

# THE WHEEL

## A JOURNAL OF CYCLING

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### To Subscribers and Correspondents.

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

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

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

### REPORT OF THE COMMITTEE ON LEAGUE ORGAN.

SUBMITTED TO A MAIL VOTE OF THE  
BOARD OF OFFICERS, LEAGUE OF AMERICAN  
WHEELMEN, JUNE 5th, 1885.

To the President and Board of Officers  
of the League of American Wheelmen :

GENTLEMEN :—Your Committee appointed for the purpose of considering the question of an official organ for the coming year, have attended to that duty and beg leave to submit their conclusions in the shape of the recommendations herewith attached.

In perfecting the plan presented the Committee have weighed very carefully all the reasons for and against the chances of a loss to the League should they undertake to publish their own organ, and as a result of their investigations are unanimously of the opinion that so far from the probability of any such loss is the scheme proposed, that it is a matter of astonishment to them that the League should so long have delayed the publication of its own newspaper.

There is very little doubt, in the mind of any member of the Committee, but that the official organ can secure as many advertisements and at as favorable rates as any paper that would be likely to take a contract for the dissemination of League news.

Your Committee would call your attention to some figures they have col-

lected and some estimates they have made that speak for themselves.

At the end of our present contract we will have paid for the *Gazette*, year 1884-5, about \$2,500 ; at an average of six advertising pages, yielding about fifteen dollars per page, we could have earned \$4,680 ; total income for an edition of say on an average four thousand five hundred copies, \$7,180.

This estimate of fifteen dollars per page is lower than the regular rates, as we have reason to believe that advertising contracts will average twenty dollars per page. Now for the cost of such a paper :

At an average of twelve pages (an over-estimate), we could have had this paper printed for seventy-five dollars per week, or for the year, \$3,900 ; postage at one cent a copy for four thousand five hundred copies would have cost us, \$2,340 ; running expenses of the office, \$1,200 ; total cost (over-estimated), \$7,440.

It will be seen that on this basis it would have cost the League two thousand seven hundred and sixty dollars. This estimate is one thousand three hundred and ninety-nine dollars larger than the estimate submitted to the Chairman of the Committee by Secretary Aaron. His figures make the total cost one thousand three hundred and sixty-one dollars. This is figuring on letter postage. At pound rates the item of postage would be reduced to two hundred dollars, or a trifle over that sum, making the total cost for the past year six hundred and twenty dollars. Had the League published its own paper during 1884-5, it would in the judgment of your Committee have saved over two thousand dollars. Your Committee believe that the League can publish the L. A. W. Bulletin to be a sixteen-page weekly, including all expenses, postage, and labor, for five thousand dollars per year, and consider that a high estimate. They also are convinced that with proper management the advertising department will meet the expenses of publication.

In regard to the matter of postage, which appears to have been a stumbling-block in the way of former committees, we have found a scheme to meet the requirements of the postal laws. We have submitted it to the Post-office Department, and have a letter from the First Assistant Postmaster-General in which he says that while a decision cannot be made in advance of our application to have the paper entered as a second-class publication, he believes

that the Postmaster at Philadelphia will accept it as such. In addition to this we have the assurance of the Postmaster there that he will admit it. It will be necessary to exhibit to him a list of subscribers who have themselves paid for their subscriptions. This list, stated by the Committee to the authorities to consist of a hundred and fifty to five hundred, your Committee pledge themselves to procure.

W. I. HARRIS, *Chairman*,  
E. L. MILLER,  
C. K. ALLEY,  
G. N. BUZBY,  
E. M. AARON,

} Com.

### RECOMMENDATIONS.

The Committee on the League Organ would respectfully recommend the following to the favorable action of the Board of Officers of the League of American Wheelmen :

1st. That certain members of the League of American Wheelmen be allowed and empowered to form themselves into a limited stock company, to be known as "The L. A. W. Publication Board," Limited.

2d. That certain rights be granted to this Board, and that it be recommended to form its articles of association in accordance with the specifications appended hereto.

3d. That the Executive Committee of the League shall have power to grant to the said Board the contract for publishing the official organ of the League of American Wheelmen in accordance with the specifications above alluded to.

4th. That this organ shall be known as "The L. A. W. Bulletin."

5th. That it shall be published weekly.

6th. That the said organ shall be a newspaper devoted to the general interests of cycling in America, as well as the interests of the League of American Wheelmen in particular.

7th. That the Secretary-Editor of the League of American Wheelmen shall have full control of this organ in all its departments, subject to such restrictions and rules as are provided for in the By-Laws of the League of American Wheelmen.

8th. That this organ shall be published in the city wherein the Secretary-Editor has his residence.

9th. The Secretary-Editor shall be reimbursed for all travelling expenses he shall incur in attending to the legitimate business of his office and shall be entitled to such additional compensa-

tion as the Executive Committee of the Board of Publication shall deem themselves justified in voting to him from the profits of the official organ.

### SPECIFICATIONS FOR FORMATION OF BOARD.

A committee, to consist of the President and Vice President, Secretary and Treasurer, of the League of American Wheelmen, together with the Chief Consul of each State having a State division, shall form themselves into a limited stock company for the purpose of publishing a paper in the interests of cycling in general and of the League of American Wheelmen in particular.

The company so formed shall be known as the "L. A. W. Publication Board," limited, and shall be formed under the laws of the State of Pennsylvania.

This board shall elect the Secretary-Editor of the League of American Wheelmen to the position of editor of and publishing agent for all its publications. They shall elect from among their number five who shall act as a Publication Committee, and of which the President of the League of American Wheelmen shall be the chairman, but of which the Secretary-Editor shall *not* be a member.

The Secretary-Editor shall have power to appoint such assistants as may seem to him to be necessary, shall act as Treasurer to the Board, and shall perform all the duties that usually devolve upon an editor and publisher. He shall give bonds in one thousand dollars for the faithful discharge of his duties.

The Executive Committee shall have general charge of the publications of this Board and of its finances. It shall have the power to approve or annul any or all of the actions of the Secretary-Editor. The Secretary-Editor may at any time, however, appeal to the whole Board from the action of the Committee. They shall be empowered to take a contract from the Executive Committee of the League of American Wheelmen for the publication of an official organ.

To each member of this Board shall be issued by the Secretary-Editor, in his capacity of Treasurer to the Board, a certificate of one share of stock of the par value of five dollars. No member of this Board shall hold more than one share of stock, and no member shall sell his share to any person other than the Secretary-Editor of this Board for the use of the Board. A semi-annual



dividend of twenty-five cents shall be declared on the 15th day of January and July of each year.

Members of this Board shall only be members thereof so long as they continue to hold the office by virtue of which they were elected thereto. At the expiration of that time they shall return their certificates of stock to the Secretary-Editor, to be used by their successors.

Regarding the contract under which the official organ is published, the following is stipulated:

1st. The charge per annual copy shall not exceed twenty-five cents to members of the League; to non-members it shall not be less than fifty cents.

2d. If this price yields a profit to the Board of more than sufficient to cover the semi-annual dividend, the balance so remaining shall be donated by the Board to the League of American Wheelmen treasury.

3d. If, however, this price causes a loss, such loss shall be made good to the Board by the Treasurer of the League of American Wheelmen.

The above is the text in full of the Report of the Committee on League Organ which was appointed by President Beckwith at the meeting of the Board of Officers, held at the Grand Union Hotel, February 22d, 1885. Although it has already appeared in several papers, out of courtesy to the committee, we have heretofore withheld its publication; but, as before our next issue this report will have come before the League at Buffalo at its annual convention, and the question of League organship will be then and there disposed of, we think it proper that as one of the cycling journals of the country, we should make such note and comment as the subject and the interest of the League demand; and in so doing we disclaim to question the motives of the members of the committee.

The committee, which from its composition is decidedly sectional, having two of its members in Philadelphia and a third across the river in Camden, first calls attention to what the League would have earned had it published its own *Gazette* the past year, which reminds us very much of the failure of the dog to catch the rabbit. It says that at the end of the present year, we will have paid about \$2,500 for our *Gazette*. It might have gone a step further and said that it has also cost Baird Brothers upwards of \$10,000 to carry the contract along successfully for a year. It says that an average of six pages of advertising would result in an earning of \$4,680, and presumes that an inexperienced editor and publisher elected from year to year from the membership of the League, could immediately acquire a business knowledge that only years of experience will bring, and enable him to compete successfully with older and firmly established cycling journals, whose editors and publishers devote their entire time and attention to the business, and who have not the cumbersome correspondence and detail of work that

must necessarily fall on the one secretary of the League this coming season. We feel safe in saying that the income of a paper published by the League officers, would be far less than the amount claimed.

Now let us consider the disbursements and expense items, which the committee have also incorporated in their report. The paragraph referred to states that a twelve-page paper with an edition of 5,000 copies each week, can be printed at a cost of \$75.00 per week. We believe this is a gross error; for no reputable printer could turn out the work satisfactorily for less than \$125, an excess of \$2,500 per year on the figures given by the committee. Office expenses are set down at \$1,200 per year, while in reality they would be about double that amount. The committee would find that it would be necessary to employ at least two able assistants, though they have evidently figured on the ability of one man to accomplish the work single handed.

Another item is the postage which the committee seems confident can be met by entering the "Bulletin" at second class rates. This is itself a delightful uncertainty. The United States postal laws are very strict, and distinctly state that no publication issued by a society of any description, substantially to and for its members, shall be so entered.

The greatest farce is, however, the manner in which the committee intends to overcome these difficulties. It is proposed to organize a stock company, the stock of which is to have a par value not exceeding five dollars per share, but the total amount of stock to be issued is not stated. It specifies that this company shall consist of the president, secretary and treasurer and chief consuls from each State where a division has been organized, in all about fifteen men; but these officers can only hold one share of stock each, and cannot dispose of the same except to the secretary. Nothing is said as to who shall own and control the balance of power. This company of unknown capital is to undertake the contract of publishing a newspaper for the League. It requires the League to guarantee a dividend of ten per cent. on its vague capital. It provides that the editor can be voted a salary, the limit of which is not specified. It allows the editor to be voted his traveling expenses, which might be made to include a trip to Europe, if required to procure the necessary advertisements in order to make the paper a success; and it also requires the poor League with its slender capital to *guarantee any loss* that may result from its amateur attempts at journalism. This bogus company is also to be allowed the privilege of charging the League the sum of twenty-five cents per copy for its paper, which is double what a rep-

utable publishing firm offers, without asking the League to shoulder its possible losses.

We do not know what other bids the committee received from outside sources. We are aware that several have been made, and think that they should have been published in the official *Gazette* as was done last year, in order that the members might see and select for themselves, without being obliged to pass judgment upon the report of the committee alone.

The following bid was made by a reputable publishing firm of New York City, and was sent to the committee and to the board of officers. We have not seen it published and we reprint it in full so that members can draw their own conclusions.

12 VESEY STREET,  
NEW YORK, June 1, 1885.

MESSRS. W. I. HARRIS AND OTHERS,  
*Committee on Official Gazette, L. A. W.,*

GENTLEMEN:—We beg to submit for the consideration of your committee the following proposition:

We propose to publish a weekly eight (8) page newspaper, size of pages 9x12 inches, with three (3) nine (9) inch columns to a page, to be the Official Gazette of the League of American Wheelmen, and to bear such title as your committee or the Board of Officers may select.

The reading matter to be controlled exclusively by the Official Editor, and he to have the use of four (4) pages, twelve (12) columns, each week for the publication of official news, applications and such reading matter as he may deem advisable, we reserving the remaining space for the insertion of advertisements.

The type with which this paper will be printed to be brier old style roman for the reading matter and nonpareil for standing notices and applications.

We propose to employ a high grade of calendered paper, the make up and typographical appearance to be equal to any of the weekly cycling journals with which you are all more or less familiar.

We will furnish this paper to the members of the League of American Wheelmen at the rate of  $\frac{1}{4}$  of a cent per copy per week, provided the list of such subscribers shall not be less than two thousand.

When more than twelve columns of reading matter is required by the Editor for special reports and other important matters, such excess over twelve columns will be charged for at the rate of four dollars (\$4.00) a column.

We reserve the right of increasing the number of pages at our own expense.

We wish it distinctly understood that this proposed journal is entirely separate and distinct from any other publication.

We have had a wide experience in the publication of newspapers and have facilities for printing, binding and mailing, which enables us to guarantee a newspaper second to none in typographical appearance.

Trusting that you will give the sub-

ject your careful consideration, we remain  
Yours respectfully,  
W. N. OLIVER & Co.

Now let us draw some comparison as to what a paper would cost the League if published by its members:

## DISBURSEMENTS.

Printing and binding a twelve-page weekly newspaper with an average edition of 5,000 copies per week; 52 issues at \$125 per issue.....	\$6,500 00
Postage as per Committee's Report.....	2,340 00
Expense of mailing list, alterations to same.....	250 00
Running Expenses of office, clerk hire, &c.....	1,200 00
Editor's Traveling Expenses to secure Advertisements, &c., say....	250 00
	\$10,540 00

## RECEIPTS

From 6 pages of advertising, which the "Bulletin" could not possibly average during the entire year say which is an overestimate....	\$6000 00
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Deficit the League would be called upon to pay out of a balance, which has never exceeded \$2,000,	\$4,540 00
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Now presuming the League should accept the offer of W. N. Oliver & Co. to furnish the paper at the rate of one-quarter of a cent a copy, the total cost would only be about \$650, which would certainly be a considerable saving.

Now let us see the advantage of this proposition over that of the former contract with the *Cyclist and Athlete*. During the past year the editor has had the use of only five columns of reading matter. The bid of W. N. Oliver & Co. provides for the use of twelve columns, or four pages, which is all that the editor will be able to fill each week. Everyone who reads THE WHEEL notes the fine typographical appearance of the same, and the proposed *Gazette* would certainly be its equal, while the cost is exactly one-half the amount that the Committee propose to charge the League for their amateur "Bulletin."

We mean to cast no reflection upon the work of the Committee; but it is plainly to be seen that what is this Committee's interest is not that of the League, and the members should consider very carefully before they, with their votes, launch the publication ship which must sooner or later be stranded upon the rocks of financial difficulties.

The arrangements for the Clerical Wheelman's Tour are progressing satisfactorily. It is remarkable how much public interest is taken in this tour. All the New York daily papers have given the details of it, and cycling will undoubtedly benefit by it. The wheelmen will be enthusiastically received at many points on the route, and already has the Rev. Mr. Stall received information of the welcome that awaits them in some cities. Among those already promised for the tour are thirty-four ministers and fifteen invited laymen, most of whom are professional men. Mr. Stall certainly deserves to be bracketed with "Big Four Burley," as he has certainly shown remarkable executive ability in arranging the details of this tour.



The Hudson County Wheelmen has 44 members.

Salt Lake City has a bicycle club of twenty members.

Memphis prides itself on its pretty girls. Where's Brooklyn and Buffalo.

The New Jersey Wheelmen and the Charlestown B. C., hold road races to-day.

One hundred and ninety three men applied for admission to the League last week.

The Toronto B. C. is the largest Canadian Wheelmen Association Club. It has 100 members.

Kansas City has thirty-five cyclers, of whom twenty five are members of the Kansas City B. C.

The New Castle, Pa., B. C., has become a League Club. It has three members, who are all officers.

Annie Sylvester, bicyclienne, is delighting the natives of the "wild" north-west by her graceful exhibitions.

Webber of "Smithville" says he will win the "Big Four" hundred mile road race or else something will have to give way.

The *St. Louis Sunday Critic* contains a creditable cycling department, generally from two to three columns of interesting reading.

A train will leave Chicago July 1st, at 5.15 P. M., arriving in Buffalo on July 2nd at 7 A. M. The "Big Four Tourists" will use this train.

*Wheeling* for once agrees with us that "cycleman" is poor English. How happy we are. We danced a fandango on our desk when we read it.

The wheelmen of Missouri, having reconsidered their determination to paddle their own canoe, will shortly organize an L. A. W. state division.

Messrs. Rich and Hall, K. C. W. are having a racing tandem trike being built. They should be able to make some of the tandem records look foolish.

Messrs. Samuel T. Clark & Co. are closing out some of their stock at a very low figures. This is a good chance to secure a good machine at a low price.

Of the many harrowing and soul-absorbent articles and paragraphs that it is our misfortune as a cycling editor to weekly peruse, Uncle Sam's column of in the *Bicycling News*, waltzes off with the cracker.

The American A. C. will hold its annual Spring games to-morrow (Saturday) at the Manhattan A. C. grounds, 86th Street and 8th Avenue, commencing at 4 P. M.

New York members desiring to attend the meet can not do better than take the special train, which leaves New York on July 1st at six P. M. For particulars, etc., address G. R. Bidwell, 4 East 60th Street, N. Y.

A Kansas City cyclist, named McPherson, was arrested at Topeka, Kansas, for riding across a bridge. The statue of these officials should be a-bridged, by cutting off their most useless ends; their heads.

The Lynn Cycle Club celebrated their anniversary last Wednesday week by a fish dinner. The Lynn boys have apparently determined to take care of their mental as well as their physical development.

A new ferry from 23rd Street, New York, to Broadway, Williamsburgh, is much patronised by wheelmen intending to tour to Prospect Park, Coney Island and Jamaica. The roads out to the park are of asphalt and macadam.

Some races were held at Nashville, Tenn., on Wednesday, June 18th, but as the first account of them we have seen gives the time for the two mile dash as 5m. 7s., we prefer to await further particulars.

ANOTHER SAFETY.—The St. George's Engineering Company of Birmingham announce their new "Safety" in the advertising pages of the English papers. It is called the "New Rapid," and is very rakish in appearance.

The moonlight parade of the Kings County Wheelmen, held on Thursday evening, June 18th, was very successful. After the 164 wheelmen had paraded through some of the smooth paved streets of Williamsburgh, a lunch was served at the club rooms.

No other days are like the days in June—  
They stand upon the summit of the year;  
Filled up with sweet remembrance of the tune  
That wooed the fresh spring fields; they have  
a tear  
For violets dead; they will engird full soon  
The sweet, full breasts of summer drawing  
near.

*Harper's Magazine.*

Tommy Finley sometimes treats the Smith-villians to an impromptu fancy riding exposition. Webber tells us that "Tommy" often plays polo with any unfortunate dog he may happen to meet, pursuing the poor beast, and changing its direction just when it fancies it is to be let alone.

Boston wheelmen will have good railroad facilities for attending the League meet. The Boston and Albany Railroad will furnish a special car for the storage of wheels. They will side-track this car at Buffalo and place it under the especial control of the cyclists. The fare for the round trip will be \$10.88.

The club Dude is highly exercised over the project of admitting professionals to the League. "The ideaw" says he, "of admitting those fellows to the League; perfectly wediculous, yer know, I should certainly wesign." Messrs. Bassett and Ducker should bear this impending calamity in mind.

*Southern Cycler*.—Your kind mention of THE WHEEL in the June *Southern Cycler* was a complete *Surprise* to us. The only thing we regret is that you did not inform the dear public that our subscription price was \$1.00 per year. If we ever can, with justice, say a good word for you, we will certainly do so. Ta! Ta!

The Buffalo B. C. held its annual fifty mile road race on June 11th. Eleven bicyclists and one tricyclist started, the latter not finishing. The result was: Frank White, Rome, N. Y., first, time, 3h. 57m. 10s. (\$50 gold medal); Gideon Haynes, Boston, second, (\$40 gold medal); D. N. Milley, Buffalo, (\$30 silver medal); Albert Schrick, 0; and Chas. E. Gates, 0.

At the Spring race meet of the Omaha Wheel Club, John Hitchcock won the mile in 2.56 2-5s.; the three miles in 8m. 8s., and the one-half mile in 1m. 24 2-5s. Who is John Hitchcock? These professionals are oily fellows.

E. Oxborrow, who left Land's End on June 1st; in an attempt to beat the Land's End-John O' Groat's record, accomplished the journey in thirty-five minutes less time than the previous record, and this with bad weather, a delay to change machines, and a misdirection which caused him to go twenty miles out of his way.

In our advertising columns will be found a communication from Mr. Richard Garvey, who is desirous of obtaining a partner in his newly established bicycle business. His store has been enlarged, and will have a frontage of thirty and a depth of fifty feet, and with an active and enterprising man like Mr. Garvey behind it, a profitable business should be done.

The Kings County Wheelmen's race meet programme contained a well written history of the club from the pen of the popular E. K. Austin. The club was organized March 17th, 1881, by the following gentlemen: Geo. T. Brown, John Clark, F. H. Douglas, E. K. Austin, Alex. and Charles Schwalbach. On May 20th, the club secured its own rooms at 138 Division Avenue, which were used for two years. On March 19th of the present year the club moved to its present commodious quarters, where it will probably remain for some time.

According to the *Mail* some of the members of the Montreal B. C. will remember the Queen's Birthday for sometime. While out on a prolonged tour they stopped at an hotel over night, and in an attempt to drive dull care away they engaged in a pillow fight, during which the feathers flew and the covers were demoralized. The landlord, hearing the noise, locked up the house and approached the arena with a shot gun, accompanied by four of his help. The wheelmen were compelled to pay \$3 at the point of the gun, and to depart without breakfast.

FORT SCHUYLER WHEELMEN'S RACE MEET.—The annual race meet of the club will be held at Utica, N. Y., on June 30th and July 1st. The programme for both days is complete, and the racing is certain to be exciting. Ninety-one entries have been received, among them are the following: Webber, Illston, Finlay, Powell, Wollison, Kavanaugh, Rich, Baird and many others. Wheelmen going to the L. A. W. meet can make arrangements to stop off at Utica, where they will be certain of receiving a warm welcome.

The King's County Wheelmen's medals, which were exhibited at the grounds during the races, attracted many by their beautiful designs. They were made by Jens F. Pedersen of 13 Maiden Lane, N. Y., and fully bore out the reputation he has made himself as medalist. The watch used in timing these games was loaned by Mr. Pedersen. The L. A. W. championship second place silver "Souvenir" cut but a poor figure. We understand the cost of it was \$16.00. Some one is being fleeced just about \$12.00 on each

medal, and the sooner the League stops the circulation of such a prize the better for its business reputation.

The June issue of the *S. W. Gazette* contains an artistic double-page cartoon drawn by Copeland for the Pope Manufacturing Co. The centre is occupied by an outline map of the world, and representations of Thomas Stevens' trans-continental tour. The lower left hand corner represents the Canadian tourists crossing the Niagara Suspension Bridge. The upper corner pictures the Down East tourists coasting a hill. The upper right hand corner shows the start and finish of a twenty-four hours' ride, in which 200 1-16 miles were made on an expert Columbia. In the lower right hand corner is a picture of a "Columbia Repair Shop," which is closed for want of work. The cartoon is the most artistic that we have yet seen.

Bartholomew County Wheelmen's Coming Meet.—The second annual tournament of this club will be held at Columbus, Ind., on July 3rd and 4th. The programme is as follows: First Day—Five miles, one-half mile, state championship; two mile's handicap; one-half mile, boys under eighteen; one mile, 3.30 class; one mile, closed; one half mile, hands off. Second Day—Five miles handicap; half-mile heats; one mile time race, 3.29; two miles state championship; one mile, heat race; one-half mile novices; 100 yards slow race, one half mile tricycle; one quarter mile heats, and one mile consolation race. Prizes, gold medals. Entries close June 20th with John W. Clark, secretary. Fifty cents for each event. League members will be admitted to grounds free on presentation of their L. A. W. tickets.

"The editor (?) of THE WHEEL we find is graduating for a strait waistcoat. Poor fellow—not content with giving second-hand news, etc, in their half-a-dozen columns (for which our cousins are stuck 2 1/2 d.), they get off the line in nearly every paragraph. One item is quite new. We would like to know whether Cripps won the Tri. Races at the Surrey B. C. races; we were there, but didn't see any tri. race in the afternoon."—*Wheeling*, June 3.

It seems but yesterday we read in a conscientious contemporary a violent attack upon the American *Bicycling World* and an equally extravagant laudation of THE WHEEL. The latter paper having re-printed, with a long explanatory footnote, the Welsher's parody upon the "May Queen," the burden of which was "I've got the lead of the day, Tommy!" the noble English paper launches forth at THE WHEEL in a manner most charmingly characteristic. We can assure our American cousins that the opinion of their critic is in every respect as valuable and as generally respected here as its consistency entitles it to be. The advertising tout is not considered the very acme of reliability in journalism, however.—*Wheel Life*, June 10.

Thank you dear *Wheel Life*. Like you we noticed the change in *Wheeling's* sentiments toward THE WHEEL, but we could not account for it. You have opened our eyes, however. It certainly was the "Welsher's" poem. And so we have offended Thomas the toney one. Ha! Ha!



## ANOTHER VIEW OF THE "PROPOSED SCHEME."

*Editor of The Wheel:*—As the time approaches for the meet of the L. A. W. at Buffalo, I desire to make some suggestions that have occurred to me on reading the reports of the recommendations of a Committee appointed last February on the question of a League Organ or Gazette.

I notice that Committee (three of the five of whom reside at or in the vicinity of Philadelphia), substantially recommend that city as the place of publication. It is not strange that a majority of the committee under the above circumstances should think so, but I doubt if the members of the League generally can see or tell any reason why that city should be chosen over Boston, for instance, or Metropolitan New York. My judgment is that the League Gazette, which is to circulate throughout the United States, had better be published at the greatest commercial centre of the country and where facilities are amplest for the earliest acquisition of news, and for its speediest circulation when published, and New York city beyond question best fulfils these conditions. The importance of a connection with, and representation at New York is so fully recognized by the larger journals of the country, that all the leading papers of Philadelphia, Boston, Chicago, St. Louis, and other cities now have offices at New York.

I believe for the reasons I intimate that the organ of the L. A. W. can do more for the interests of cycling and wheelmen, if published at New York, than from any other city in the Union, and that the League, as a body, will upon due consideration come to the same conclusion.

The committee calling their report a "proposed scheme," say that "so far remote is the probability of any loss," they are astonished that the League should so long have delayed the publication of its own newspaper. Yet they are careful to explicitly provide for themselves a guarantee from the League against the possibility of a loss to their Stock Company Publication Board.

They further propose that the Secretary-Editor shall be not only editor but the "business manager" and "publication agent," and that he shall travel about in the business interest, and after business for the newspaper, and that the League, (which cannot, as proposed, have a dollar's interest in the financial success of the "scheme" except in its own protection from loss), shall guarantee and bear his expenses for such purposes.

How, tell me is Mr. Secretary-Editor to properly perform all the legitimate duties of his offices as editor and secretary with 4000 to 5000 official letters a year to reply to, and with all his other duties still find time to act as treasurer and business agent of the Publication Board of the proposed Stock Company, and attend to the business of publishing and making profitable a League newspaper issued at a very low rate, and do this so that the League shall neither be called upon to make good its guaranty, not only "against loss" but even the payment to the stockholders of the "proposed scheme" Stock Company two semi-annual dividends of twenty five cents each on their five dollar shares.

Now as to the organization of this Publishing Company under this "proposed scheme." It is provided that "a committee to consist of the President, Vice-President, Secretary and Treasurer, together with the chief consuls of each state having a division (all but one non-resident), shall form themselves into a stock company for publishing this proposed paper, and when so formed, shall be called the L. A. W. Publication Board, and this is to be done under the laws of the State of Pennsylvania—of course, for is not Philadelphia in that State. Now can a Stock Company be organized by non-residents of the State, and can non-residents control it after it is organized, and if all this is lawfully possible could the business of such a corporation, under its charter, ever be transferred to any other State if it should hereafter be for the interests of the League its god-father and guarantor, that it should be so transferred.

Further, this "proposed scheme" provides that from the non-resident League official stockholders (of one share each *pro tempore*) a "Publication Committee" shall be elected, but that the Secretary-Editor "shall have the power to appoint such assistants as shall be necessary" in this publication business, and he shall act as treasurer to the board, and shall perform all the duties that usually devolve upon (both) an editor and publisher."

Further, however, "The Executive Committee of this close corporation shall have general charge of the publications of this Board and of its finances." Ah! who are this new committee, this Executive Committee? They are not the "Publication Committee." Who appoints this Committee? The "proposed scheme" does not state how this Executive Committee is created, nor by whom. The report further says they shall have power to approve or annul any or all the actions of the Secretary-Editor." So they might, while he acted simply as secretary or possibly as editor; but this "Executive Committee" could not annul the liability of the company or that of the League, its guarantor in any contract involving liability when once made by their fully authorized Secretary-Editor in his lawful capacity as "publishing agent," with "full control in all departments," for the purposes of the business of publication as provided in the reported "proposed scheme."

Now let us look at this whole matter squarely. To publish such a paper as is proposed involves an expenditure of some thousands of dollars in an office, and thereafter from the start an expenditure of something between one hundred and fifty to two hundred dollars per week for each issue of the paper, at least, until by the best of good management a list of permanent advertisers could be obtained to help on these expenses.

Who are the persons that are to put up this money? Who are the real moneyed stockholders in this "proposed scheme?" How much stock are they going to hold to insure the necessary cash, working capital, and on what amount of cash or watered capital stock, as the case may be, is the League asked and recommended to obligate itself and to guarantee two semi-annual dividends per year to the stockholders? Who are they, that after entering into this "proposed scheme" with their

money, for what they as capitalists can make out of it, are so timid as to the result, that beside requiring a guaranty of dividends they still further ask for a guaranty against loss. We don't believe the League is ready to assume a risk which the fathers of this proposed scheme wish to escape.

The truth is it is no part of the purposes or business of the L. A. W. to in any way become a party to any "proposed scheme" as a publisher, even of "its own newspaper." Experienced, reliable parties are ready to publish the League Gazette in such liberal manner and style as to fully meet all the requirements of the League, and are now offering to do so at less cost per copy to the League members than is demanded of them by the "proposed scheme" even when carried on under a guaranty against loss.

It is hinted that the parties at the bottom of this proposition are contemplating the getting out of a first specimen number of their Bulletin for exhibition at the Buffalo meet, to show how they would do it. Surely there must be lurking somewhere—a "cat in the meal"—to induce them to think of going to such trouble and expense to further the "proposed scheme." On the whole I think the League will be safe in keeping out of the affair altogether.

The multitude of objections to it has led me into writing much more than I intended. I am, yours, against all entangling alliances.

A LOYAL MEMBER.

## BUFFALO B. C.'s. NEW HOME.

Their new club house, which will be opened just before the League meet, ranks among the most complete buildings designed for club use. The house, which was built one year ago as a private residence, stands on Virginia Street. It is a comfortable looking structure, of a light drab shade, with brown trimmings, surrounded by piazzas, which overlook a lawn.

Entering the broad carpeted hall, one passes into a cosy reception room, the walls and ceilings of which are covered with a heavy gilt paper of artistic pattern. Silk curtains, with plush trimmings drape the windows, and around the room are arranged a dozen wicker and plush covered chairs, each of a different design. A green covered table stands in the centre of the room, upon which rests a silver ice-pitcher and four gold lined goblets. A few oil paintings and some bric-a-brac give a pleasing appearance to this room.

In the rear of this is the billiard room, an apartment fifteen by twenty-two feet. It contains a table of the combination pattern. At the head of the staircase leading from the hall, is a small room richly carpeted and furnished with desks and book-cases. This is the library and Secretary-Treasurer's office. In front of this room is a large facing the street. This is the card room, but it is also supplied with checkers, chess, etc., to be used for recreation only. Another large room, opening of the hall, is the dressing room, to which is attached a complete bath-room.

Underneath the building is a cellar with stone walls and cemented bottom, kept warm and dry by a furnace. This is for the storage of wheels in winter.

## HUB HAPPENINGS.

I have been carefully looking around during the past week in the endeavor to find who is going from Boston to the Buffalo meet. I have not been very successful, a half-dozen being about all that I can find. As is well known Boston was four years ago the head centre of the League. But after the Chicago meet in 1882, League stock went away down below par, and has not since risen much higher. That trouble at the Chicago meet was most unfortunate for the League interests hereabouts, and I fear that it will be several years yet before its effects have entirely disappeared. The withdrawal of the Boston club from membership did the League incalculable injury. How can it be expected that the wheelmen of Boston will take an interest in an organization to which their oldest and most wealthy club refuses any support, and in which its other club takes so little interest as not to even recommend a ticket for the election of state officers? When I ask an unattached rider why he does not join the League, the chances are that he will reply, "Oh the League is no good. What's the use of my belonging to it? The Boston club don't belong, and the Massachusetts wouldn't, were it not for Colonel Pope." That's the way they look at it, and I assure you that it is exceedingly difficult to convince them that they do not look at the matter in the right light. I am a firm advocate of the League, always have been, and probably always will be. While I am aware of the fact that the League has as yet accomplished but little, I feel sure that it will in time do something, and am therefore content. There are many, however, who are not content with the prospects of the future, but want to know of some immediate and direct benefit. Of course that is not the proper spirit in which to consider the matter, but as I said before that's the way they look at it.

I have attended three of the League meets and have had such a good time at each, that I would not miss attending the Buffalo meet for a good deal. From all that I can learn of the Buffalo wheelmen I judge that we are to receive hospitable treatment at their hands. I remember distinctly the first League meet that I attended. It was held in Boston, and I had been a rider scarce two weeks. I, of course, at that time, belonged to the great unattached, and consequently made my appearance well in the rear of the line of parade. I had no cycle suit then, and after much thought decided that the most artistic and becoming costume that I could get up at such short notice would be a straw hat, a white flannel shirt with blue trimmings, and a pair of long pants with the addition of corduroy leggings. I had a pair of knee breeches, but was compelled by modesty not to appear in them. I have now no more (development) right to appear in long stockings than I then had, but the experience of "that day made me ever after set aside the behest of modesty when she wanted my pedal extremities wrapped up, while a wheel." The way I suffered from the heat during that parade was something awful. Why, I was hotter—well hotter than I was a few days since, when I was foolish enough to take a 25 mile ride, dressed in one of the new League uniforms. That the new uniform is dirt and wear proof, no one will deny, but



why the cloth should have been made so heavy, I fail to understand.

I had a friend in the Boston parade who suffered even more from the heat than I did. He intended riding in his every-day clothes, but on the morning of the parade he was informed that if he did so the people would think he was a novice. Of course he could not allow the populace to be deceived by any such false impression, so he went down town and purchased a pair of leggings and a flannel shirt. Having no convenient place to leave his coat, he concluded that it would be just as well to put the shirt on over all. He accordingly tucked it all in nicely and robed thusly, kept bravely in line for five miles, when he was led gently homeward by some sympathetic friends.

I will never forget that parade. Before it began I concluded that I was a pretty fair rider; before it ended I thought that I—simply wasn't. Although it was my first appearance on the road, I had ridden a good deal in Pope's rink, and was so expert that I could ride three consecutive times around the hall without adding another scar to those memorable posts, or extracting a splinter from the venerable fence. For my mount I had the choice of a cone bearing English machine and a Mustang. I chose the latter, because it had parallel bearings, which I was informed was unequalled for ease of running. I subsequently found this to be only too true. I had no trouble in reaching the place of meeting, and on arriving there was assigned to a position in the line about a mile distant from its head. Here in company with a score or so of other unattached riders, a very pleasant hour was passed sitting on the curb stone and watching with undisguised admiration the performances of a pretty youth with blond and curly hair, and wearing on his arm a beautiful broad purple ribbon, thus showing him to be a person of much importance (!) He would ride at full speed up and down the lines, sometimes with his arms folded, again with one leg over his 12 inch handle bars, and doing many equally wonderful feats. He was finally called away by the division commander, much to our regret.

Finally the parade was started. After hopping a block and taking a semi-header I found myself comfortably seated astride my Mustang, and riding in fine style down the avenue. It was a beautiful spectacle presented by those 800 wheelmen as they moved in columns of two or four down the broad avenue, dressed in uniforms of variegated hues and mounted on wheels that dazzlingly reflected the bright sunlight. It was a sight not soon to be forgotten, and one which has not, I think, since been equaled. The day of the bright and gay cycle costume is past, and necessarily so is that of the brilliant bicycle parade. The delegates from Waybackville may bring to the Buffalo meet some aesthetic costumes, but they are not likely to compare with those of the Boston meet.

I hope that care will be taken at the Buffalo meet in the selection of pace makers. Those that led the Boston parade were evidently selected for some reason other than their fitness for the position. Perhaps they were selected for the purpose of testing the paraders' capabilities as racers, slow riders, and stand-stillers. If so the object was accomplished admirably. There were

not many among the unattached who could stand still, and the way scores of riders would go down upon one another was blood-chilling. We went along fairly well until we reached the long and steep hill on Chester Park. We rode up all right, but coming down the other side the "unequaledness" of my bicycle's parallel bearings began to show up, and the more I tried to go slow, the faster went the Mustang down through that mass of wobbling unattached. How we ever went through without a collision I never knew. Beyond frightening half-a-dozen riders out of their saddles and dumping as many more on the horse car rails, no damage was done. By the time we reached Columbus Avenue the other divisions were half a mile ahead of us, and the way we sped over the concrete must have astonished the on-looking thousands. At the height of our speed my friend's straw hat blew off, and in his vain endeavor to grab it he swerved his wheel to one side, causing the bicycle's backbone to ascend at a right angle, himself at an acute angle, while those behind descended in all sorts of angles, building as pretty a mound of flesh and steel as could be desired. That was as far as I rode with the parade, I having concluded that I would go home for a rest. In spite of all I enjoyed the day immensely, and if I have as good a time at Buffalo I shall be satisfied.

The four day's Portsmouth tour of the Massachusetts club did not prove the success expected. Only twelve started and five of these dropped out, leaving the following, who rode to the finish: President H. W. Williams, George Main, H. E. Parkhurst, W. H. MacCormack, E. R. Lowe, J. A. Chase and C. H. Newell. The route of the tour has already been published in these columns. The roads were very poor, but being all good riders, a lively pace was maintained. President Williams says that he never led a stronger set of riders. Captain Shillaber had charge of the party for the first day, but he was then obliged to return home and the command was given to President Williams. The party were very hospitably entertained at Portsmouth by President Hazlett and the Rockingham Bicycle Club. The best "incident" of the tour happened at Hampden beach. The wheelmen were riding along a rough country road in single file. The novel sight attracted the attention of a cow stationed in a pasture near the roadside. The cow desired a closer inspection, but a long rope restrained her. As each wheelman passed the cow made a plunge at him. When she had made four of these plunges the rope which restrained her, broke, and she was free to inspect the cycles. The wheelmen decidedly objected to being inspected by her cowship, and, as the cry went down the line, "The cow is loose," the leaders bent over their machines and set out at a tremendous pace, heeding not the rocks or ruts in their wild efforts to escape. The cow kept close behind, with rearing tail and horns, and continued the chase for nearly half a mile, when she became wearied and withdrew. The wheelmen say that they never before rode so fast, and the hindmost rider says he never before experienced so much consolidated agony as he did while that cow bellowed close at his rear wheel. The distance covered the first day was 46 miles, the second 40, the third 42, and the fourth 50; total, 178.

The Fitchburg and West Shore roads have made a further reduction to wheelmen who attend the League meet at Buffalo. The schedule of rates is now as follows: Boston to Niagara Falls and return, \$12; Fitchburg to Niagara Falls and return, \$11; Worcester to Niagara Falls and return, \$11; Providence to Niagara Falls and return, \$12; Greenfield to Niagara Falls and return, \$9; North Adams to Niagara Falls and return, \$8.80. The fare one way will be \$6.75. The tickets can be purchased in Providence of W. H. Church, Weybosset Street; in Worcester of G. Y. Lancaster, opposite the Post-office; and in the other cities at the depots.

The Pope Manufacturing Company will present the winner of the Boscobel 50-mile road race, which occurs on the 27th inst., provided he rides one of its machines and breaks the 50-mile record, one of its new Columbia Light Roadsters. As Rowe is to ride a Columbia there is reason to believe that the company will be called upon to make their offer good. It is reported that Rowe went over the course one day last week in 3h. 33m., which is a long ways better than the present record. The course has been carefully measured, and is so laid out that it will be impossible for the riders to cut off any of the distance. About a dozen entries have been received. C. S. H.

Boston, June 22d, 1885.

## KINGS COUNTY WHEELMEN'S LAST LAP.

Of all the enjoyable "Last Laps" last Saturday, we appreciated none more than the one which came off at the club house after the races, and in which we had the honor of being not merely spectators, but participators. About thirty or forty people adjourned to the K. C. W.'s club rooms at 169 Clymer Street, soon after the races were finished. After sauntering through the parlor and wheel rooms, a spread was given in a side room, and very acceptable it proved after the excitement of the afternoon. The jolly crowd simply made things hum for a while. Salads, lemonade, coffee, cream and other light refectations disappeared with remarkable rapidity. After the crowd had satisfied the inner man, gags and chestnuts went round and then Mr. R. F. Hibson, the genial President of the K. C. W., called on the wheeling lights present for speeches. As usual, every man called upon was "unaccustomed to public speaking," notwithstanding which, each managed to say something peculiarly appropriate, and nearly all were greeted with cries of "More, more, more!" which we will charitably hope were sincere. Mr. Bidwell congratulated the K. C. W. on its successful meet. Mr. O. G. Moses, President of the Ixions, spoke of the great pleasure he had derived from the meet and the "last lap," and hoped the Ixions would be able to return the compliment, "some day." Mr. F. M. Price, Captain of the W. A. C., spoke of the fraternal feeling which he perceived to exist among wheelmen, and hoped that in time this would extend throughout athletic clubs, and between wheelmen and athletes. Mr. F. P. Murray, amateur champion walker amused the crowd by his whimsicalities, and then Mr. Fred. Jenkins, representing New York, so the chairman said, had something to say in a general way, and sat down amid cries of "More!" Mr. E. P.

Baird, who has recently returned from New Orleans enlarged on the good fellowship found among Southern wheelmen, and on the excellence of the New Orleans roads. The club lights next loomed up. Capt. Ed. Pettus, the boys' man, so called from the attention he receives from the Brooklyn small boy who "yells" unceasingly, "Go it, Eddie!" when he is racing, and who greet him on the road with "Dere goes Pettus," had something to say about the efficiency of the officers of the day. He was followed by Chairman Schwalbach and President Hibson, who wound up the affair with a neat speech. After a half hours' discussion of the races, we left the K. C. W.'s comfortable rooms, with nothing but the most pleasant recollections and a superabundance of sundry indigestible concoctions.

## SOME ENGLISH RACING NOTES.

The Brixton Ramblers held their sixth annual race meet at the Crystal Palace track, London, on Saturday, June 6th. M. Webber (20 yards) won the second heat of the mile bicycle handicap, in 2m. 49 3-5s., and the first heat of the second round in 2m. 46 3-5s. Final heat, won by thirty yards, time, 2m. 46s. The next event was a two miles scratch time race. There were three heats, and the prizes were awarded to the three men making the fastest time. Webber won in 5m. 55 2-5s. Webber, who, we understand, comes from the Isle of Wight, has been riding in London less than a month. He should win the one-mile championship, which was to be run on June 13th, but as he had not entered in time, he is not qualified to start though we think he will be allowed to come to the scratch. In the final heat of the mile, Webber rode from start to finish like a true sportsman, although he could have won in much slower time. The first mile of the two miles was ridden in 2-45 3-5s.

The Speedwell B. C. held a meeting on the same day. W. A. Ilston won the fourth heat of the first round in 2m. 46s. and the final in 2m. 44 1-5s., beating the record for the track by 4-5 seconds. The ten miles scratch race for the Speedwell challenge cup was won by R. Chambers in 32m. 2 3-5s., beating W. F. Ball by a dozen yards. A five-mile inter-club race was won by E. M. Mayes of the Surrey B. C., in 15m. 14 1-5s.

On May 25th, Mr. Lawrence Fletcher left Land's End for John O'Groats, on a Humber tricycle, in an attempt to beat A. Nixon's record, viz., 8 days 11 hours 15 minutes. The weather and roads were in the worst possible condition, but Fletcher beat the record by 6 1-2 hours.

F. W. Gibb won the thirty miles road tricycle championship of the Edinburgh T. C., on June 2d, in the fast time of 2 hours 11 minutes.

The postponed meet of the Chicago Bicycle Track Association will be held on July 25th, and not on August 8th, as was stated in previous commencements. Entries made for the May 30th meet will hold good for the postponed meet, but the list has been reopened and entries will be accepted till July 18th. Address, N. H. Van Sicklen, 2 Adams Street, Chicago, Ills.



KINGS COUNTY RACE MEET.

There is a certain pleasure, a sort of after-glow, in writing up the third annual race meet of the Kings County Wheelmen, and this pleasure is deepened by the fact that we have nothing but an unqualified success to chronicle. A pleasant trip across the Bridge, and a short ride last Saturday afternoon through the cool and tree-lined streets of Brooklyn, brought us to the Williamsburgh Athletic Club Grounds at DeKalb and Classon Avenues. Crowds of ladies and gentlemen were passing through the gate, and we joined them and shortly found ourselves in the midst of a brilliant scene. The grand stand was filled with ladies and gentlemen, the former in light and picturesque summer costume, and the uncovered seats had almost disappeared, a small hill of male humanity occupying them—in all about two thousand people. Leaving this busy scene, for people were still bustling in, we passed behind the grand stand, across the cherry-treed grass plot that surrounds the Williamsburgh club house, and entered the dressing-rooms. Here the racing men were going through all their different preparations. The room is under the grand stand, unventilated, of inconvenient form and crowded with old lumber; in fact a very uncomfortable place on a warm afternoon for any one, much less an excited, perhaps nervous, competitor. Passing through the passage which connects the competitors' room with the grounds, and in which men coming and going often collide, the bright light of the field rendering them semi-blind, we enter the press stand, and during the fifteen minutes that intervenes before the commencement of the first race (3.45 p. m.), we take in the picture. The day is perfect for the spectators; sunny, with the thermometer about 85 degrees, and a pleasant breeze cooling one, whenever a disposition to become hot is about to manifest itself. Towards evening the wind became gusty, and at one point of the track where it had full sway, the competitors came near doing the stand still act. The path is of cinders, five laps to the mile, with necessarily short turns, and unraised corners. It was in the finest possible condition, as perfect in fact as a path of its composition could well be made; and it was not until far on in the afternoon that it presented any signs of giving, when the continual rounding of the curves brought out two soft patches about a foot square. The wooden border was whitewashed, and everything about the grounds betokened neatness, perseverance and skill. The track is overlooked by trees, and further back, by private houses, the inmates of which failed not to avail themselves of the opportunity to take in a free show, and judging from the numbers that filled the windows and hung around the edges of the roofs, one would think that they had also invited their "sisters and their cousins and their aunts" to take it in. To one of a poetic temperament, a picturesque church, with its hourly bell-ringing, added not a little to the *tout ensemble*.

The management was perfect, and if this word is taken at its full value, we can add nothing more. The races commenced at 3.45 p. m., and each race was run off at the time announced for it. One flaw on this otherwise perfect gem was the band. We have been charitable and called it a band, though to

our dying day we devoutly believe that we shall never know what it really was. It was a base delusion, etc. It perpetrated dead marches and discordant phantasmagorias on the assembled multitude; but they wilted not and all went merry as a funeral knell. The racing was fast and furious, a perfect succession of driving finishes, often bringing the crowd to its feet. The shout that rent the vast concave of heaven (please note the poeticism) when Rich won the three-mile championship, was worthy of the people of that olden town, who assembled on a hill one summer morning, and at a given signal sent up a cry to heaven, to see just how much noise they could make. The times made in most of the races were a revelation to people in this vicinity, but they are fully discussed below.

The Committee on races was: Chas. Schwalbach, Chairman, T. C. Crichton, John Day, Eph. Johnson and E. W. Candidus. Too much praise cannot be given to these gentlemen. They cannot receive the spontaneous plaudits of an enthusiastic crowd, but those who have "been there" can appreciate the perseverance and hard work that is necessary to "run off" so successful a meet. The Chairman was here, there and everywhere. He is a veritable Ducker. This is the highest compliment we can think of just at present. The officers of the day were: Referee, Geo. R. Bidwell, Citizens; Judges, O. G. Moses, Ixion, and R. F. Hibson, K. C. W.; Dr. N. M. Beckwith who was to officiate in this capacity was absent. Timekeepers, Fred. Jenkins, Citizens; Wm. H. Austin, K. C. W., and E. W. Johnson, Hudson County Wheelmen. Starter, Walter G. Hegeman, W. A. C. Clerk of course, F. M. Price, W. A. C. Assistant Clerks, H. W. Saegendorf, Hudson C. W. and K. C. Tredwell, K. C. W. Scorer, E. K. Austin, K. C. W. Assis't Scorers, F. E. Snider, W. A. C.; J. M. Sorzano, Jr., K. C. W., and T. B. Hegeman, K. C. W. Umpires, A. W. Guy, L. I. W.; H. R. Elliott, Brooklyn B. C.; Ed. Pettus, K. C. W.; and H. B. Rich, S. I. A. C. Official handicapper, G. D. Baird, Olympic A. C.

One-half mile novice; first rounds, first and second in final heat. First Heat—C. E. Kluge, Hudson Co. W. 1m. 35 1-5s.; H. U. Donald, Ixion B C, by five yards; F A Phillips, Harlem Wheelmen, by ten yards; E M Devoe, Mt. Vernon B C, by fifty yards; O L Moses, Ixion B C, fell on first lap. Kluge who rode a "Star" was in the ruck till the last half of the last lap when he moved away and won easily. Moses ran into the outside border for some unaccountable reason, and though he escaped injury himself, his machine buckled and presented but a sorry sight. Second heat—F B Jones, B B C, 1m. 37s.; W G Barnard, Riverside Wheelmen, by two yards; A Pringle, Ix. B C, by a foot; B C Fuller, Mt. Vernon B C, out at one lap. Pringle led at the first lap, but had to give way to the others on the run home. Final heat—Kluge, 1.37; Barnard, by five yards; Donald, by a yard; Jones, close up. A good race from start to finish. The way some of these men rode spoke volumes for the stanchness of the machines and the skill of the riders in maintaining their seats.

Two mile handicap—A B Rich, K C W (scratch) 6m. 20s.; W E Christ, Capital B C Washington (25y.) 6m. 21

3-5s.; L J Kolb, Young America C C, Phila. (75y.) close up; H S Kavanaugh, Cohoes, N Y (scratch), 0; N P Tyler, New Haven, Conn., (15y.), 0; C F Haven, Newton, Mass. B C (50y.), 0; M L Bridgman, K C W (110y.), 0; E C Parker, Harlem Wheelmen (130y.), 0; T R Finlay, Smithville, N J (25y.), and E E Perkins, Poughkeepsie, N Y (100y.) stopped at one mile; E W Candidus, K C W (130y.) and E Valentine, Mt. Vernon Wheelmen (75y.) stopped. This was a grand field both in numbers and quality, in fact one of the best ever seen around New York. Rich started at a great pace, closely followed by Kavanaugh and Christ, the "man from Washington," and the favorite. Before half the distance had been ridden the two scratch men and Christ were third, fourth and fifth respectively. Rich turned around and surveyed his field, and then put in some more work, passing the mile post in 3m. 43-5s. This is the fastest mile ever shown a local audience, and it is certainly as good as 2m. 45s. on a Springfield or New Haven track. Kavanaugh and Christ now moved forward and led at one mile and three laps. Kolb, Parker and Bridgman were the only long start men who were now showing to advantage, Rich's cyclone having disheartened most of the others. When the bell told last lap, Rich put it on, passed the others as if they were tied, and was never after in trouble. The time, 6.20 was excellent. Last year Maxwell won this same event from scratch in 6.49. Rich with 110 yards start was but third. Considerably improved, isn't he? The performance of Christ's was worthy of the reputation which he has gained within the last month. He had never ridden on the track, which is certainly a disadvantage. After the races he told us that he had been suffering from cholera morbus, and his sallow complexion certainly bore testimony to the fact. So sick was he after the race that he refused to start in the three mile championship.

Half mile novice, members of the K. C. W. who have never won a race—A. N. Comes, 1.39 2-5s.; T. C. Crichton, by eight yards; H. E. Milner, by ten yards; R. J. Knox, 0. An uninteresting event. At the signal to start, two men immediately indulged in headers, and the rest were called back. Knox has a fever-and-ague style, rattling along on his machine at a great rate.

Three mile, L. A. W championship—A. B. Rich, K. C. W., 9m. 41s.; George E. Webber, Smithville, N. J., by a wheel; H. S. Kavanaugh, Cohoes, B. C., by fifty yards; H. J. Hall, Jr., K. C. W., out at two miles; Lewis B. Hamilton, Yale College, B. C., out at two miles three laps. The following had entered but did not compete: Kolb and Christ, J. Powell of Smithville, and E. P. Baird of New York. This field was of high enough class to make a close and exciting race, and as Rich, Hamilton, Hall and Webber took a snail-like preliminary around the track, they were critically eyed. Hamilton had the pole and led around the first turn, with Rich, Kavanaugh, Webber and Hall in the order named. The men feared Hamilton, and they seemingly had resolved to cling to him. On the second lap the Cohoes man led, the order of the others remaining unchanged. On the final straight of the first mile, the blooming face of the Smithville Hercules was shot forward, and the "Star" passed the mile point in 3.22 3-5. Webber

kept up his spurt, and the rest of the field chased after him, and all went shoving through the air at a great space. Kavanaugh, who by the way, was foolishly riding wide, loosing at least ten yards on each lap, now came forward, and at one mile and two laps he was fifty yards ahead of the field, and looking very much like a winner. But the "Star" man began to jump, and closely followed by the rest of the field, Kavanaugh's lead was soon reduced. Webber led at two miles in 6.27 1/2, having ridden the second mile 3.04 9-10s. Rich was immediately behind him, with Kavanaugh thirty yards back and Hamilton 150 yards behind. Hall dropped out at two miles and Hamilton followed his example three laps after. He seemed to have no go in him, and his defeat was unaccountable, though his severe fall at New Haven two weeks ago, and the sharp curves may have had something to do with it. The race till the last lap showed nothing unusual. Webber breaking the wind for Rich. When the bell rung for the last lap both let out a link, Webber showing the way down the back stretch, with Rich slowly overhauling him, eventually catching him just at the top of the home stretch, about 140 yards from home. Here the great struggle commenced, but Rich was a wheel the best of it at fifty yards from home, and he kept this advantage to the tape, Webber making him do his merriest to win. The crowd fairly went wild with delight at the victory of our local crack. Rich is a vastly improved and improving man. He was a mere novice last year, though he showed up well in the fall, doing about 2.52 on a roadster at Springfield. He sheds glory on no less than three localities, residing at Staten Island, working every day in New York, and training and spending his leisure time in Williamsburg. He will make the cracks go at Hartford and Springfield, this fall—that is, if his ambition doesn't drive him stale.

Exhibition run by the trackmaster—Jack McMaster's—dog "Tommy." Thomas was conveyed down the track by his handler, giving vent to this indignity by a series of operative selections in high C. The signal was given, and the crowd saw a 100 yard streak of white dog. He ran the hundred in 7 1-5s., and subsequently 125 yards in 8 2-5s. and was rewarded therefore by the gift of a large rag which had been shaken before his optics to induce him to run.

Three miles handicap—C. F. Haven, Newton, Mass., B. C. (100y.) 9m. 35s.; H. S. Kavanaugh, Cohoes, (35y.) by 70 yards; L. J. Kolb, Phila. (125y.) out at 2m. 3 laps; M. F. Bridgeman (175y.), and E. W. Candidus, K. C. W. (200y.), out at two miles, one lap; W. E. Christ, Washington, D. C. (40y.), finished eight yards behind first man, but was disqualified by the referee, his starter having pushed him over the line and ran at least twenty feet, pushing the machine. This was also a fair field, and the men presented a splendid appearance as they wheeled around the track. Parker (200y.) led at the mile in 3m. 4s., with Haven, Christ and Kavanaugh close up. At two miles Kavanaugh led in 6.23, closely followed by Christ, with Haven third. The rest of the field now began to drop out, and Kavanaugh dropped into third position, leaving Christ at the head of the line, looking all over a winner. But Haven was not



done with, and two laps from home he shot past Christ and had gained twenty yards before the latter was aware of it. A stern chase then ensued, but Haven crossed the line eight yards in advance. This performance of Christ's was most remarkable. Christ was undoubtedly unwell, and his 48 yards behind 9m. 35s., even allowing for the good push off, was certainly as good as the three mile championship time. He was certainly unfortunate in having an ignorant starter, but the crowd indorsed the decision of the referee, and Christ will certainly recognise the justice of it.

One mile without hands—T. R. Finley, 1m. 44s.; N. P. Tyler, by twenty yards. H. J. Hall, Jr., almost took a header and stopped at a quarter mile. We thought this race was a moral for Tyler, who is a good performer at this style of progression, but at the ringing of the bell, Finley literally walked away from him, greatly amusing the crowd by his contortion acts, in his efforts to propel his machine. On the evidence of some friends Tyler protested Finley for touching his handle-bar with his hands, but the umpires agreed that he had not and the referee rendered his decision accordingly.

Two miles, championship of Brooklyn B. C.—F. B. Hawkins, 7m. 4-5s.; F. B. Jones by fifty yards; E. Annan, Jr., distanced; H. H. Koop, Jr., stopped; T. W. Maxwell fell on third lap; man and machine now doing well. This was an uninteresting procession at best, and still more so after the brilliant events that had just preceded it.

Ten miles scratch.—Geo. E. Weber, Smithville, N. J., first; A. B. Rich, K. C. W., by two wheels; Lewis B. Hamilton, Yale B. C., by fifty yards; H. S. Kavanaugh, Cohoes, distanced; H. J. Hall, K. C. W., stopped; E. P. Baird, Olympic A. C., stopped on sixth mile. Hamilton appeared for this race clad in white. Baird cut out the pace with Webber second, Rich third, Hamilton, Hall and Kavanaugh. They maintained this order till the fourth mile, the times being 3.34, 7.01, 10.27 and 13.56. On the fifth mile Baird fell to the rear, leaving Weber in command, the latter passing the fifth mile in 17.22 2-5 and the sixth mile in 21.08. Baird dropped out to fasten a pedal, and rejoining the procession on the next lap, he again cut out the pace. A lap behind such company, however, made the case hopeless; and though going easily, he wisely stopped. Hall now took up the running and led till the end of the ninth mile. The time for seven miles was 24.51; eight, 28.24; nine, 31.57. Weber was close behind him and Rich shadowed these two, followed by Hamilton and Kavanaugh. The crowd enlivened things by the revised old political cry, "What's the matter with Rich?" "He's all right!" Every man in the race was given a cheer. Weber wheeled around the track smiling and seemingly enjoying the very sense of motion. Rich and Hall attended strictly to business; the latter curved over his big wheel, never seeming to care where his opponents were. When the bell rang, Weber sprang away, followed by Rich, and such a spurt we never saw before. He fairly whizzed around the track with Rich after him like a greyhound. Down the back stretch they flew, leaving Hamilton farther behind at every stroke. Turning into the homestretch the two were even, but Weber exerted every fibre in his body and,

maintaining his spurt longer than Rich, he beat him two lengths in the last hundred yards. It was a grand and daring piece of riding, something not soon forgotten. This evened up his defeat by Rich in the three miles, and his victory was very popular.

Thus ended one of the most pleasant and completely enjoyable afternoons that we have spent in a long time; and we have no doubt but that the spectators were fully as satisfied, if not more so, than were we, although they did not participate in the "last lap," which was run off at the club house immediately after the races, and of which a few notes may be found elsewhere.

## TROJAN WHEELMEN'S RACE MEET.

The Spring Race meet of this club was held at Rensselaer Park, Troy, N. Y., on Thursday afternoon, June 18th. The weather was beautiful, and a large crowd, including a number of ladies, was present.

The races commenced at three o'clock with a one mile club race—E. B. McMillan, 3m. 36½s.; Two miles open, H. S. Kavanaugh, Cohoes, 7.04; G. R. Collins, 9.26. One-half mile, W. J. Wyley, 1.40½; three miles, H. S. Kavanaugh, 12.44½. One mile club, W. S. Wyley, 3.20 3-4. One mile open, H. S. Kavanaugh, 3.17¼. A. P. Dunn, 3.21½. Three miles, club championship—W. J. Wyley, 11m. 49¼s.; E. B. McMillan, 11.50½.

After the races, a banquet was served at the rooms of the club. The profit on the meet was about \$200.

## THE ANGLOMANIAC.

Have you seen the Anglomaniac? No? Then let me tell you of him. He is the greatest fraud that cycling, great sport that it is, has produced. He has been abroad, partly on pleasure, partly on business; so he tells you, although the principal business that he possesses is a certain aptness in dissipating his father's cash. He is generally young, and almost always one of the "Pa's rich and ma don't care" sort of gillie.

After being snubbed for a month or two by the English cycling celebrities he returns to his native heath, brim-full of angloisms, cycling lore, roads, tandems, etc., and with a most unaccountable horror of everything American. He no longer walks, but simply floats along the thoroughfare with an inelegant and oscillating amble. Sometimes a huge walking stick accompanies him, and he often sports a short wooden pipe.

If he happens to come across you at any hour of the day, and you generally meet him when in a hurry, he stops you and begins on his beloved cycling. He obtains an opinion from you, and then volunteers the information that you are wrong, that the English don't do it that way, and you find yourself wishing him and his English at the equator.

Another of his traits is the supreme contempt with which he regards the domestic wheelmen. We know a specimen of the Anglomaniac. He called at our club house the other night. In fact he has the run of all the club houses in town, though a member of none of them. We found it necessary to introduce to him a friend who had dropped in to see us. He immediately seized

on him and gave him his English experiences, which he had retailed at least fifty times over, and which are his only conversational stock in trade. After a while our friend and ourselves rose to go, and on shaking hands with the Anglomaniac our friend passed the usual: "I'm happy to have met you, Sir." "Oh, don't mention it," responded the conceited beast, waving us on with a patronizing air.

Fortunately, there is a refreshment saloon near the club, and after we had sufficiently revived, our friend said that he really was glad to have met the Anglomaniac. He had learned how assinine a member of the human family can become.

## FROM NEW YORK TO BUFFALO.

The following circular has been issued by the Transportation Committee: NEW YORK, June 20th, 1885.

DEAR SIR: In order to facilitate the transportation of wheelmen to the "Meet" at Buffalo and return, it is necessary for me to know how many intend going from New York city and vicinity, or will make New York city their starting point. I trust that you will let me know at your earliest convenience if you intend going to the "Meet," and will take advantage of the arrangements I have made as stated herein.

The train arranged for, via New York, West Shore & Buffalo Railway, will leave foot of Jay Street, N. R., and 42d Street, N. R., at 6 p. m., July 1st, arriving in Buffalo at 6.20 a. m., July 2d, giving ample time for securing hotel accommodations and breakfast before the business meeting convenes. Jersey City wheelmen can take the West Shore "Annex" from the P. R. R. depot.

Tickets for the round trip, good to Buffalo, Niagara Falls and return, will be sold at the reduced rate of \$7.50, Pullman Sleeping Car berths (if desired) \$2.00 extra. The above price includes transportation of bicycles free. Members, if they so desire, can send the amount necessary to me, and I will procure ticket and sleeping car berth, and promptly forward. Otherwise, I will forward, on application, a certificate, which, if presented at the New York, West Shore and Buffalo Railway office, 363 Broadway, New York city, will secure a ticket at the reduced rate.

A special train service will be made for our convenience, and this will be a great advantage to all. The Albany delegation in their special car will join us at Albany. It is earnestly desired that you reply to this at your earliest convenience.

Yours fraternally,  
GEO. R. BIDWELL,  
For Committee.

## THE MOOSEHEAD BAR HARBOR TOUR.

This bicycle tour, the third which F. A. Elwell has conducted through portions of the Pine Tree State, will start from Boston by the Eastern R. R., at 7.00 p. m., July 17th, and will occupy eleven days. The bicycling part of the tour is a straightaway ride of 150 miles from the great Moosehead Lake, to the fashionable and beautiful summer resort of Bar Harbor, Mt. Desert. A day and a half each is devoted to Moosehead, Bangor and Bar Harbor. At Moosehead the party will indulge in fishing, canoeing, the climbing of Mt. Kineo, and a sail on the Lake at Ban-

gor. The Pine Tree Wheel Club has made arrangements to entertain them with races in Maplewood Park, short runs out of the city, and a grand moonlight sail on the Penobscot, Maine's largest river. At intermediate points, Monson, Dexter, Elsworth, etc., social hops with the young people of the various places are arranged for, while Bar Harbor will present so many attractions that the time of the tourists will be more than occupied. The day sail up the Maine coast from this place to Portland, is unsurpassed in the world. The average distance traveled per day on the wheel will be about twenty miles, as the idea of the tour is not long runs, but a leisure stroll a-wheelback with pleasant companions and with plenty of time to view and enjoy the interesting country through which the tour extends.

The following is the programme for each day of the tour:

Friday, July 17th, take train at Boston, at 7 p. m., arriving at Moosehead Lake in time for dinner the following day. Saturday afternoon and Sunday will be devoted to sailing, rowing, canoeing, fishing, climbing Mount Kineo, or in whatever way desired. Monday, July 20th, sail down lake, mount wheels at Greenville, and ride to Monson. This will be a short ride of sixteen miles, as the road leads over the hills. The scenery along the route is classed with the finest in Maine. Monson will be reached in time for dinner, and the afternoon devoted to visiting the numerous State quarries, the most extensive in New England. Tuesday, July 21st, ride to Dexter, sixteen miles, where a dance will be arranged here for the evening. Wednesday, July 22d, ride to Bangor, thirty miles, dinner at Kenduskeag. Roads very good, and the distance will be made with ease. Bangor is a beautiful city of 17,000 inhabitants, situated on both sides of the Kenduskeag stream, and at the headwaters of the Penobscot. Social evening with members of the Pine Tree Wheel Club. Thursday, July 23d, forenoon run to Pushaw Pond over a fine road, or to the Indian village of Oldtown. In the afternoon a series of races in Maplewood Park under the auspices of the Pine Tree Wheel Club, who will offer suitable prizes for the various events, such as state championship, visitors' race, and free for all. Maplewood Park is the best in the State, with a hard clay track, which will be put in first-class condition for this occasion. Moonlight sail in the evening on the Penobscot. Friday, July 24th, ride to Ellsworth, 28 miles, over a fine road, dinner half way. Night at Ellsworth. Saturday, July 25th, ride to Bar Harbor, thirty miles, the fashionable seaside resort of Maine. Here the party will put up at one of the numerous fine hotels, until the following Monday, thus affording time for excursions to the top of Green Mountain, Otter Cliffs, Spouting Horn, The Ovens and various other points of interest. Monday, July 27th, take steamer Lewiston at 10 a. m. for Portland. This sail on a pleasant day is the finest on the Atlantic seaboard, and will be one of the pleasantest features of the trip. Steamer will arrive in Portland in time for the midnight Pullman for Boston.

The expense of the tour, reckoning from and to Boston, will be \$35.00. This sum includes everything. Address

F. A. ELWELL,

Box 2014,

Portland, Me.



# THE WHEEL.

## FROM THE CLUBS.

### FIXTURES.

June 30. July 1st.—Two Days Race Meet of the Fort Schuyler Wheelmen, at Utica.  
 July 1.—Third Annual Meet and Races of Canadian Wheelmen's Association, at Woodstock, Ont.  
 July 2, 3.—Sixth Annual Meet of the L. A. W. at Buffalo.  
 July 3, 4.—Race meet of Bartholomew County  
 July 4.—Race meet of Akron (O.) B. C.  
 Wheelmen of Columbus, Ind.  
 July 4.—Race Meet at Union A. C. Grounds, Boston, Mass.  
 July 6.—Big Four Tour starts from Buffalo.  
 July 17.—Down East Tour.  
 July 18.—Annual Meet of New Jersey Division L. A. W., at Orange.  
 July 20, 21.—Ohio State Division L. A. W. Meet and Tournament at Springfield.  
 July 23.—Penn. L. A. W. Division meet and race meet of Scranton B. C. at Scranton, Pa.  
 July 23.—Race meet of Pine Tree Wheel Club at Bangor, Me.  
 July 25.—Bay City Wheelman's race meet at San Francisco, Cal.  
 July 25.—Race meet at Chicago.  
 August 5, 26.—Clerical Wheelmen's Canadian Tour.  
 Aug. 13.—Berkshire County Wheelmen, Pittsfield, Mass. Third Annual Race Meet.  
 Aug 27, 28.—Annual Race Meet Cleveland Bi. Club, at Athletic Park.  
 Sept. 1, 2.—Connecticut B. C. Race Meet at Hartford.  
 Sept 8, 9, 10.—Annual Tournament of Springfield, Mass. Bi. Club.

### CLOSING OF ENTRIES.

June 27.—Entries close for L. A. W. and Buffalo, Bi Club races. 1 mile tricycle, L. A. W. championship; 1 mile bicycle, L. A. W. championship; 1 mile (club); 5 mile (professional); 3 mile (L. A. W. members); 2 mile (open). Entrance fee, \$1 for each event returnable to starters, excepting L. A. W. championships, and close with Frank E. Drullard, 23 Lodge Avenue, Buffalo, N. Y.  
 June 29.—Entries close for the C. W. A. meet with D. A. White, Woodstock, Ontario. Fee, fifty cents returnable to actual starters.  
 July 1.—Entries close for Akron B. C. races. One event, fifty cents. All events, one dollar. Address Chas. E. Howland Sec'y, Akron, O.  
 July 15th.—Entries close for Pine-Tree Wheel Club with James Crosby, Bangor Public Library, Bangor, Maine  
 July 18th.—Entries close for the Chicago Races with N. H. Van Sicklen, 2 Adams Street, Chicago, Ill.  
 July 18th.—Entries close for the Scranton B. C. races with A. J. Kolp, 219 Wyoming Avenue, Scranton, Pa.

CAPITAL B. C., WASHINGTON, D. C.  
 —At the annual meeting of this club, held June 13th, the following officers were elected till December 31st, 1885: President, John Rillits; Vice-President, Clarence G. Allen; Recording Secretary, Thomas A. Benghill; Corresponding Secretary, Chas. F. Bacon; Treasurer, Joseph E. Learning; Captain, L. W. Seeley; Sub-Captain, James Q. Rice; Junior Sub-Captain, Fred F. Church.

DEARBORN CYCLING CLUB.—This prominent Chicago club has elected the following officers for 1885: President, B. B. Ayers; Vice-President, Mrs. L. K. Waldron; Secretary-Treasurer, H. F. Fuller; Captain, Dr. J. W. Wassall; First Lieut., R. H. Kimball; Second Lieut., E. B. Weston.

MERIDEN WHEEL CLUB.—At the annual meeting of the Meriden Wheel Club, held Wednesday evening June 10th, the following officers were elected: President, T. S. Rust; Secretary, J. E. Brainard; Captain, William Collins; First Lieut., J. F. Ives; Second Lieut., L. A. Miller; Color Bearer, F. F. Ives.

### PENN. DIVISION MEET.

The third annual meet of the Penn. State Division and the second annual race meeting of the Scranton B. C. will be held at Scranton, Pa., on July 23rd. The parade will start at 10 A. M. from the club's headquarters, 121 Wyoming Avenue, under command of C. C.

Eugene Aaron, after which the annual business meeting will be held at the Lackawanna Rink.

The races commence at 2.30 P. M. at the Driving Park. The following is the programme: One half mile race, one and two miles, all open scratch races; one mile, club handicap; one half mile, boys; one and three miles, state championship; one mile ride and run, open; five miles open handicap; one mile consolation and one mile tug-of-war. The track is a half mile of clay, and will be in good condition for fast time.

In the evening an entertainment will be held at the Lackawanna Rink, including a slow race, 150 feet, amateur fancy riding and club drill. The prizes are valuable gold and silver medals. The entrance fee is fifty cents for each event, and close July 18th with A. J. Kolp, 219 Wyoming Avenue, Scranton, Pa.

### RACING AT BALTIMORE.

About five thousand persons visited Druid Hill Park on Saturday afternoon, June 13th, to witness the combined races of the Baltimore bicycle clubs. The races were ridden on the path surrounding Druid Lake, and the people were gathered on the sloping hills surrounding the lake. The races commenced at 5 p. m.

One and a half miles, open to the Junior Wheelmen—J. C. Guggenheimer, 5m. 29s.; John Hanway, 5m. 32 3-5s.;

W. C. Crawford, dropped out at the half distance.

One and a half miles, open—J. K. Bartlett, 4m. 52s.; J. W. Lord, 4:57 2-5s.; W. B. Brown, o; W. E. Christ, Washington, fell; L. J. Barbour, fell. Christ fell about one hundred yards from the tape, bringing down Barbour.

One and a half miles, handicap, open to Maryland B. C.—R. A. Whittingham (20 sec.), 5m. 27s.; J. D. Lord, Jr., (15 sec.), 4m. 41 1-4s.; H. B. Wilcox, (40 sec.), o.

One mile, novices—J. F. Baltjer, 3m. 32 1-4s.; W. E. Sprigg, 3m. 34s.; G. N. Jacobs, o; A. M. Snyder, o.

One mile, open to Druid Cyclists—J. K. Bartlett, 3m. 14s.; Chas. T. Strom, 3:18 1-2s.

One mile tandem tricycle—S. H. Shriver and J. D. Chesney (Coventry Rotary Tandem), 3m. 40s.; E. F. Le Cato and R. F. Whittingham (Club Convertible), 3:41.

One and a half miles scratch—W. E. Christ, 4:47 1-2; W. B. Brown, Jr., by a half wheel; J. D. Lord, Jr., o. This was fully equal to 2:58 for the mile.

One and a half mile consolation—L. J. Barbour, 4m. 53 1-2s.; Phil. S. Brown, second in 4:54 1-2.

### REMARKS ON TOURING.

Kind reader, have you ever toured by wheel? If not, we advise you to buy a phonograph—one of those machines that sass back when you try to give them any advice, and carry it

## —The Official Outfitter to the League of American Wheelmen.—

### CAUTION!

League members are warned that, as we are by appointment the only Official Outfitter to the League of American Wheelmen, they can only secure the regulation Hose, Cap, Shirt or Helmet through our house.

Some unprincipled dealers have been advertising a cheap Hose as the official article, and mislead many out-of-town League Members. By sending direct to us, all trouble will be avoided, and goods will be forwarded promptly. Send a two-cent stamp for our 32-page illustrated catalogue.

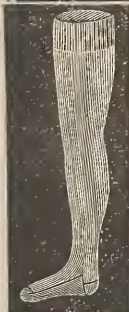
**Ira Perego**  
 OUTFITTER

TO THE

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Our special line of light weight hose for summer wear is sold for 75c. per pair. We have these in Navy Blue only, with wide rib. Other grades in medium ribbed Navy Blue, Seal Brown and Black are \$1.25 per pair, while the fine ribbed Navy Blue, Seal Brown and Bottle Green are \$1.50 per pair. Hose can be sent by mail at an extra cost of 10c.

Every wheelman who attends the League meet wants at least a new pair of hose. If not, he may find in our very large catalogue something in Shirts, Jerseys, Shoes, Caps, or a summer Helmet that will suit his taste. It can readily be obtained by sending a two-cent stamp to our address.

BICYCLE SUITS,  
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**Ira Perego**



along with you. You will need either that or a big sign bearing the legend: "I can ride sixty miles a day all the summer long. I am not trying to break the record. I am not racing with my companion. I am not attached to any circus. It doesn't make me very tired—at least not as tired as your questions do. I can climb any hill in the United States, and some trees. I can 'do up' a buggy-horse in one round, Marquis of Gooseberry rules. I cannot be fooling away my energy answering your questions. Fastest mile ever made on one was fifty seconds. That thing under the saddle is a Kentucky pint size; larger ones can be had to order. I am an orphan in a strange land, have no relations living, and am seeking death in many ways. Go on with the interrogation points."

Such is the life of the tourist. I am having a phonograph made of extra hard drop steel forgings. Its capacity will be seven forty-horse-power words. When approaching a questionable farmer, or a party of hotel loafers, it will remark in a weird, wild, sweet voice that will fetch an echo from the valley hills fourteen miles away: "SHUT UP!"

The tourist always has a hankering for something to eat. No matter if it is right after breakfast, he can eat anything that comes in his way, from a wisp of hay culled from a passing wagon, to a green apple of the size and consistency of a bullet. He always takes too much baggage, and after riding a few miles is willing to hide most of it in a stump and trust to luck to come back that way to get it. Whenever he passes a house where a pretty girl may be seen, he has an inordinate desire for a drink of water, and if the girl doesn't come out and bring a glass tumbler he gets mad, throws a flower-pot at the dog, and tears a picket or so off the fence. He goes bathing in every creek, pond, river, lake or other body of water that he comes across, where is no law against it, and sometimes where there is.

He retaliates on the honest farmer for asking questions, by stopping one who is ploughing in the middle of a field a quarter of a mile away, and when the h. f. walks over to see what the row is about, asks him: "How fur (row) can you travel in a day behind one of 'them things,' and where would you be now if you had not stopped?" He then dodges a fence rail and three or four clods of tilled soil, mounts and and is away on the wings of the wind.

NORB.

#### BICYCLES—EASY PAYMENTS.

Bicycles, \$8 to \$160; Tricycles \$7.50; Velocipedes \$3 and upwards. Columbia, Victor, Facile, Royal Mail, American Challenge, Otto and other bicycles sold on the installment plan without extra charge except for interest. Send for large new illustrated catalogue of wheel goods, including many novelties in sundries and particulars of our installment plan of interest to every actual or prospective wheelman. Many in the Atlantic States are finding it to their interest to deal with us. Freights equalized. Second hand wheels handled. Geo. W. Rouse & Son 13 G St., Peoria, Ill.

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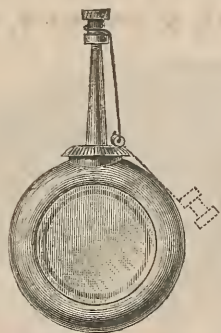
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Second Hand Bicycles and Tricycles, all makes, sizes and styles of finish. Experts, Standards, Clubs, Ridges, etc. Lowest prices ever known. Send for List, stating wants. Machines sent on approval.

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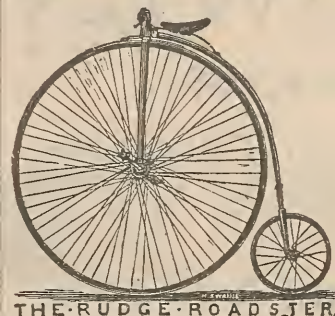


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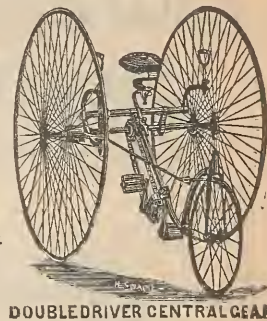
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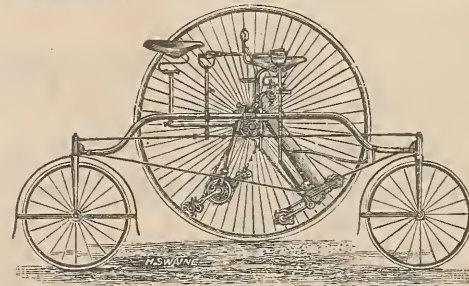


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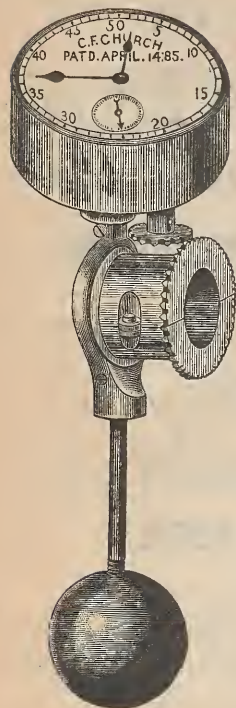
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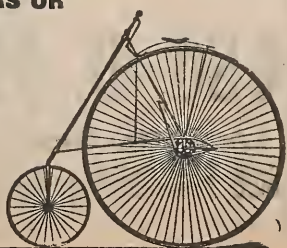
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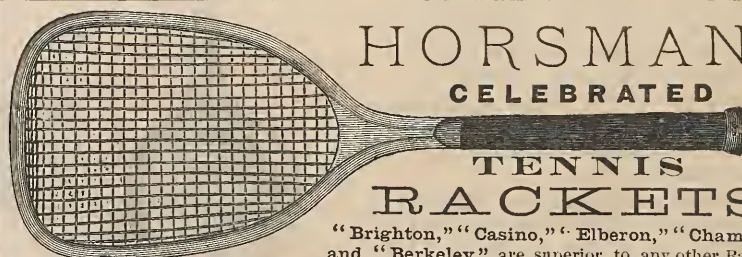
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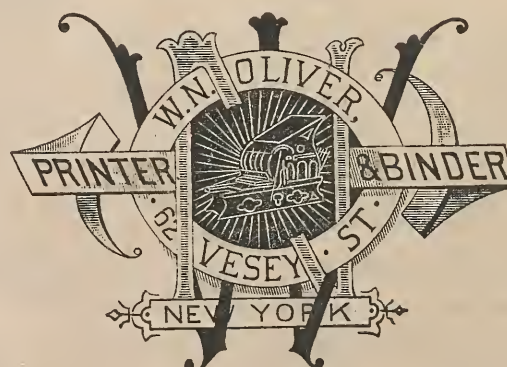
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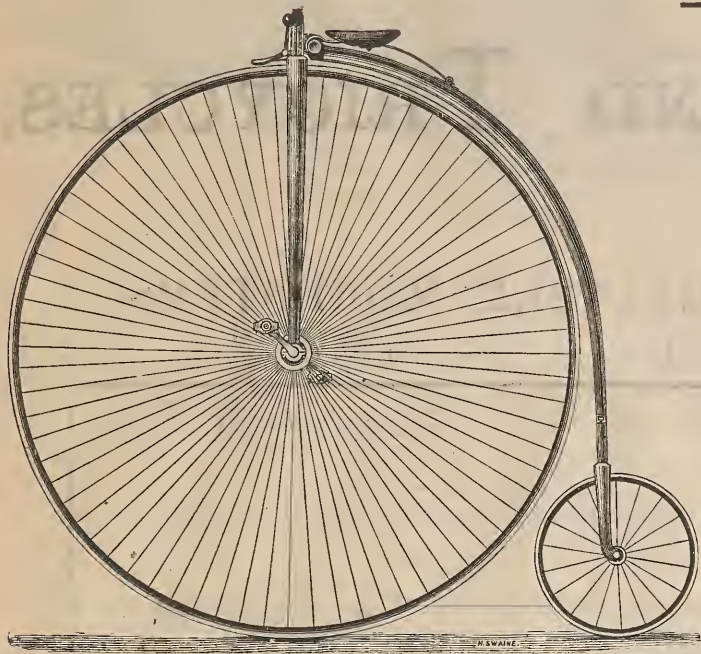
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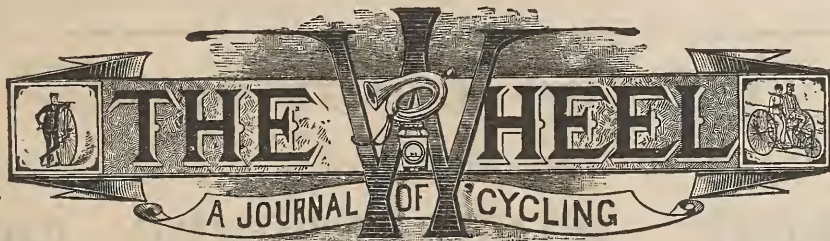
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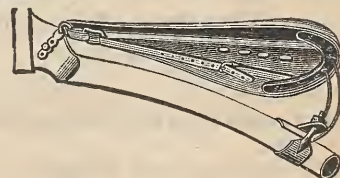
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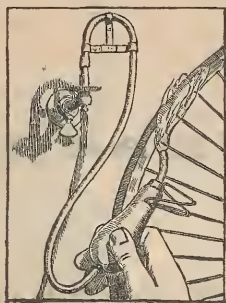
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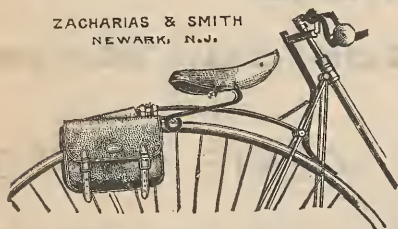
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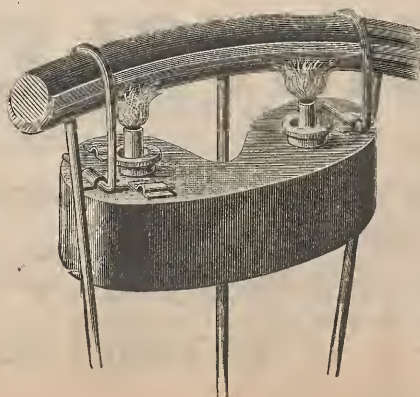
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