An amusing incident of this occurred at 6:10 P. M., when probably the best known 'cyclist in London, and certainly the best known in connection with the wheel press, on which he has been a prominent man for nine years come next month, mounted into the press box, and was calmly asked by the would be critic of 'cyclists if he were a member of the press, a query to which he promptly replied, "I have that honor, have you?" The fact is, that so long as a reporter gives the facts as regards a race taking place before his eyes he is safe, but when he wanders into the region of general criticism, it is necessary that he should first know his subject; and not to know the best known men in 'cycling certainly is to argue oneself unknown in those circles. But to return to nos moutons—in this instance the sore and scarred men who had gamely stuck to their work all the week. They rode manfully on, but the proceedings partook very much of the Indian file character, as the men in front were unwilling to risk their victory by a spill, and those behind had not much left in them. As 11 P. M. approached, however, the men went round to a brisker tune, but there was even then no passing. Amidst a good deal of excitement the pistol was fired for the last time, the men still being in Indian file. The score was then found to be—

M. L.	M. L.
Birt.....630 5	
Weston....627 0	
Vale.....616 5	
Hawker....540 1	
Drury.....522 2	
Armstrong...362 7	
Garner.....310 3	

Keen, Stanton, and James had retired, and the latter looked much more comfortable and fit for riding down in the body of the hall than he would have

done had he borne the heat and the toil of the week. As a performance, that of Birt, considering the awkward track and the comparatively few hours per day he was permitted to ride, is a very good one. Six hundred and thirty miles in forty-eight hours is not to be underrated, and the race cannot fail to impress the public that there is a lot of "go" in the small-wheeled geared up bicycle of 1884. —[Cyclist.

GOTHAM GOSSIP.

How did I spend my New Year's? Well, I made calls. Not many, to be sure, but a few. I rang the bell of the Citizens Club, and found the janitor there, and a register that showed the names of four men who rode the old year out and the new year in. Generally this custom has been left to the Ixion Club, who have usually paid a nocturnal visit to Mr. F. G. Bourne, but this year it was postponed on account of sickness in the latter's family.

I then wandered eastward to the quarters of the first club to organize in Gotham. Dark as Egypt were the windows, and worse yet the door was fastened. I tucked my card under the door, caught on to a bobtail car, and was soon landed at the Ixion club-rooms at 2 East Sixtieth Street. Old Gothamites who remember the early struggles of the "boys," as they were dubbed, would hardly recognize the enterprising and pushing club of to-day. They now number thirty-five, and have almost outgrown their headquarters. In fact they are trying to "cast an anchor to windward" and locate elsewhere. I paused outside for a few minutes, as through the lace curtains that adorn the plate-glass door I caught a glimpse of several well known faces, and from over the stained glass transom came the echo of the joyous voice of Campanini Newman, one of the best know of Gotham's wheelmen. The song concluded, I opened the door and was cordially welcomed by several of the members. The rooms were handsomely decorated with evergreens and flowers, while an enormous bank of immortelles and ivy completely filled the window. The word "Ixion" was worked in the club colors, with beautiful effect. In the locker room two long tables lighted by wax candles were literally loaded with good things. There were salads, salmon, and sandwiches, while two enormous punch bowls of claret and champagne seemed to keep the wits of the guests up to a high pressure. Over seventy-five wheelmen called during the day and registered their names on the book. Unfortunately I was obliged to leave before 10 o'clock, but I understand that a number of Citizens and the editor of THE WHEEL called about 12 o'clock. Beckwith made a mighty speech, while the odds were even as to whether Ford's dancing or Jenkins' singing were the most attractive features of the evening. However, it was a red letter day for the club, and I trust the year '85 will bring them all they desire.

Cards are out for the fifth annual reception of the Kings County wheelmen, on Thursday, January 22, at Knickerbocker Hall, in Clymer Street. The Kings County are an enterprising club, and will no doubt do the proper thing, as they always do. These receptions are very pleasant affairs, and I have not the slightest doubt but that the coming entertainment will surpass its predecessors.

The Citizens Club have their regular monthly meeting on 13th, and will, I think, change the date of their regular meeting to the third Monday of the month, as many of the members are engaged on Tuesdays. The chances of a race meeting are very good, as there are now several large rinks that could be employed other than the American Institute. Probably the best time would be in March, as to make it a success requires time and hard work. X. Y. Z.

NEW YORK, Jan. 7, 1885.

WHAT BUFFALO WANTS.

EDITOR OF THE WHEEL: Accept congratulations on improved appearance of THE WHEEL. In your new dress you look as pretty as "Little Jack," of the Chicagos, in his "canary bird" suit.

You are right in stating that the Buffalo Club want the meet in July—but not in saying that they favor the 3d and 4th as the dates. In fact, it would be utterly impossible to have the parade here on the morning of the 4th, as we always have a grand military parade on that day. A great many of our wheelmen are members of the different military organizations, and will have to devote the entire day to the military parade and to the reception of the visiting companies. Several of our racing men would, for the same reasons, be debarred from the L. A. W. races if held on the afternoon of the 4th, among them our best man, Dan Milley, who now commands "D Co.," Buffalo City Guards.

For these reasons, and for the additional one that the weather here seldom gets settled for the summer before July, we much prefer the 2d and 3d of that month as the dates of the L. A. W. meet.

Our city is noted for its hospitality, in proof of which we refer you to any member of the Seventh Regiment, or of the other military organizations who have been entertained here. We are inclined to think, too, that any wheelman who attended our tournament last summer will tell you the same. When the races were over a party of the visitors was conducted over a portion of our parks and boulevards by a member of the club, and on disbanding at headquarters they nearly all declared that they had not had such a glorious run in their lives. The parks and pavements will not run away next summer, and we shall do our best to see that they are enjoyed by our visitors.

There is a dearth of local 'cycling news at present. Buffalo wheelmen are making the pleasant rooms of Bull & Haynes their headquarters; not the least of the attractions is the fact that they find there on file all the current 'cycling literature. At almost any hour of the day or evening can be found there a group of 'cyclists discussing the coming L. A. W. meet, the Big Four tour, or the merits of the Royal Mail, the Expert, the Kangaroo, or the Columbia and Victor tri's, all of which machines are carried in stock in all sizes and styles of finish. Bull & Haynes are very conveniently located in a large four-story building on the corner of Main and Chippewa Streets. They have a large and well lighted show room, where is displayed about forty or fifty wheels of the different makes represented by them, in addition to a large and complete line of sundries. Adjoining is the cozy office, which is decorated with photos, etc. Among the other objects

of "bigotry and virtue" is the tambourine carried through the Niagara to Boston tour by W. S. Bull. It has now inscribed on the face, "Niagara to Boston Bicycle Tour, Kazoo Band, organized at Whitby, Ont., July 16, 1884." On another floor the firm have a commodious riding school. Bull & Haynes are making a specialty of fine repairs, and in their well equipped shops in the same building have every facility for doing all classes of work. They have been very fortunate in securing the services of E. N. Bowen to superintend their shops. They say that they will back him against the world to make or repair anything appertaining to 'cycling, from a cyclometer to a twenty-pound racer. We were shown several novelties in the way of sundries, which are novelties, by the way, and not copied from English models, which will shortly be put on the market. These goods are manufactured under the personal supervision of Messrs. Bull & Haynes in their own shops in the building, and are fair samples of the fine work they are capable of turning out. Among other things were the Buffalo tool bag, the smallest and most convenient made; a new spoke grip, and a new saddle clip. The ingenious Bowen is putting the finishing touches on a new house trainer of his own design, which has, in addition to a cyclometer with bell, a spring balance with a scale on the face attached to the stop brake, by which the amount of resistance can be determined. The machine is very neat in appearance, having cow horn bars with gimlet handles. The saddle and handle bar are adjustable to suit riders of different sizes. The exact sized machine suitable for any rider can be told by a scale. This feature should recommend it to dealers, as by means of it they can demonstrate to intending purchasers what size of wheel they should ride. They are increasing their facilities for the manufacture of the American saddle, the demand for it having far exceeded their anticipations for this season of the year. We advise visiting wheelmen to call on Bull & Haynes, and can assure them that they will be pleasantly received. Yours fraternally,

PROF.

WHEEL GOSSIP.

Mud and slush.

The Christmas number of "Wheeling" and the "Cyclist" are unusually good this year.

We are sorry to see that M. Aaron is not enough of a journalist to understand that anything published in THE WHEEL does not bear a personal character, and should not credit as such. Official acts should not bear on personal relationship between friends.

Christmas day marked the conclusion of the eleventh month of the canvass for "X. M. Miles on a Bi.," and Karl Kron left town then to rest and reflect for eleven days on the difficulties experienced in securing his 2,246 subscribers. Returning to the city last Monday evening, for the final struggle with the list, he found its size had been increased by 35, leaving 719 names still to be captured before the alleged "impossible scheme" of "securing 3,000 one-dollar pledges" can be called complete.

Mr. Arthur Perego, the well-known wheelman, sails for Europe to-morrow for a combined business and pleasure trip. He expects to be absent about two months.

W. G. Kendall, D. D. S., of Boston, writes to the New York Toy Co. as follows: "I rode my Duryea saddle over 2,300 miles last season between June and Thanksgiving without the least sign of chafing, and that I and my friends are convinced that style A, Duryea to be, by long odds the best saddle we have yet seen.

Mr. F. A. Elwell, of Portland, Me., announces that his party of voyagers in search of "winter wheeling in Bermuda" numbers fifteen, and we presume they all intend to sail with him from this port on the steamship Orinoco, January 22. Apropos of this, the "Springfield Wheelman's Gazette" of next week will devote three or four of its pages to Karl Kron's report of his last winter's Bermudian explorations in company with Mr. Elwell. He will also print in the March issue of "Outing" a full account of the custom-house experiences connected with "the Bermuda test case," which resulted in the Treasury decision making a traveller's bicycle entitled to free entry into the United States as a part of his "personal property." Both of these articles will be reprinted as a chapter of "Ten Thousand Miles on a Bicycle."

Mr. Ernest Thomson, the old "Lennox" rider and racer, who is now at Harvard College, was home for the holidays last week. "Tommy" has grown fat and weighs 165 pounds. Those who remember the 110-lb. youngster that pulled Pitman along at the Philadelphia races over two years ago can appreciate the change. He may be seen next spring on the track, and if he does will doubtless make a good record.

A large number of wheelmen have signified their intention of visiting New Orleans during the exhibition there. Several have already been there, and they all unite in praising the hospitality of the local club, which has about thirty members, all of whom are pronounced to be jolly good fellows. There are but few roads near the city suitable for riding, but these are made the most of. All the leading cycle manufacturers have displays of their goods at the exposition, and it is thought that wheeling in that city will thereby receive a big boom.—[Globe.]

W. M. Woodside, Ireland's champion, says: I owe thanks and acknowledge the "Duryea's" greatness in all my best performances, all my races being won on the "Duryea's." I can say truthfully that of all saddles ever used by me (and I have used a few), the "Duryea" tops the record. My fifty-mile record breaking performance in Chicago December last was accomplished on the "Duryea." Long may it prosper.

Mr. H. J. Hall, Jr., of the "Kings County Wheelmen," has returned from a six months' trip in England. He rode over 2,000 miles, was made an honorary member of a Liverpool club, and finished fourth in a two-mile race for the North of England championship. As he had Cripps, Sellers and Moore for company, this is not to be wondered at. He is full of interesting bits of gossip about England, and he will probably give the readers the benefit of some of his experiences.

"Rink and Roller" is the title of a new eight-page paper devoted to the interests of roller skating, which has taken hold of the American public with

such force. It is published at Nos. 36 and 38 Beekman Street, and is of literary and typographical merit.

MEXICAN WHEELING.

[Mr. Warren S. Locke, formerly of Boston, who is now established in the City of Mexico, sends the following report for Karl Kron's road book, under date of Nov. 21, 1884.]

My friend Baxter's article in the November number of "Outing," was rather rose colored—especially about the cinder track. From my knowledge of the riders here I think it better to try to sell your book by sample than in any other way. I do not know the name of any English speaking riders in this country, outside of this city, and so far as I know I am the only American who rides here. "El Club National Velocipedista" is just at present "busted," as are most clubs of its class here, on account of bad times. Have reasonable hopes of seeing the club started again soon. I ride a "52" full nickled "Expert" everywhere about the city (260,000 inhabitants), although we have nothing but cobblestone pavements. These streets, however, are neither swept nor washed as at home, so that it frequently happens that I can get along at a very good speed. I sold five "Experts" last spring, and their owners soon made such a race course of every walk on the Alameda that the authorities soon prohibited the use of that fine park by large wheels. After the Alameda the grand Paseo de la Reforma is next preferable on account of its accessibility and quality of surface. There are many passes running from the city, having been used at various times, but this is the only one that is frequented to any extent at present. It is about two miles long, and runs directly west from the city to the Castle of Chapultepec, which is now used as a national military college. The castle is situated on an immense ledge of rock more than 100 feet high, and is impregnable in its position save on the side where Scott stormed it in 1847.

Around this castle is about two miles of nice riding in a grove of as ancient and illustrious cedars as any country can boast of. From the grand arched entrance of the park of Chapultepec a sharp turn to the left leads you to Tacubaya, one and one-half miles further on by a good road. In this suburban resort is some fair riding. Passing through the town another mile brings you to the Hacienda de la Gastaneda, a very pleasant and picturesque garden and fruit park. Here you can order your fruit from the tree or vine, if you wish, and enjoy it fresh. By poor roads three miles further on, that is, seven and a half miles from the city, you reach San Angel, the most aristocratic suburb of the city, where there is some good riding. Another trip from the city is out to Quadalupé, the birthplace of the patron saint of Mexico—three miles. On this road on the outskirts of the city is located the race course of the jockey club where all the 'cycle races are held. From February to June the best ride is alongside the canal one mile south-east from the plaza. Here you can have as pretty a spin of five miles as heart can wish. On one side is the canal, which has a good current and is always partly covered with craft, varying in size from the smallest dugout made for one person to the great wood scow six feet wide and thirty feet long. On the other side of the road are the famous floating gardens, from which the city gets a large proportion of its vegetables. The long-

est ride I have taken in a straight line from the city was out to Tlalpam, directly south fifteen miles. This is the poorest road I ever rode in my life, though it was near the close of the dry season, and there was much loose sand at the time I went out. For a third part of the distance the sensation in passing over the road was exactly like that experienced when in a row-boat—taking a steamer's swell. I have been told by Americans from Queretard that from that place to San Diego is eighty miles of a fine road as a bicyclist could wish, but as yet no bicyclist has ever been on it.

A WONDERFUL INVENTION.

We had the pleasure of inspecting this week a new and wonderful invention in the shape of a steam bicycle. A reciprocating engine is attached to the "Star" bicycle on the bar, which connects the handle with the small wheel in front. Benzine is used for heating purposes and steam can be got up in a few moments. At the present time the supply of the fuel and water has to be replenished every hour, but with anticipated improvements supplies enough for several hours will be provided for. Ninety pounds of steam can be carried, but the machine can be run with twenty pounds. The machine averages about five minutes a mile over an ordinary road. The pedals can be used in conjunction with the steam power whenever necessary, and the speed will be increased accordingly. When the steam power is only used the pedals are brought into requisition for foot rests. By the unscrewing of two bolts the entire machine can be taken off and there remains the ordinary "Star" bicycle in its entirety. Possibly the reader has pictured a machine which is both awkward and cumbersome, so he will be all the more surprised when he learns that everything connected with the steam part of the bicycle, the boiler, water-tank, engine, benzine tank and all the appliances weigh only eighteen pounds. The engine is furnished with quarter horse power. The machine has reached the present state of perfection only after four years of continuous study and experimenting by the inventor, Mr. L. D. Copeland, of Phoenix, Arizona. At the request of several wheelmen, Mr. Copeland gave an exhibition with the machine at the Mechanics' Pavilion last Sunday. The few gentlemen who were fortunate enough to be present were unanimous in the praise of the invention. The ingenuity of the contrivance is a matter of astonishment to those of a mechanical turn of mind. Mr. Copeland has patented the invention, and is negotiating with the large bicycle firms in the East for the purpose of entering into some engagement for the manufacture of the steam bicycle. As a great many people are desirous of examining the machine, Mr. Copeland will no doubt engage a hall where all interested will have an opportunity to see the machine at work.—[Breeder and Sportsman.

AMUSEMENT NOTES.

"Adonis" continues to fill the Bijou Opera House.

"Victor Durand" is proving profitable at Wallack's Theatre.

The Comedy Four will appear at the Mount Morris Theatre this week.

"We, Us & Co." will be played for another fortnight at the Fifth Avenue Theatre.

"A Trip to Africa" will probably outlast the winter at the new Standard Theatre.

"Love on Crutches" continues to meet with the favor it deserves at Daly's Theatre.

Jacques Kruger and his company play "Dreams" at the Grand Opera House this week.

"The Private Secretary" seems to be as laughable as ever at the Madison Square Theatre.

A company from Wallack's Theatre will play "Lady Clare" at Niblo's Garden this week.

Rice's Surprise Party will present a "Bottle of Ink," at the Comedy Theatre to-morrow evening.

Mr. Lawrence Barrett reappears in "Prancesca da Rimini" at the Star Theatre to-morrow evening.

"Three Wives to One Husband" and "One Touch of Nature" may still be seen at the Union Square Theatre.

"Apajune" will succeed Prince Methusalem" at the Casino next Monday. The usual Sunday night concert will be given.

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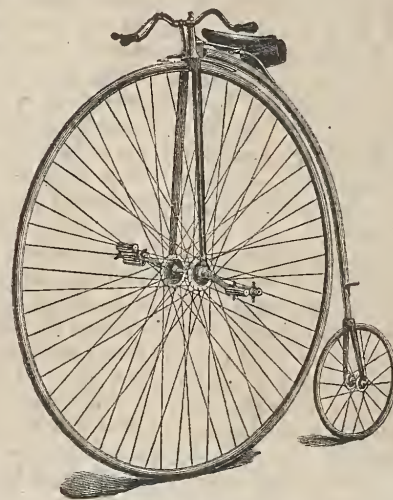
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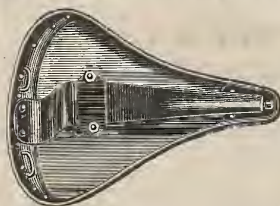
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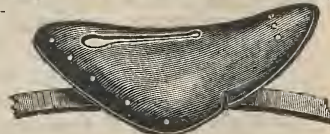
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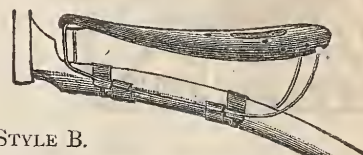
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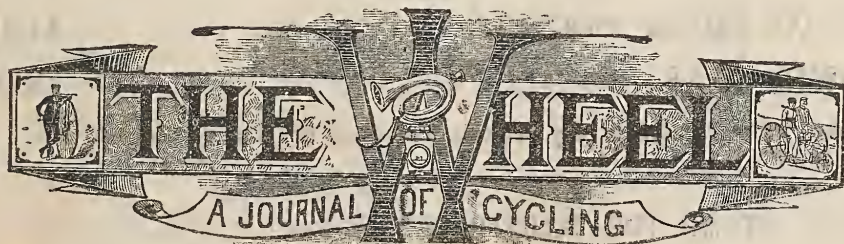
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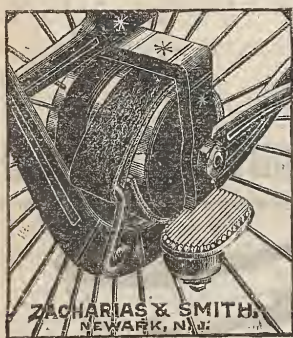
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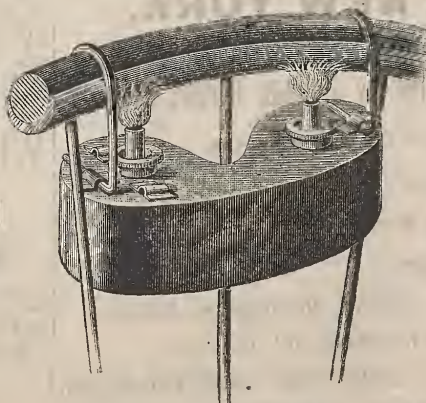
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