

THE WHEELER'S GAZETTE.

A JOURNAL OF CYCLING.

PUBLISHED MONTHLY.

PRESS OF SPRINGFIELD PRINTING COMPANY.

VOL. I.—NO. 3.

SPRINGFIELD, MASS., JUNE, 1886.

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49 * FINELY-EXECUTED LITHOGRAPH PORTRAITS * 49

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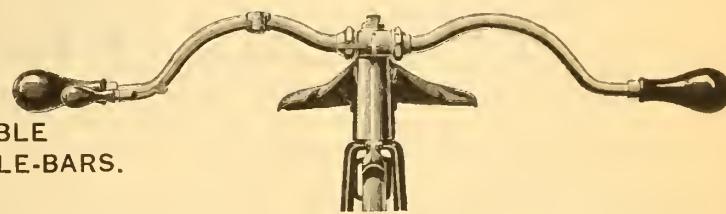
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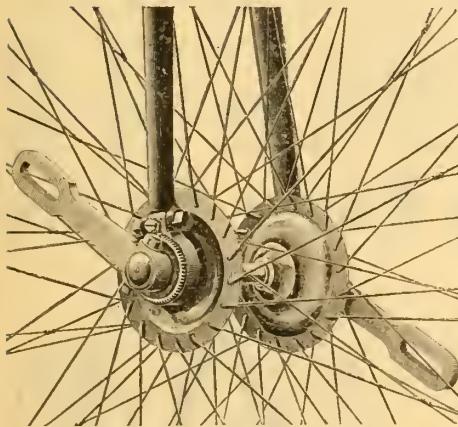
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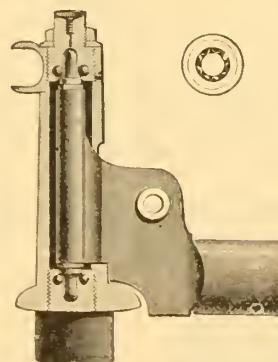
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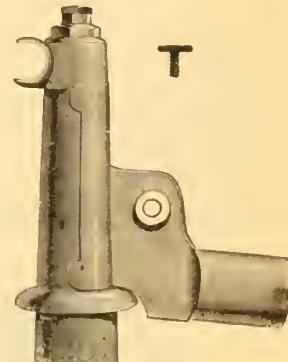
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—HENRY STURMEY, in *The Cyclist*, April 14, 1886.

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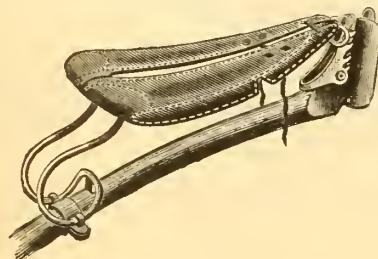
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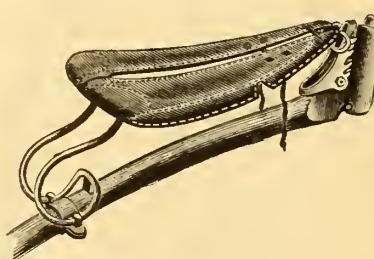


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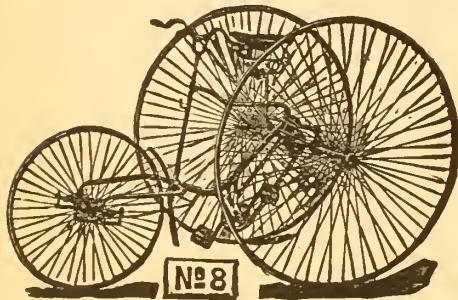
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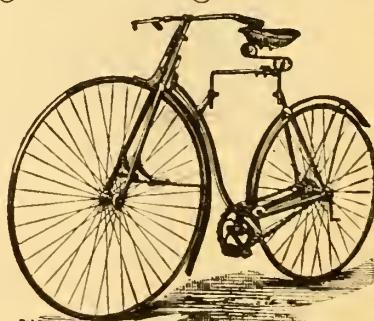
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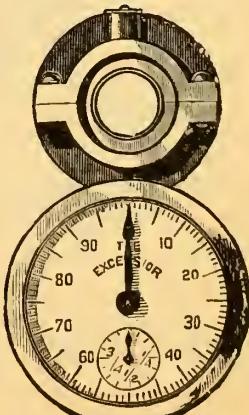
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—THE— WHEELMEN'S GAZETTE. A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

VOL. I.

SPRINGFIELD, MASS., JUNE, 1886.

NO. 33.

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LESSONS OF THE LEAGUE MEET.

The seventh annual meet of the L. A. W. has come and gone, and what are its lessons? Firstly, that, from a social standpoint, the organization is a gigantic success; secondly, that, as a parliamentary body, capable of transacting business in a careful and intelligent manner, it is a gigantic failure. And why so? Principally, because, through constant tinkering of, and confusing amendments to, its constitution, it has ceased to be a legislative body, and the control of its affairs having been taken away from the members at large, its management is now controlled by a certain despotic few. It matters not that the members themselves voted to alter the constitution. They probably voted as instructed, which like certain other instructions were misleading and calculated to give false ideas of the matter to be voted upon. This power of representation at the general meeting having thus been taken away, of course there was no inducement to be present, especially when so many outside attractions, coupled with the beautiful weather, were provided. The L. A. W., whatever else it may be, is not able to transact its affairs in a systematic and business-like manner. In the first place, the law of punctuality is an unknown quantity in its calculations. At whatever hour the meeting is called it is perfectly safe to say that it will be an hour after the appointed time before the meeting is called to order. And then in what a shiftless manner the whole business is conducted. Motions, counter-motions, suggestions, amendments, etc., follow one another in such rapid succession, that unless the presiding officer is a skilled parliamentarian, nothing but the utmost confusion can result. And in fact, such confusion did prevail that several times the presiding officer became so confused that he, himself, not only forgot the motion before the house, but also the stenographer was unable to furnish it. If the officers' meeting was slovenly conducted the general meeting was equally so. The delay in its being called together, coupled with announcements that it had been postponed to 2 o'clock, prevented the attendance of those interested in the solution of the most vital question of the whole meet,—the M. A. question. And how was this question disposed of? The chairman of the racing board was unanimously sustained and

indorsed. Out of a League membership of nearly 10,000, a unanimous indorsement of THIRTY votes sustained the action of the chairman of the racing board. How unanimous this indorsement was, may be adjudged from the fact that an appeal has been made for a mail vote. It is claimed, however, that the friends of the racing men were not present and that it was through their own neglect that they were defeated. But previous to the meet the members were officially notified that they would have no voice in the general meeting, and that the M. A. question could only be disposed of by the racing board. This information coming from what was supposed to be reliable authority, deterred many from taking what they supposed would be a fruitless journey to Boston, and those who did go had no reason to believe that their presence at the general meeting would be of any influence. But enough of the alleged business meetings. No better criticism can be made than that of a correspondent of the *Spirit of the Times*, who says: "If the association is to outlive its days of babyhood, and enter upon a life of continued usefulness, there must clearly be some radical changes made within the next few years, and a business precision and attention to details must take the place of the spasmodic and experimental customs which have apparently heretofore conducted its methods."

Another cause of great dissatisfaction was the unsatisfactory report, or rather lack of any report, of the condition of affairs in charge of the secretary-editor. Ill health, of course, is a misfortune for which considerable allowance can be made, but, nevertheless, it is hardly sufficient excuse for no report whatever. The secretary-editor's representative was repeatedly asked to furnish facts that would give an intelligent idea of the financial status of the League, but beyond detailed statements regarding the affairs of the official bulletin, he could give nothing at all. There has been complaint for six months regarding the poor management of this important branch of the League, and it seems as if the secretary-editor had been given ample time to prepare a full and satisfactory statement of the affairs entrusted to him. As we understand it, his illness is of but recent date, while the clamor for information has extended over a period of several months. Accordingly this report, which was the most important one of all, has been deferred for publication in the *Bulletin*, giving no opportunity for discussion or action. Truly, the secretary-editor's illness was unfortunate in more ways than one.

And then the races. What a farce! The less said about them the better, and therefore we will dismiss them without further consideration.

But the meet was not wholly without enjoyment. As we said in our opening paragraph, as a social organization the League is a grand success. From the first night's "free and easy" to the closing banquet Saturday night, all the visitors heartily enjoyed the varied attractions provided. The club

runs were well patronized, and "The Cycleries" reflected great credit on the Boston Bicycle Club and the manufacturers represented. A specially charming feature of the meet was the presence of the ladies, who were quite largely represented, and amply demonstrated that cycling is not exclusively a masculine sport. Their trim costumes and rosy-cheeked countenances and graceful appearance furnished one of the most pleasing sights to be met with during the whole meet. The Corey hill climbing contest was a fitting opening of the meet. The minstrel show, Friday night, was well planned and executed, and all in all the Boston cyclists have reason to congratulate themselves upon having so successfully entertained so numerous a gathering. The hearty handshake of brother cyclists, and the many "reunions," are not the least incidents that will cause the seventh annual to be looked back upon with the most pleasant memories.

And now a word in closing about the A. C. U. It originated in the dissatisfaction of those who did not believe in the summary expulsion from the League of the class of riders called makers' amateurs. It is not antagonistic to the League, but it does believe the expelled riders have been dealt with unjustly, and therefore it has been organized with the express purpose of protecting racing men and to promote the interests of the sport. If the mail vote asking reinstatement is unsuccessful, the A. C. U. will stand by the racing men and afford them the protection which has been so ruthlessly taken from them.

Before another meet it is our fervent wish that all differences may be harmonized and the L. A. W. once more become a League of American Wheelmen, with equal rights and privileges for all.

LYNN, ACCEPT OUR CONGRATULATIONS.

The Lynn Cycle Club Track Association dedicated its new bicycle park and track Monday, May 31, most successfully, as far as its efforts were concerned. The park is within easy access, and most prettily situated in a charming locality designated as Glenmere. Considering the short time allowed for fitting up a track and its adjuncts, the Lynn boys have reason to congratulate themselves. Of course there was considerable that was rough and crude in the general appearance and fittings of the grounds, but time will efface all that. The Association was blessed with nearly perfect weather, and an extremely large attendance. In fact, all the elements for a successful race meeting were there, with the exception of the most important—that of spirited racing. The racers were there,—the fastest in the country,—but their racing powers seemed to have been stricken with a sudden blight. This, however, was not the fault of the Association. They had promised good racing, and did all in their power to fulfill that promise, but there was no means by which they could then have compelled

the riders to do their best, and therefore the races were a worse failure in some respects than those under the auspices of the L. A. W. the Saturday previous. But it is said the riders were discouraged and dissatisfied at the outcome of the M. A. question, and the A. C. U. was then hardly strong enough to have any influence. Its platform had not been formulated, and the racing men were in a quandary what to do. They were billed to appear, and rather than leave the Association entirely in the lurch they came upon the track, and if they didn't make satisfying records they at least furnished exciting sport at the finishes. Hendee's burst of speed in the five-mile open reminded his Springfield friends who were present of those glorious achievements on the Hampden Park track, and had it not been for the unfortunate accident in the last race, Rowe, who was cutting out a very pretty pace, would probably have given his friends a chance at the finish to make the welkin resound with their triumphant shouts. Prince and Neilson also greatly marred the afternoon's sport by their boyish actions, but the magnificent spurt with which they crossed the tape caused the majority of the spectators to forget and forgive the tortures of the laps preceding the final one. We are happy to learn that the Association has provided against any repetition of such performances. The Association, however, is most to be complimented on the pluck it displayed in daring to brave the supreme and sublime authority of the chairman of the racing board L. A. W., who, in stately and solemn silence, viewed from his lofty perch the proceedings transpiring below in utter defiance of his autocratic decrees, and who afterwards, as a result of the Association's action, issued another of those formidable documents calculated to strike with terror the hearts of those who had thus rashly dared to assert ideas and opinions of their own. Lynn has indeed set a glorious example of independence and unwillingness to submit to autocratic and despotic government, and this example, we are pleased to state, is to be followed all along the line. In olden times it was the custom, when rulers became too despotic, for the multitude to rise and unite in their overthrow, and these United States of America are a glorious example of this method of resenting tyrannical and despotic government. Will Lynn's example be followed? Time will tell.

THE A. C. U.

The American Cyclists' Union was temporarily organized at the Hotel Vendome, Boston, Mass., Saturday, May 29. Henry E. Ducker, of Springfield, Mass., was chosen president, and A. O. McGarrett, also of Springfield, was chosen secretary and treasurer. A committee was appointed to draft a constitution and by-laws, to be acted upon at an adjourned meeting. The report of this committee is published in full elsewhere in this issue of the GAZETTE. In answer to the oft-repeated questions: What is the A. C. U., and what are its objects, we quote from Article II. of the Constitution:—

ART. II. Its objects are to foster and encourage racing by the promotion of the interests of the American cycling path; the prevention, detection, and punishment of frauds thereon; and uniformity in the government of the various kinds of cycle racing.

The A. C. U. will admit to its membership bicycle and tricycle clubs, track associations, unattached riders, and all persons interested in cycling

as a sport and pastime. The standard of admission to membership will be based on the following rules defining an amateur and a professional:—

An amateur is any person who has never raced nor exhibited his skill for a public or private stake, or purse, or for gate money, or competed under a false name, or has backed, or allowed himself to be backed, in a public race.

A professional wheelman is one who has ridden a cycle in public for money, or who has engaged, taught, or assisted in the art of riding the cycle, or any other athletic exercise, for money.

No one who is not an amateur according to the above definition will be eligible for membership, or will be allowed to compete in any races under the auspices of the A. C. U. The organization will have a racing committee, to which will be referred all matters pertaining to racing. Their duties are very clearly defined, but the rules giving them power to expel wheelmen from the track are so drawn that the authority to so act is not vested in one member of the board alone. And further, any wheelman who has been expelled from the track is given the right of appeal to the full board of officers, who can reinstate by a two-thirds vote. The track rules adopted by the racing board are very similar to those of the racing board L. A. W., with one important addition as regards class races.

The A. C. U. stands on a broad and liberal platform, but its confines are so defined as to preserve the purity of amateur racing. This association will not furnish an asylum for refugees from any organization whatever; but, on the contrary, will insist on strict adherence to its rules and regulations. All members who violate them will be called to account, given a fair and impartial hearing, and their cases will be tried on their merits, and judgment awarded accordingly.

The A. C. U. recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America and the National Cyclists' Union of England. Accordingly, all English riders who are in good and regular standing in the N. C. U. of England will be eligible to compete in this country in any race meetings held under the auspices of the A. C. U., and provided they do nothing to conflict with the rules and regulations of that organization.

The A. C. U. has hoisted its standard, and extends a cordial invitation to all cyclists to enlist under its banner.

SPRINGFIELD'S NEW BICYCLE.

A unique safety bicycle has been completed and just tested on our streets. It has many new features, and is constructed so entirely upon new principles that it has none of the features of other bicycles now covered by patents. It is propelled by levers, giving the constant application of power so appreciated on muddy or sandy roads and in hill climbing. This is the third year the inventor, Rev. Homer A. King, of Clinton street, this city, has been inventing and securing patents on cycles, making a new application about every five months. Having first discovered the new motor, he has continued on a new line of invention, all suited to the new motor, bringing out the steering with the rear small wheel by the depression of either end of the bent handle-bar, the position of the hands being most natural and effective, enabling the rider to increase the advantages of the new motor, which, by connection through the axle,

enables him to bear his whole weight upon the pedals, thus utilizing his weight as well as his muscles, as the depression of one lever, without a spring, raises automatically the other foot on lever, thus saving much power and fatigue. The adjustable anti-friction bearings cannot roll together, run very easily, are very light and durable, capable of bearing great weight, and are adapted to many kinds of machinery. The new hollow felloe rim is very rigid, and several can be made with no more labor than one of any other kind. The new gearing, without cog-work or changing the point of the flexible connection to the levers, enables the rider, without dismounting, to set a 50-inch wheel to the foot-stroke speed of a 40, 50, 60, or 70 inch crank bicycle, with very little added friction, and absolutely none when set for power for sandy or muddy roads or hill climbing. The new silent ratchet is appreciated, especially in coasting, and is so simple that any person can take it apart and put it together. Many other points might be named or summed up in *ease, speed, and especially safety*, as the pedals being in the rear of the hub there is an uplifting at the fulcrum in front, thus avoiding headers.

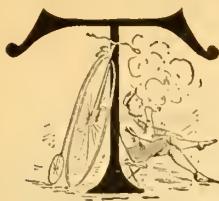
BARNUM SHOULD HAVE THEM.

It often happens, through an oversight, our great and only Barnum does not possess all of the leading curiosities, and we have in mind two great inconsistencies that would prove a valuable addition to the great moral show. For one we refer to the action of Mr. Bassett as chairman of the L. A. W. Racing Board at the Lynn races. It was announced that these races would be run under the A. C. U. rules, and the A. C. U., pending the report of the committee, adopted as theirs the racing rules of the N. C. U. of England; this body and its rules are recognized by the L. A. W., yet the chairman, in his endeavor to strangle the new-born infant, repudiated the very rules he has for the past year endorsed. Perhaps it is as well, seeing that the N. C. U. has failed to recognize the L. A. W. Truly consistency is a jewel.

The second is the action of Charles H. Potter, of Cleveland, who has sued the Lynn association for running the races under the very rules for which Mr. Potter is the chief consulat of America. Rather an awkward position, to say the least, and we wait to see how this gentleman will extricate himself from the very embarrassing position he is now in. Mr. Potter is a true amateur in every respect, and is entitled to all the credit as such. Yet what is the difference between Mr. Potter, who is able from his own pocket to hire a professional trainer for a year, to train him, that he may be able to win the prizes, and some poor boy who has the endurance, but no money, and allows some friend to pay his training expenses? To our way of thinking, both are in the same boat; but as the League makes a distinction in favor of the rich as against the poor, we accept the result, and leave it for the wheelmen of this democratic country to settle in the near future.

G. Lacy Hillier is sitting down hard on Springfield and its tournament. He almost believes Springfield to be the birthplace of promiscuity. My! But won't his eyes open when he reads about the plan to put cycling journalists in that baneful class of riders for which he can hardly find words enough to express his aversion and horror.—*Springfield Union.*

FROM OUR BRITISH CORRESPONDENT.



HERE is balm in Gilead; there is contentment in the breasts of British cyclists. With almost startling suddenness, the winter broke up at the end of April, and in its place we have enjoyed a spell of magnificent

weather. Easter was very fine, and club tours were carried out with uniform success. Racing has set in with its accustomed severity, over sixty races taking place on Easter Monday alone, in various parts of the kingdom.

The first great event of the season was the Surrey Bicycle Club meeting at Kennington Oval. Here, notwithstanding a wet day, the attendance was large; but the grass course was frightfully soft, and no fast times were possible. H. A. Speechley won the challenge cup for the third time, thus securing it as his exclusive property; Furnivall was second, but was not at all trained; A. P. Engleheart, who made his maiden effort on a ball bicycle, cut out the running throughout, and might have won had he used better judgment; A. E. Langley was the surprise of the meeting, being close up at the finish, and as this rider has youth on his side and uses good judgment, he will doubtless make his mark. In the half-mile tricycle race handicap, H. C. Sharp, who is always at home on grass, had a rather easy win from A. J. Wilson; A. L. Bower being a bad third; this race was peculiar by reason of all the placed men starting from scratch.

The next meeting of importance was the two days Easter tournament of the Irish Cyclists Association, at Ball's Bridge, Dublin. This was very successful, although entries were scarce. The feature of the meeting was the hard racing between R. J. McCredy, the hitherto invincible Irish crack, and A. J. Wilson, on tricycles, the Londoner being successful on both occasions. F. J. Nicolas was the only other Englishman who competed, he making a good show in the bicycle events.

E. M. Mayes, of the Surrey, and R. H. English, are the only other two scratch men who have shown up well as yet. Furnivall intends to confine himself to scratch races this season.

The entries received to date for the International Tournament at Alexandra Park, London, next week, show that the meeting will be the grandest ever held in this country. In fact, considering that the best riders in Scotland, Ireland, Belgium, and Holland have entered to compete against the pick of our countrymen, I think we may claim to have even a better field of men than you had at Springfield. The team selected by the Racing Cyclists Club to represent England in the race for the Challenge Shield consists of P. Furnivall and H. A. Speechley (London); W. A. Illston and W. Terry (Birmingham); J. H. Adams (Canterbury); R. H. English (North Shields); C. E. Masters (Weston-super-Mare); and M. V. J. A. Webber (Rye). Geo. Gatehouse, B. Ratcliff, and A. P. Engleheart are either "off-color," or too busy, to compete. Out of this lot, Furnivall should be the winner, being quite at home on the A. P. track; and none of the foreign teams are regarded as at all dangerous. General regret is expressed at the total absence of American representatives; but all the same we calculate upon the tournament being "the best on record for England."

There has been a wretched show at the so-called Albert Palace,—a sort of cross between a music-

hall and the Mexandra Palace, in a suburb of London called Battersea,—where a series of races has been held on an improvised track; but nobody in the world of wheels has paid any attention to it, excepting Sharp, Langley, and Mayes.

Almost before we had time to realize the fact that a number of our fastest riders were debarred from competing on the path, we heard that the whole of the suspensions were remitted, or rescinded, or withdrawn, or whatever else the correct term may be. Practically, our "sub-amateurs" were only suspended until the racing season began, and then they were allowed to go on as before. From the point of view of the N. C. U., this action was consistent and dignified, the idea being that the suspensions came upon the offenders against the amateur law by surprise, and that the object should not be to punish past misdeeds so much as to prevent future transgressions. So, after just as long a period as sufficed to convince the men that the N. C. U. meant business, and had power to enforce its laws, the whole batch of subsidized amateurs found themselves at liberty, with the understanding that if they again came under reasonable suspicion they would be permanently suspended. The error, if error there is, has been on the side of mercy, and the Union scores all along the line. Already we hear of some men, who are notoriously unable to race unless paid, discontinuing to race for the present, and altogether the impression created by the action of the N. C. U. is decidedly favorable to amateur sport.

The general meeting of the Cyclists Touring Club passed off very quietly, only a bare hundred members—forty of whom were officers—taking part in it, out of some 19,000 on the roll. The chief business was to institute life membership, a fee of five guineas, paid after being an ordinary member for two years, being the amount of composition. As the subscription is only half-a-crown, this is equivalent to forty-two years' purchase, exclusive of interest. Another alteration of the rules stipulated that if any representative councilor should fail to attend at least two meetings during a year, he should be ineligible for election the following year, unless the council considered that exceptional circumstances warranted a relaxation of the rule.

The meet of local cyclists in the Northeast districts of London took place last Saturday, 327 riders "processing" at Woodford. A few weeks before, some South-of-London clubs mustered a hundred men between them for a "meet"; but the Woodford gathering continues to be the only regularly organized bicycle meet held in the metropolis. Any suggestion for the revival of the monster meets at Hampton Court would be scouted by nearly every club here. We are getting horribly practical and unsympathetic in London. Our club-runs are not attended by the veterans except for some unusual purpose. Secretaries and captains appeal in vain to the absent members to "turn up." Members prefer independent runs, "and for parades and musters they do not care a cuss."

The millennium is at hand! Both *Wheeling* and *Bicycling News* come out this week without a single personal or slating reference to each other! It must be a remarkable coincidence that can make accidents happen to the type-forms in both offices, for surely nothing less than a typographical upset can have been the occasion for both these great and good journals depriving us of our weekly quantum of venom. "FAED."

LONDON, May 14, 1886.

JOTTINGS FROM BEYOND THE THREE RIVERS.



OMING, as it appears to be coming, unassumingly, almost unheralded we might say if we call to mind former League meets, the "meet" of the present year bears about its oncoming, at the time of this writing, the flavor of being among us like the proverbial angelic visitor, unaware. How is this? Every year, according to my recollection, as the time for the annual reunion of American cyclers drew nigh there was a lively commotion all along the line. Even before the time drew nigh, even before the time itself was specified, the flurry and uneasiness commenced *in re* the fixing of that time, and the fixing of "the place," to say nothing of the fixing of a great many other things, loose backbones and uncertain votes for instance; but this year, as I said, the League reunion had crept upon a great many, to my own certain knowledge and observation, like a thief in the night, and somehow or other so quietly and unnoticed that it has not waked them into a sufficient degree of activity after the winter of wheel-rest, to "get there,"—to Boston, I mean, the place of all other places to which the wheelman ought to have a desire to turn his toes and his tire. New York, Washington, Buffalo, the writer remembers these green spots of the past with many pleasurable emotions, and he is not at all thankful to that grim master of the ceremonies of the present year, which keeps him from adding one more of those pleasant revelings amid the delights of cycling and the associations of kindred spirits, in the first home of the bicycle in America. Sometime ago I ventured the prediction that a rather limited contingent would go from the Quaker city to the League meet of this year at Boston, and the signs now at the last minute seem to point to a bearing out of that prediction of nearly two months ago. I am sorry that I should have turned out a bit of a prophet, for, from all I hear and know, the absent ones will miss a good bit of enjoyment by not being present at Boston this month. Buffalo was the source of much pleasure, if not profit, to those who found themselves there last year, but if signs and probabilities go for anything, Boston will give the visitors of this year's meet something as worthy of remembrance as any offered and taken from New York, Washington, or Buffalo. Personally, I only know of eight or ten riders from Philadelphia who are going to the meet of '86. This is a poor showing indeed from this big city, and if every other large cycling center remembered the L. A. W. gathering after this fashion, the chances for a big turnout would be but small indeed. What mistakes the mighty autocrats of the daily press will fall into respecting bicycling! To-day the largest of Philadelphia's dailies, and the one which pretends to the greatest accuracy in all matters appertaining to sport, gave out to the credulous public that the next few days would see no less than fifteen thousand bicyclists within the limits of the grand old city of Boston. Wherever it got hold of this information I do not know. After making this stupendous statement, it went on to give an outline of what was to be done by the bicyclers, and how the general mass of them were to rise in their might and overthrow the *effete* oligarchy which had held power too long.

What a neat programme has been gotten up for the meet! In style it follows closely on the lines of the one provided by Buffalo last year. After the League meet is over I suppose the next event in the cycling world which will create widespread interest will be the Springfield tournament. What new wonders will it produce this year? Who knows? As I before hinted would very likely be the case, seems to be coming round in earnest in this neighborhood, viz.: an increased interest in tricycling. Ladies appear to be taking more to the recreation than ever, and the only thing that holds them back from indulging in the enjoyment of tricycling more than they do round this town is the most deplorable lack of riding streets. May the new society for the advancement of cycling lately founded in this city fulfill the great mission which it professes is the primary cause for its existence, the improving and proper paving of our highways. Philadelphia, the home of the crack American cricketers, would become, I am verily assured, if its cobble-stones would only take unto themselves wings and fly away, as noted a home for the wheel. With respect to local wheel matters there is after all not very much going on here of interest to anybody outside of local men. No great racing or other luminary has been produced here during the past while, and there is not the prospect of anything extraordinary in that line turning up.

Our summer club life has commenced, and the "pike" and the park are having their full share of attention at the hands of wheelmen. The runs out Lancaster pike are becoming gradually more extended, and are pushed beyond the precincts of this favorite highway even by riders who up to the present were content to roll over its level surface again and again, and put up with a repetition of scenes and objects which gradually grew tiresome, so long as they still had the sand-paper path beneath their wheels. There is a small coterie of the Pennsylvania Bicycle Club whose chief object in this life, at least in the wheeling portion of it, appears to be fast and furious riding; they are inveterate "tearers out," and veritable disciples of Jehu of biblical fame as fliers. So pronounced has their reputation become in this line, that the one crowd of about five or six comets generally go together, for their less ambitious fellow members who possess no hankering after a fast reputation have given up the bare idea of ever riding with them, except on the most matter of fact of club runs, which of late have unfortunately become exceedingly scarce. It is a pity that club runs have fallen so much into disfavor lately; they are when properly managed a valuable means of pushing a sort of *esprit de corps* among members, bringing them periodically into relationship with each other, and of giving the participants almost always, if the captains happen to be politic as well as sensible, something to carry away with them to be remembered with pleasure afterwards. Genial companionship, enjoyed in pleasant places, will leave its green spots in the memory of the wheelman for many a long day, and some of my most pleasing recollections of cycling are bound up with some of the old club runs taken in companionship with good fellows, who now very likely hold and treasure similar remembrances to my own. Talking of the fast galaxy of the Pennsylvania Bicycle Club, it has lately received an addition, and from the great and renowned Gotham, too, in the person of Mr. Fontaine, an ex-member of the Citizens' Bicycle Club, who has become a settler in Philadelphia. After taking up his quar-

ters in the Quaker City, he took up his wheeling abode with the Pennsylvania Bicycle Club, and after becoming a fully fledged member of Pennsy, he was taken out by some of the lightning crowd that I have just referred to, and shown what speed could be made on the surface of "old Lancaster." Whether a report that their new member was a goer or not had reached the ears of the irresistibles or not I do not know, but of course they were bent on showing him their little wheels occasionally, just for fun and by way of variety, but rumor has it, and rumor is not always wrong, that Fontaine's little wheel was as often seen by the fliers of Pennsy, as were their trailers seen by him. With this coterie of quick travelers also rides a certain member of the Germantown Club, who is restless ever unless on a wheel, and who meditates accomplishing the greatest single day's road ride ever taken in Pennsylvania, the precise length of which he has not yet determined on, for doubtless he would wish it to have no end. The Philadelphia Bicycle Club is occupied at present with its plans and prospects for the new club-house,—for a new club-house this, the oldest cycling club in Philadelphia and one of the oldest in the country, is going to have. Report says that when the proposed domicile is completed, that the members of Philadelphia will find that their lines have fallen in pleasant places. Pennsylvania is following in the footsteps of her sister organization, and is bound to have a home of her own, too. Such is the force of example, or the stimulus of competition. Sometime since Pennsylvania became an incorporated body, and a little while after Philadelphia followed suit. Now Philadelphia builds a club-house, and Pennsylvania must have one for its own self, too. Not from a sense of rivalry do these things happen among us here, though that is a good enough feeling to exist when the nature of its existence is healthy, but, as I said before, from the force of example. The committee appointed by the Pennsylvania Club to consider the advisability of building a club-house, and to devise means for doing the same, has reported favorably to the members respecting the project, and the chances are that in this big "city of homes," we will very shortly have two very pretty cycling ones. The health of the secretary-editor of the League has been very poorly lately, every one was remarking how pulled to pieces he looked, and when some little time since it was reported that he had given out, and had to go away for a much needed rest which should have been taken by him long ago, no one felt surprised. The writer thought that it was hard lines not to be able to turn up at Boston, but he finds that others besides himself have had to endure disappointment in this matter, among them the secretary-editor, for I understand that the South held the great League worker, while the East held the great League meet. Though not a very large representation goes from Philadelphia to this year's League gathering, still a great deal of interest is felt here respecting it. There are so many questions, some of them rather grave ones, at present occupying the attention of League members, that the action of the League at Boston with reference to them will be waited for and received with interest. Some people apprehend trouble, others seem to think that fortune will still smile on the good ship of the League, and that rocks and shoals will be avoided.

About two weeks ago Mr. Henry S. Wood, of the Germantown Cycling Club, and Messrs. Fon-

taine and Stadelman of the Pennsylvania, took a day's trip from Philadelphia to the Susquehanna River, making the distance over 80 miles, road not sand-papered, by sundown on the day of start, or rather making Port Deposit at 6 o'clock, P. M., and Havre de Grace a little later, arriving at the latter place in time to take train back to city. The trip was such an enjoyable one that the same riders have determined to try and run through to Baltimore in one day. If they succeed in doing so will let you know in next letter; the ride is over a hundred miles, and the roads between the Quaker City and the Monumental City are not of the same pattern as those round "The Hub" of the City of the Big Tournament.

CHRIS.

PHILADELPHIA, May 29, 1886.

A SCORCH TO GREENWICH.

The road was hard frozen and smooth enough in the wheel tracks to permit riding comfortably and safely on our Facile, in a late December run to historic Greenwich, and with the exception of snow, the scenery was set for winter. Cold grays largely predominated, and the bits of crimson on mossy sides of rocks and trees were welcome, for an almost too fresh breeze was blowing, and a wheelman was fain to linger in the protected lower levels between the hills, for which this part of New England is famous.

Possibly the moss has coated deeper the sagging roof of yonder old barn on the sunny hillside, but in few things can we see any change in these wayside pictures since our trip this way a year ago.

An occasional dismount to save a valued wheel from hubs only serves to bring to notice minor objects by the way, which would be missed in a rapid passing through. Here wisps of hay yet remain clinging to the old bar posts where loads of it went through, fresh and sweetly odorous, to the mow that has so many times been filled from that same meadow. An alder-fringed brook twists its devious way through it, as if seeking broader, fairer fields and pastures new, among the hills blue in the distance, that blend so charmingly to the southward.

What seems to be a "crow convention" is assembling in a back pasture over there, and from their number and noisy greetings, there is "evident 'caws' for earnest and prompt action."

But this musing takes time, and we mount and push on again, thankful that this old New York and Boston post road is as ridable as we find it at this season.

Few teams are out, and soon, with feet over, we coast the three down grades that end at the Minus River bridge, and over it, with flitting glimpses of the Sound, the long railroad bridge, and nearer, the shipping at the wharf, where is a little pretended activity in loading and discharging cargoes.

Before the habitants of the sleepy hamlets come out of their "brown studies," we are through it and dash up Diamond hill, the steepest short one in this whole region of hills. We pass a pretty stone church, and farther on the "big oak," under whose spreading branches red braves have met in council, as well as did the continental soldiers during the youth of the nation.

Round here to the left we turn to see an ancient burial plot; most of the stones remaining are rough sandstone slabs, and a few, broken, worn, and mossy with age, originally had "cherub heads with angel wings" carved upon them, and doubtless were brought over from England. The flight of

PROVED ITSELF THE FASTEST CYCLE IN THE WORLD!

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50 Miles on the Road in 3h. 5m. 34s. 10 Miles in 29m. 30½ Miles in 1h. 41m.

Messrs. STARLEY & SUTTON:

Gentlemen—After giving the ROVER SAFETY a thorough trial, extending over several months, I feel bound to testify my entire satisfaction with the machine. Although geared to 60 inches, I find that it not only equals but excels every other machine for hill-climbing, while coasting is a perfect luxury unattainable on any other one-track cycle that I know of; and its ample brake power enables one to bring the ROVER almost to a standstill on the steepest decline without the certainty of a nasty header, as would be the case on any ordinary bicycle or on most of the so-called safeties. Previously to this season I had always pinned my faith to the ordinary bicycle; but my experience of the ROVER has led me to the conclusion that it is not only the safest but also the swiftest cycle on the road, and I can safely say that my mounts in future will always be of the ROVER type.

Yours faithfully,

CHAS. P. SISLEY, *Catford C. C., C. T. C., and N. C. U.*

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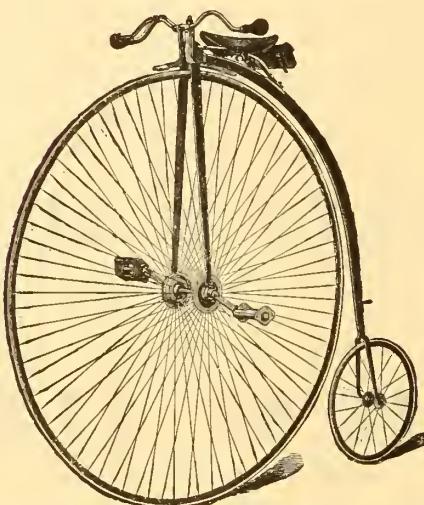
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"For business purposes and general road riding it has no superior." J. H. BROWN, Rochester, N. Y.
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NEW YORK HEADQUARTERS, G. R. BIDWELL, 2 and 4 East 60th Street.

years has effaced their inscriptions, and those whom they commemorate are indeed "dust unto dust." No fence separates this resting-place of the pioneers from the highway, and weeds and grasses every springtime seem trying to cover and protect it. Here, by the way, is a wreck of an old house in which it is said Putnam was when surprised by the red coats of the Revolution; be that as it may, the house looks every whit as aged as Dame Rumor has it, and its shingled sides, monster stone chimney, and small window panes tell their own story of the long ago, and we only regret not having time to go inside and listen to echoes of the past, before its wide fireplaces and in its relic-strewn attic. It is peopled with provident red squirrels and generations of the bat family, and we register a vow to visit their haunts in the old manor house, "when May-flowers bloom again," as we return to modern times and the stage coach road again, and wheel on over a succession of hills until soon we are trundling up the long "pebble paved" incline, known locally as "Put's Hill."

A yellow barn among some veteran apple trees, over to the left and half way up, is shown as the site of "about where the old general went down," and there are now pleasant meadow and pasture lands, orchards and tilled fields, where once the dense undergrowth hid the daring horseman from British eyes and musket balls.

Near the hill-top the roadway cuts through ten feet of rock, and the gradient is much easier than in the years gone.

Not long ago we saw the remnant of an old cemetery near by, with queer headstones and quaint inscriptions, pushed aside, removed, to give place to modern improvements. Here is the house, modernized, in which General Putnam lived, and this fine avenue, the pride of Greenwich, is named for him. It is lined with grand old shade trees and handsome residences. There are two stone churches, one of which is a prominent landmark for many miles in all directions.

Here is the summer house of Mr. Wm. Rockefeller, with grounds like a park, and a stable of horses any horse lover might take pride in, but as they do not compare (for our use) with ours of steel, we ride serenely along to the head of Greenwich avenue, coming upon the town on the hill-top, and there is a good half-mile coast down through it to the railroad, and further on to the Sound's shore, where are the steamer docks, oyster packers' houses, a mill or two, and several summer hotels, one of the most notable of which used to be the Wm. M. Tweed club-house.

Away to the south across the Sound's glistening water is Long Island, and between us and its blue outlines is a changing picture that delights the eyes of lovers of nature, from first to last, in sunshine or storms. Just out there is Captain's Island, with its clump of trees and a lighthouse that looks like a country church, and just eastward is little Captain's Island.

When we have enough of "the salt sea air," which has a trace of frost in it, we return up town for dinner, some business transactions, and then away again for Stamford and home.

"STAMSON."

—————♦—————

? ? ? ? ? ? ? ? ? ? ? ? ? ? ?
When will "XM Miles on a Bicycle" be issued? Guess; and the one coming nearest the date will receive a bicycle rifle worth \$15, free. Send in your answers on a postal previous to July 20.

News Notes.

Now for St. Louis.

Boston did right nobly after all.

B. B. B. is the King B just at present.

The day of a large League gathering is past.

Westward Ho! for League members in May, 1887.

The total membership of the League is now 8,643.

"Trust me," is not popular with the racing board.

A child of promise: "The American Cyclist Union."

For setting pace on a road race the Star is just the wheel.

Springfield, September 14, 15, 16 and 17. Fifth annual tournament.

For a royal good time at League meetings Boston takes the cake.

With the coming of fall all eyes are turned towards Springfield.

New York still holds the record on League meetings, banquets, etc.

Those who expect to be respected must have some respect for others.

Business was nowhere; fun everywhere. Such was the meeting at Boston.

Out of repair—the scales of Justice used by the L. A. W. Racing Board.

Not the rage, but a necessity, is the new stocking supporter of Howard A. Smith.

The American Wheelman sings out in accents wild, "Give us a new racing board."

The Promised Land: "Springfield, Mass., and the date September 14, 15, 16 and 17.

They spell it H—A—M—P—D—E—N P—A—R—K. Well, it is well known.

It is a melancholy fact that those who are now governing racing never do any themselves.

One thing certain, that for road racing the Star always leads, while on the path it holds its own.

Stoddard, Lovering & Co. intend to make a specialty of importing light tricycles for ladies' use.

What shall be Springfield's stand on the amateur question? We shall be found on the right side as usual.

Let us see. Where was it those wonderful times we heard so much about last year were made?

Promises, like pie crusts, are easily broken, and those of the ——— of the L. A. W. are no exception.

Wanted—An American Krupp with facilities for hooping. Must have a large foundry and machine shop.

It took the *Bulletin* just three months to publish the constitution of the League, as revised at New York, February 22.

If you want all the news while it is fresh subscribe for the Springfield Daily Union. It has over a column of cycling news daily.

In spite of the numerous safeties with which the cycling market is now flooded, the old original safety, the Facile, holds its own well.

Messrs. Hill, Fairchild, and Fairfax arrived at

Boston May 24, having wheeled from New Orleans, with the exception of about 10 miles.

Afloat and Ashore appreciates *Outing's* illustrations, judging by the wholesale way it has of piloting their cuts without giving due credit.

The Boston Cycleries contained no Challenge wheels. Owing to the demand for them, Messrs. Gormully and Jeffery could not spare any.

One hundred and thirty riders wheeled to Echo bridge Thursday afternoon, during the meet, and Chief Consul Ducker dropped out by the wayside.

The *Bicycling News* of May 7 has a cartoon showing Furnivall sitting in his room surrounded by his prizes. It is called "Too Much of a Good Thing."

Those who predicted that the safety was a thing of the past would be surprised at the way the safeties are holding their own with both old and new riders.

London *Wheeling* says that the racing prospects of the year are considerably improved by the prompt action of the N. C. U. in reinstating the suspended pro-mateurs.

The American Rudge has not lost its great prestige, as is easily proven by the number Stoddard, Lovering & Co. are daily shipping to all parts of the United States.

The League made the rules, and supposed the racing board would use judgment in carrying them out. It is the old case of a little brains needed to make them successful.

The only parts used in the construction of the American Cycles not manufactured on the premises are the rubber tire, the rubber handles, and the leather used in the saddles.

The biggest man in the L. A. W. is the chairman of the racing board. Those fifteen votes at the meeting have inflated him to such an extent that even iron hoops won't hold him.

W. B. Everett & Co. completely sold out their stock of Apollos, tandems, and tricycles during the League meet. A fresh supply is on the road, and all orders will be filled promptly.

One of the heinous offenses charged against the Rev. Mr. Scott, who has been asked to resign the pastorate of a church in Evanston, Ill., is that he has been in the habit of riding a bicycle in public.

The difference between a maker's amateur and a genuine true-blooded amateur, according to L. A. W. rules, is, the one has his training expenses paid for him, while the other is able to pay his own. See?

The cycling sketch found elsewhere, and reproduced from the *Spectator*, is from the pen of Miss Lillie Stone, sister of the late Cola E. Stone, and is a truthful representation of races under the present L. A. W. rules.

A St. Louis baker made a unique medal to be given to the winner of the Clarksville race. A long Vienna loaf formed the bar, and a twelve-inch cake was the pendant. It went to Weber, who proved to be the "bread-winner."

We have in this number spoken out plainly on one or two issues, and would announce that in the future our motto will be, "It must be cruel to be kind," therefore transgressors on wheelmen's rights will have to stand from under.

It is reported that a certain wheelman down in Baltimore, who was training for a hill-climbing

contest, refused to ride a New Rapid. He said he had tried it, but it went so easily he couldn't get up any muscle by riding that machine.

The New Rapid shown at the Boston Club's exhibition during the L. A. W. meet, has already made a reputation for itself, and we are sure many will avail themselves of this opportunity to examine and study its true tangent wheel.

The *Bicycling World* tells the truth, the whole truth, and nothing but the truth, when it says: "We are not in favor of allowing any one to run rampant on rules, but there is getting to be a good deal that is autocratic and high-handed in the action of the racing board."

We went, we saw, but were not among the victors. But then we were present at the birth of a new cycling child (A. C. U.). The mother has survived, and the father—well! the doctor has hopes of his complete recovery. The child is the picture of health, and all is serene and lovely.

The general business meeting of the League should not be abolished. The League is even at present too much under the thumbs of a half-dozen men.—*American Wheelman*. Right you are, and if we are not mistaken wheelmen will soon open their eyes to what is an anticipated fact.

Wheelmen will watch with much interest the result of the suit against the Lynn Cycle Track Association by Charles H. Potter and Taylor Boggis of Cleveland, for breach of contract in changing the rules under which the races were to be run. The amount sued for is \$500 and \$300.

City Editor Ayres, of the Hartford *Courant*, makes a very practical use of his Columbia two track tricycle. It is practically a *vade mecum* and the machine is of immense value to him, having rendered specially important service on several occasions. He considers it as indispensable.

An organized effort is being made by certain officials to sit down on the Springfield tournament this fall. It won't work, gentlemen, we have found it out too soon; but then we suppose Springfield must be punished somehow this fall. One thing certain, we shall face the music, and, if necessary, die game.

Texas cowboy (who has heard that a Northern man has arrived in town with a bicycle, but thinks that it is a shooting weapon of some sort): "What may be the size of your bicycle, stranger?" Bicyclist: "It's a fifty-six." Texas cowboy: "A fifty-six shooter! Gewhillikins, you can be mayor of this town, if you say so!"

The first high class, ball-bearing, hollow-fork bicycles in this country were made in 1878 by Thos. B. Jeffery, and about the same time he made the first tricycle for A. H. Overman. Mr. Edwin Oliver, who looks after the correspondence and advertising of Gormully & Jeffery, attended the L. A. W. meet in the interest of the firm.

The finest club group ever taken is that by the Norman Photographic Company, of the Massachusetts Bicycle Club. The picture is 4x5 feet in size, and contains the portraits of 170 of the club, all inclosed in a large wheel. In the center appear the officers of the club. In each corner appear exterior and interior views of the house and rooms. The design is emblematic, and is superbly done.

The *Wheel World* for May contains a very clever drawing by Moore, representing a young couple who being deeply in love, much against

the father's wishes, desire to get married, and adopt the novel plan of eloping on a tandem tricycle, and succeed in reaching the parson's, who ties the nuptial knot, when just as they are coming out of the door of the church the irate father arrives on horseback and dismounts, but is "too late."

Every wheelman in the wide, wide world should send five cents to the *American Wheelman* at St. Louis, Mo., for a copy of the May issue. It contains one of the best written accounts of the greatest road-race the world has ever had. It is well illustrated, and for enterprise easily leads the van. The *Wheelman* improves with age, and to-day is one of the very best bicycle papers issued. Its articles are crisp, interesting, and to the point. Try a copy and be convinced. So say all of us.

President Cleveland was at one time very fond of riding a tricycle, and since his marriage it is reported that the White House has been besieged with agents of the various makes of machines, trying to get his order for a tandem. It is said that when the President tried to escape by the back door after the wedding ceremony his carriage was chased about town by an enterprising reporter, who mounted a bicycle, by the aid of which he was able to keep near the carriage of the blissful couple, his presence all unknown to them.

The withdrawal of the Springfield Club from the League is to be deeply regretted, as it was one of the oldest clubs. The League officers have themselves to blame, or rather Dr. N. M. Beckwith. The club on April 20 addressed a letter to the president requesting a reply, and the highest official of the League did not show the club even courtesy enough to send them so much as a postal acknowledging the receipt of the same. There is an old saying, that need not be repeated here, which would apply well to this case.

The World's Pastime Exposition, which opens in Chicago on the 3d day of July, and continues 100 days, will be an event of unquestioned interest to sportsmen. The managers are making very liberal arrangements for the display of all classes of goods relating to the pleasures and pastimes of the people, and a number of attractive programmes for out-of-door sports are being arranged. This is the first event of the kind that has occurred in the United States, and a large building is being erected to accommodate the exhibits; and all indications point to a large attendance.

Hillier's German records were knocked out by Webber at Munich, the stout-hearted Islesman winning both his races after a terrible fall the day before. He writes us: "I don't expect I shall be able to race any more this year; no matter! I'll smoke my rides out this season and go for 'em next year." We wish him a speedy recovery and a return to the path at an earlier date than now seems possible to him.—*London Wheeling*. The races mentioned were a 5,000 metres scratch race, in which Webber (M. V. J. R.) easily defeated Ikely, Swiss champion, and Haase of Berlin, in gm. 14s.; and a 10,000 metres (6½ miles) scratch race, in which Webber defeated the same competitors in 18m. 53s.

"Mr. Ducker is out with a long screed, in which he endeavors to show that the chairman of the racing board has exceeded his authority in his action against the makers' amateurs, and he seeks to bolster up his side of the case by an attack on

the method employed. We have no time to reply to the article. It is full of misstatements and wrong deductions. At the meeting of the League the chairman will substantiate every statement that he has made by the production of official documents, which will bear out what he says." So says the chairman of the racing board in the *Cycle*, yet, notwithstanding, not one word contained in our criticism in the May issue has been contradicted. It is an old way of dodging facts by not replying to them. They were, alas, too true and unanswerable, and the facts remain the same.

Fred Jenkins, as correspondent of the *Sporting Life*, says, in his review of the L. A. W. meeting, "What promised to be the big sensation failed at the eleventh hour. We were given to understand that the Springfield chieftain was going to stir up the whole amateur business from beginning to end—to rake the robust chairman of the racing board over the coals of everlasting fire; but, lo and behold, we find the tables turned; the pure amateur spirit upheld by thundering votes [fifteen votes out of a total of nine thousand], and Ducker obliged to go off in disgust and form a league of his own. The trouble with Ducker is that he is no politician [too true], and had no orators to back him up. He stood alone and could not stem the tide, and it wiped him out politically and otherwise. [Guess not, he will be heard from in the near future.] He had no support for the presidency—no support in his warfare on the racing board, and little, if any, encouragement in his efforts to amend the rules so that professionals can become members of the League."

The result of the Buffalo home-trainer race, which has been in progress for the past six months, has been made public by the referee, John A. Wells. Some of the records claimed are so fast as to almost seem incredible, but all appear to be properly substantiated. The records made are as follows: J. B. Spencer, Hartford, Ct., April 30, one mile, 1.23½. George C. Dresser, Hartford, Ct., April 28, one mile, 1.23; April 29, 1.21½; April 30, 1.19½. Everett E. Arnold, East Hartford, Ct., April 26, one mile, 1.18½; April 28, 1.17; April 29, 1.16½; April 30, 1.15½. P. M. Harris, Ixion Bicycle Club, New York City, April 29, one mile, 57½s. N. C. Herring, Ixion Bicycle Club, New York City, April 29, one mile, 52½s. The prizes were awarded to the latter two men. Regarding these the referee writes: "The times made by Messrs. Herring and Harris are so much faster than any other records received that I requested a sworn certificate of the time and of the circumstances under which the records were made."

For several years subsequent to the manufacture of bicycles, paint, on account of its cheapness, and enamel, for its durability, were preferable finishes for bicycles. The beauty of the nickel plate was acknowledged; but experience then showed it could not be depended upon for durability. There was a flaw somewhere in the method of applying it, and although every manufacturer strove to remedy it, none were wholly successful. A few years ago the Pope Manufacturing Company, of Boston, perfected a method of nickel-plating the Columbia, which has borne the test of four years without any complaint from riders save where the machines had been used near the salt water, against the influence of which no finish can wholly withstand. The fact that during one year, seventy per cent. of all Experts sold were full nickeled, all of

which were highly satisfactory to the riders, and that Thomas Stevens, now circumcycling the globe, rides a full nickelized Expert, thoroughly proves that nickel plate is the best finish for a machine away from the salt water. Its beauty and attractiveness, especially when the sun is glistening among the polished spokes, more than compensates for the little extra work required in the care of the machine over the dull finish of paint or enamel.

"Verax," one of the best known wheelmen and the correspondent of the *Sporting Journal*, says, in speaking of the action of the League: "In the words of one of our prominent Eastern manufacturers, whose testimony I heartily endorse, 'The bicyclists in general do not appreciate what they owe to the racing interest. I believe that one of the Springfield tournaments makes more ideas than any other one influence at present excited in this country. Among the thousands of all classes of people who witness the tournament, many become imbued with the idea of becoming cyclers, and then the press notices regarding this gigantic meeting all over the country make many more, and we can trace a good deal of our fall trade directly to Springfield. By eliminating the makers' amateur, who always rides to win, and without whom the spice of broken records is taken away, the drawing power is also destroyed, and the meeting sinks into the insignificance of the ordinary trot at a country fair. I am sorry for Mr. Ducker, but I have no doubt his great vitality will sustain him and he will come out at the top of the heap.' These are my sentiments to a nicety. Ducker and the Springfield and Hartford clubs are entitled to consideration at the hands of the League, and should be accorded every courtesy in the settlement finally of this much disputed question." The above is gospel truth, and here's a hearty shake to the wheelman whose prejudice has not got the better of his common sense.

In speaking of the makers' amateur, Fred Jenkins, correspondent of the *Sporting Life*, who is considered to be an authority on matters pertaining to racing second to none, not excepting the chairman of the racing board, thus frees his mind and gives the whole story in a nutshell: "Now let us consider the rules of the League which make this action necessary. Are they just? Are they really formulated in the actual interests of the organization? I think not. I have carefully watched the growth of the League since its conception, and am free to state that at no time has its amateur rule been just and equitable. We have tinkered with it, amended it times without number, until it stands to-day a mass of inconsistency which cannot be lived up to. What is the remedy? Wipe it from the books, if the League wishes to retain control of the racing interests. Substitute something simple and consistent. Something we can all live up to, and not violate one day and whitewash the next. Under the strict interpretation no one can assist an impecunious racing man, whose probable victories would reflect honor on his club. We cannot pay his traveling expenses even if we would from pure love of the sport. We cannot provide him with a proper racing wheel. Under our present laws racing will be restricted to the wealthy, and they are in the minority, which certainly should not rule. Therefore the injustice. The League was created for the masses—and for the advancement of the best interests of wheeling, and certainly the best interests demand a modified amateur rule."

STAMFORD (CT.) NOTES.

An unusual press of business prevented many from attending the League meet, which if later, say in July, would have been enjoyed by a one-third larger number. We have the consolation of at least intending to fall back on Springfield this fall.

We lately had a most delightful spring outing to Pemberwick and Glenville, with Mr. J. L. Mead, the Facile rider of the Leisure Hour Wheel Club, of Greenwich.

Very soon after the New Orleans-to-Boston tourists passed through Greenwich, we pulled out toward Port Chester, coasting the frequent steep hills as safely as one might in a stage coach with brakes hard on. How we reveled in the perfume of fruit blossoms, wild flowers that clothe the hillsides, the green of verdure and foliage on either side, and in the charming freshness and beauty of another spring, another May.

Many fine studies an artist might get up in this attractive region, for there is a variety to it most pleasing. On the Glenville road is a rugged picturesqueness noticeably grand. There are places close to the road, thirty feet down steep banks, where the water, black as ink, winds silently among gnarled tree trunks and roots, in and out of dense foliage, that seems trying to "cover from human eyes its deeds of darkness"; some of its color is due to its cleansing mission in and about the great woolen mill farther up stream, but little do the furry and feathered denizens of its peaceful haunts care for that, for it only intensifies its property of reflecting objects in its depths, which is one of its chief charms for the sketcher. We make frequent halts to admire these country-side pictures, and not being a road-racing team, are amply repaid for an occasional walk up hill.

Serenity largely prevails in the hamlets of Pemberwick and Glenville, which are silent, except the muffled rumble of the mills, for they are the hives in which the workers work, and they include about the entire population. The houses straggle up the hilly streets, down which in winter there is some coasting on moonlight nights, and doubtless skating claims attention; but now, with no cycles, we wonder how the young people maintain an existence.

The business errands that partly brought us over, being done, we head for home by another route, (which is an imperative rule with the Solitary Club,) and which proved to have more hills sloping in the right direction, than those of the other road. All along there was the usual attention given to the wheels, which were a novelty up that way, but we hope they will be less so as the days go by.

We have memories of a bountiful tea, and courteous attention at Mr. Mead's pleasant home, after his genial companionship on an hour and three-quarters run, which we hope to repeat.

Mr. R. D. Lockwood now has every Facile-ity for seeing the country to good advantage, and much more enjoying his outings, than ever before. Like the writer, in pre-bicyclic days, he "fraternized with Walker, a good deal," but now cuts the old gentleman at every chance.

Fair summer wheeling is again ours, but how we need macadam the year round!

Greenwich is doing the right thing in roads, to a limited extent, and her cyclers may well increase in numbers.

The new sewer makes Stamford streets worse than ever. Our street commissioners do not know what macadam is.

"STAMSON."

Correspondence.

DIXIE LAND.

Editor Wheelmen's Gazette:—

Never having seen anything in the *GAZETTE* from this part of "Dixie," I thought a few lines might be acceptable to you. I am not a rider, and have no mount; yet I take a lively interest in cycling, and read the *GAZETTE* with a good deal of interest and pleasure. I think it the best publication for the money I have ever seen. I notice the advertisements of several builders of cycles. This country is well adapted to their use the larger portion of the year. It would seem, if the builders could understand the large field there is in this country—say the Gulf States—where machines might be employed, that energetic missionaries (!) would be sent out to make themselves acquainted with the country and its needs; that they would spend a little money in sending such persons out. Dealers in other commodities are traveling through this country every month in the year. Generally speaking, the people here do not take to anything new as readily as our Northern cousins; they don't quite understand how a wheel can be made to perform the service that is ordinarily required of a saddle-horse. If a missionary were sent out with a good serviceable wheel the price of which is as low as a serviceable wheel can be afforded, and could, by visiting various parts of the country, show that it would answer for general purposes as well as an animal for riding, they would doubtless come into favor. Formerly, the boys in this country were taught to ride a horse or pony as soon as they could toddle about; frequently each one had a riding animal for his special use. Things are greatly changed now; with few exceptions the men, much less the boys, are not able to keep an animal exclusively for riding; the food and the care it must have daily is now a large item of expense, and therefore if they can see it demonstrated that a wheel will answer or meet the requirements, they would doubtless come into favor. I will take pleasure in assisting the representative of any good wheel to introduce them. Such a man could cover a good deal of territory within two months, —the pleasantest in the year; he could make the acquaintance of suitable persons to represent them and their wheel wherever he went, and might spend two or three months pleasantly, and eventually profitably, to the company he represents.

Very respectfully,

J. H. ATLEN.

CLINTON, GREENE CO., ALA., May 10, 1886.

Editor Wheelmen's Gazette:—

I am quite interested in the articles on Sunday riding in last issues, and with "Cycle" should like to hear it more fully discussed. Of course we cannot decide for, or lay down the rules to, any one but ourselves, and upon ourselves alone rests the responsibilities of decision; nevertheless the opinion of riders will be of interest to all. I agree with "Dash" that we should not ride on Sundays, though I am the only rider in town of that opinion. "Cycle" says he is a poor unfortunate, because he has to work for a living. He ought to take that back, for the very reason that his work permits only occasional riding, gives it added zest. To show that I can understand his position, I will state that I am obliged to work for a living also, from seven till six o'clock; not always

having holidays,—last year with but four days' vacation. Nearly every week three of my evenings are taken up, yet last year I rode about 1,200 miles. I have risen at three in the morning to ride, and have often ridden after ten at night; so he can see that I am an enthusiast. I ride my bicycle as a hobby, talking in its praise at all times. But to the question of Sunday riding: "Dash" is, I think, a Christian, and as such he should be an example to the world. Now how many would like to see their minister and all their Christian friends hunting, canoeing, or even bicycling on the Sabbath? Would it look consistent in a minister to preach a sermon in the morning on obeying and serving God at all times, or on keeping the fourth commandment, and then go out wheeling or hunting? To how much would his sermon amount? The very first to find fault would be those who now laugh at us for being Betties, just as they do about dancing. Yet none of these are wrong in their place.

We are all responsible for our influence and its effect on those around us, and if any acts of ours, however innocent in themselves or to us, lead others downward we are responsible. We are our brother's keeper. "Whosoever causes one of these little ones to offend, it were better that a millstone were hanged about his neck and he were cast into the midst of the sea." "If meat cause my brother to offend, I will eat no meat while the world standeth." This position of Paul's should be that of every Christian.

Now for myself, and I am only giving reasons for my own decision, of the other fifteen or sixteen cyclers in town none are Christians, and some have not very good reputations, while I am in a position where I have some influence with the younger portion of the community. What will they think of me if I ride with the rest on Sunday? That I am like them? Does "Cycle" believe that he can get more good by riding than by attending church, as we are commanded? It seems to me that the excuse of "Cycle" for bicycling on Sunday, that "it is not so bad as many other forms of amusement practiced on that day," is rather lame; if we all use that excuse what would be the result? According to that, a man is excused for committing robbery, "because it is not so bad as murder." Once more I would say I heartily agree with "Dash," and would like to shake hands with him. "Hold fast the profession of thy faith that no man take thy crown."

"ELOPLAW."

Editor Wheelmen's Gazette:

Though the question with which "Stamson" concludes his communication in your May number, like the problem that, after twenty or more years' wandering about the country press in the shape of horses, cows, sheep, and other objects calculated to catch the rural mind, recently found its way into the columns of the *Cycle*, lacks sufficient data to admit of a solution, I will try to give him a few figures that may be of interest.

The grading may cost from twenty-five cents to one dollar and a half per cubic yard, depending upon the nature of the material, and the distance it may have to be hauled. The quantities will depend upon the topography, and the maximum gradients and degree of curvature allowed; so it will be seen that anything like a close approximation to this part of the work is out of the question.

In regard to the superstructure, however, we can arrive at something more definite.

In the construction with which I have been connected we used the refuse from limestone quarries, known as rip-rap. This was broken, off the road, to such size that the longest diameter of any piece should not exceed three inches and one-half. It was then lifted with ten-pronged forks, and deposited upon the prepared bed in such depth that after six rollings with a three ton and one-half roller, having a four feet base, the layer should measure six inches. After this rolling was completed, another stratum was applied, and after this had received six rollings sufficient clay was applied to fill the top interstices; another rolling followed, and finally the small particles of stone left at the points where the breaking had been done were spread in two layers, and each layer rolled. When finished, the rock was twelve inches deep, and the top-dressing one inch, and the surface as smooth as Chicago's boulevards. In the absence of sufficient screenings for the top-dressing, the deficit was made up with coarse sand and fine gravel.

And now for the cost. For a road eighteen feet wide, which will accommodate a pretty considerable traffic, we have paid from \$5,702.40 to \$7,983.36 per mile; or, to put it so that it may be applied to roads of any width, from 54c. to 75 $\frac{1}{2}$ c. per square yard.

Where stone may be had for from \$1.00 to \$1.10 per cubic yard, such a permanent way ought to be constructed for about 68 $\frac{1}{2}$ c. per square yard, or \$7,223.04 per mile of eighteen feet roadway, or perhaps less, if a steam crusher be used. There will be more and better screenings when the stone is broken by steam.

L. A. W., 1897.

COATESVILLE, PA. (*en route* to Kentucky), May 27, 1886.

Editor Wheelmen's Gazette:

Since my last letter to you (April 29) I find many changes have been going on, both in your home as well as in mine. I have watched with no small amount of interest the different changes, in progress, or just about completed, in the offices of a few cycling publications. Judging from the text and matter which appeared in your own ("Vol. I., No. 1"), the change has been decidedly for the better.

At last writing I spoke of our reunion, which celebrated the consolidation of the California Cycling Club with the San Francisco Bicycle Club. In due course of time the different committees were in good working trim. Arrangements were completed, and the clubs at home and across the bay were invited to accept our hospitality at Hayward's. The Oakland Ramblers, Oakland Wheelmen, Highland Park Club, and Bay City Wheelmen were well represented, and adding to this our own lusty boys, we had forty-seven in line.

We all met at Eighth and Oak streets, Oakland, and wheeled in a body, the procession making six files, with eight wheels abreast. By some preconcerted plan a couple of amateur photographers were planted in front of us with their well-known field battery, and after firing a volley at us retreated to the side, and fell in at our rear. Their ammunition having given out (for the time being), they were unable to fire any very telling shots; but when we reached a level spot at the top of a short hill, they commanded us to halt, when we were formed into a division, and had our photos made, with good results, as was afterwards shown.

No more perfect day than this 28th of April could be found; but for the name of the month, all could have sworn 'twere summer. After

wheeling eight miles we stopped at San Leandro to wet our whistles and to rest a few moments, for among us were several new conquests, and we did not care to disgust them on their first long run. The bugle called on us to mount and away, for it was nearing lunch time, and there still remained eight miles between us and it. We reached Hayward's at 12.20, which allowed us forty minutes to wash up, cool off, and otherwise get ready for the onslaught. With forty-seven occupying one room, there was quite a little hubbub for a while; but as soon as all were served, quiet reigned for about an hour. After dinner an adjournment was had to the little summer-house, on top of the hill, back of Hayward's Hotel. This hill rises some seventy-five to eighty feet above the road. From this point it looks grand on a clear day to see San Francisco bay, south and west, with San Francisco on its "seven hills" looming up in the distance, barely distinguishable through the hazy atmosphere. On the other hand rises the Coast range, actually purple and dark blue from distance and heat. After basking round on this lovely spot till past 3 o'clock, the order was given to return homeward, which point we reached at 5.30. The club run was then dismissed, and the members, watching their chance to ride on the cable track roadway, were soon lost and scattered among teams and cars.

After this "Mr. Clerk" became careless, and was not exceedingly particular what kind of weather he gave us, so we have been kind of tied up so we could not tell very well what move would come next. But in spite of our inactiveness we were not idle. Our regular monthly meetings were held, and many improvements adopted. Among these were slight changes in suits and pins, which, I guess, will both be now satisfactory for some time to come.

Now that the weather is rather settled, all riders can see the new converts coming out of their winter quarters, and I can tell you every club is laying good bait to attract new members. Our club elected six new members at its last meeting, and we have already four or five more applications yet to be acted upon. Take it all in all, cycling is beginning to show great activity in our Great West.

HARRISON HOUSEWORTH,
Second Lieutenant, San Francisco Bicycle Club.
SAN FRANCISCO, CAL., May 6, 1886.

Editor Wheelmen's Gazette:

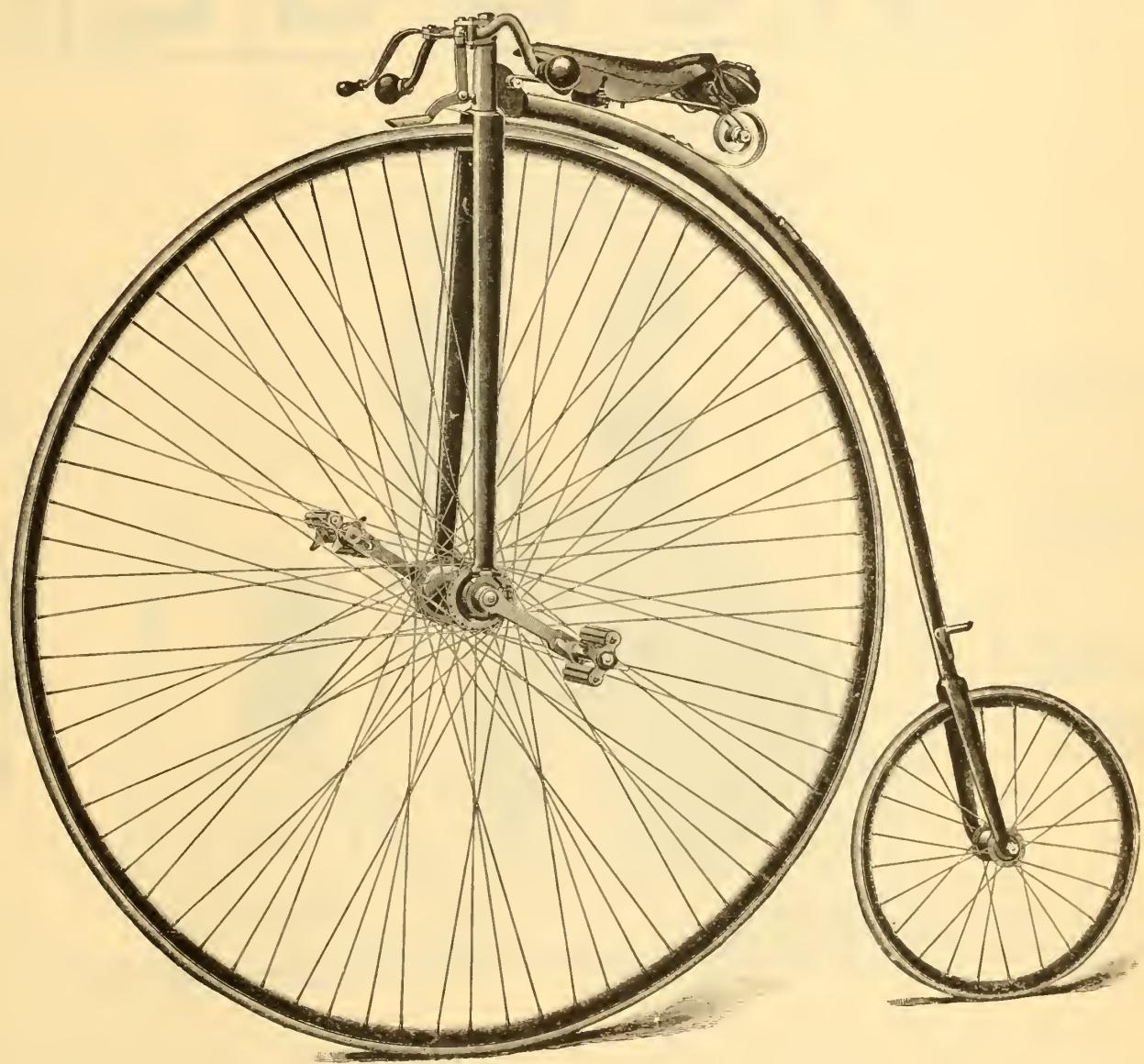
Messrs. W. F. Moss and T. P. Stallings, of Thomasville, came to Tallahassee on bicycles yesterday. They left Thomasville after 6 o'clock in the morning, and made Bradfordville at 10 o'clock, where they were detained by rain until 4 P. M., when they started for Tallahassee, and rolled on to the sidewalk in front of the St. James about 6 o'clock. Having gone out of their way about six miles on the trip, they traveled forty-two miles in six hours.—*Floridian, Tallahassee.*

The above will give you some idea of what our wheels do down here at the "jumping-off place." Eight miles of the road from Thomasville to Tallahassee is a solid "sand-bed," six inches deep, where we had to depend entirely upon foot-paths, going nearly the eight miles with heads and shoulders over handle-bars to avoid Florida bramble and briars, growing thickly along the road. Headers were in order, but only two were called up, each leaving a full length (life size) photograph in Florida sand. We stirred up the natives, ours being the first bikes seen in that part of the world. At Bradfordville, while waiting for the storm to pass off, we had an audience of about

THE WHEELMEN'S GAZETTE.

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The Handsomest, Strongest, and Highest-
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FOR 1886.

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If you intend to buy a Bicycle, a Tricycle,
a Safety Bicycle, or a Tandem Tricycle, send
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THE WHEELMEN'S GAZETTE.

NEW

COLUMBIAS.



NEW

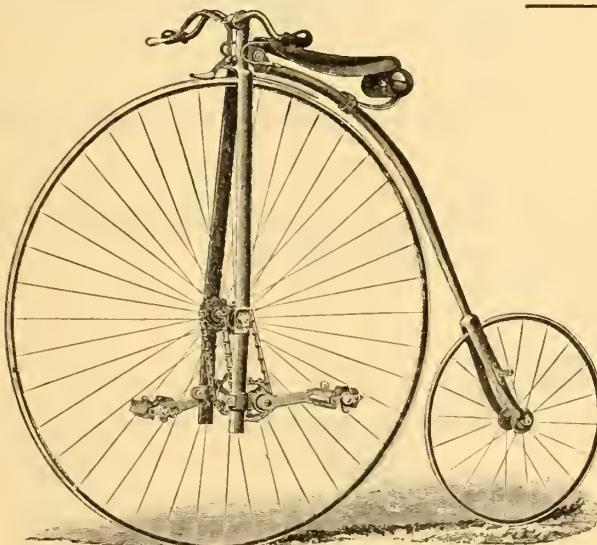
COLUMBIAS.

BRIEF OF 46-INCH.—Endless moulded red-rubber tires, $\frac{3}{4}$ -inch to front and $\frac{5}{8}$ -inch to rear. Crescent felloes, 46 and 18 direct spokes, No. 11½ steel wire, with both ends enlarged. 16-inch rear wheel. 3-inch hub-flanges, with 5-inch spread of spokes. Detachable cranks, 4 to 5 inches throw. Parallel pedals, with corrugated rubbers. Columbia ball-bearings (Peters and Wallace patents) to front wheel, with new adjustment (Pope patent). Cone bearings to rear wheel. 14-inch cylindrical perch. 4½-inch cylindrical head, with cone centers. Elliptical seamless steel tubular front forks, solid rear forks. 24-inch cow-horn handle-bars. Vulcanite handles (Moran patent). Grip-lever spoon brake. One-piece leg-guard. Oblong open serrated step. Kirkpatrick saddle (Shire, Veeder, and Kirkpatrick patents). Tool-bag, with monkey-wrench, screw-driver, and oiler. Weight, all on, 34 pounds.

PRICE, \$85, for a 46-inch. Perch, Forks, Felloes, and Spokes enameled; balance nickelated, with Cow-Horn Handle-Bars and Kirkpatrick Saddle. Sizes, 42, 44, 46, 48, and 50-inch. Difference of \$2.50 for each two inches in size, up or down.

The COLUMBIA SEMI-ROADSTER is a high-grade, moderate-priced bicycle for the use of boys, and even for light men of small stature. In designing and making it, our aim has been to reach a higher degree of excellence in durability, simplicity of construction, elegance of form and finish, and all other points which go to make up a first-class machine for its purpose, than has yet been attained; and in this we have easily succeeded, by applying to its construction all of our experience as to just what is required, and the best methods of supplying it.

The idea has quite generally prevailed heretofore that, for the use of a boy or youth whose full growth has not been attained, a cheaply made bicycle was sufficient, which would last as long as the first user could ride it, and then might be thrown aside, or, at the best, sold for a very small proportion of its cost. The better economy, however, will be found in a thoroughly well-made bicycle, which, as in the case of our full-sized machines, if its owner's tastes or requirements call for a change after several seasons' use, may still be sold or exchanged for another to good advantage.

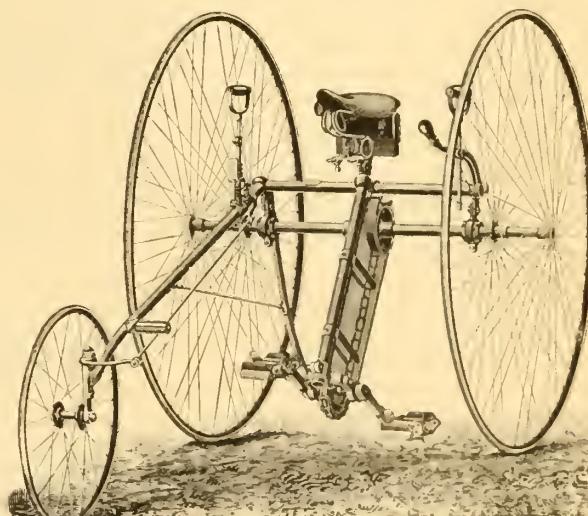


COLUMBIA SAFETY.

BRIEF.—42-inch and 20-inch wheels. 1-inch and $\frac{1}{2}$ -inch endless moulded red-rubber tires. Crescent felloes. 40 and 20 direct spokes, No. 11½ wire, with both ends enlarged. 2½-inch hub on 7-inch axle, with 3½-inch spread of spokes. Adjustable crank and chain-driving gear. Detachable cranks, $\frac{1}{2}$ to $\frac{3}{4}$ -inch (or $\frac{1}{2}$ to $\frac{1}{2}$ -inch) throw, notched on back for adjustment of pedals. Columbia "Double-Grip" rubber (Latta patent) ball-pedals (Peters and Wallace patents). Columbia adjustable ball-bearings (Peters and Wallace patents) to front and rear, and sprocket wheels. 18-inch seamless-steel cylindrical perch. 5-inch cylindrical-head, with dust-shield. Columbia elliptical, seamless-steel tubular front forks. Semi-tubular rear forks (Knous and Wallace patents). 26-inch hollow continuous steel detachable (Pratt and Knous patents) cow-horn handle-bar. Vulcanite handles (Moran patent). One-piece leg-guard. Grip lever-spoon brake. Oblong open serrated step. Kirkpatrick saddle (Shire, Veeder, and Kirkpatrick patents). Tool-bag, with nickelated monkey-wrench, screw-driver, and nickelated oil-can. Finish, D, with nickeled fork extensions. Weight, all on, 47½ pounds.

PRICE, \$140. Ball-Bearings all around. Columbia "Double-Grip" Ball-Pedals, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle-Bar. Or, with Columbia "Double-Grip" Parallel Pedals, \$135.

For our COLUMBIA SAFETY, or dwarf bicycle, we have adopted the front crank and chain-driving gear-pattern, as embracing the greatest advantages in construction, general effectiveness, and appearance. It affords ample strength, with comparative lightness, an economy of power to be expended in driving, ease of control, and simple and effectual means of adjustment for different riders. In most points it presents the simple and excellent principles used in the EXPERT and COLUMBIA LIGHT ROADSTER.



LADIES' COLUMBIA TWO-TRACK TRICYCLE.

BRIEF.—Two 44-inch driving-wheels, and one 20-inch front steering-wheel, tracking before the right-hand driver. Endless moulded 3-inch rubber tires. Crescent felloes, 56 and 24 full-tangent spokes, No. 14 steel-wire. Three-part (Wallace patent) seamless tubular steel frame. Dwarf (Wallace patent) cylindrical cone-center steering head. Columbia lock steering (Pope patent). Adjustable inclined vulcanite spade-handles. Double adjustable (Wallace patent) seat-rod attachment. Cradle-spring (Harrington patent). Adjustable tricycle saddle. Columbia "double-grip" rubber (Latta patent) ball-pedals (Peters and Wallace patents). Central crank and chain-driving gear. Bicycle adjustable cranks. Foot-rest. Central compensating gear (Whitehead and Wallace patents). Columbia double-hand (Wallace patent) brake. Columbia adjustable ball-bearings (Peters and Wallace patents) all around. Tubular safety-stay. Wire dress-guard. Tool-bag, with oiler, screw-driver, and monkey-wrench. Width of track, 31 inches; total width, 36 inches. Finish, enamel and nickel tips. Weight, 70 pounds.

PRICE, with "Double-Grip" Ball-Pedals, \$175; with "Double-Grip" Parallel Pedals, \$170.

A light and elegant machine for ladies, and suitable also for men weighing up to 130 pounds, or careful riders of greater weight.

The great success of our regular COLUMBIA TWO-TRACK TRICYCLE, and its decided practical advantages, have led us to adopt that general form of construction for this tricycle. In its details, however, it presents some special modifications of importance, for the most part tending to an economy of weight, while presenting the greatest strength possible with the amount of material employed.

Illustrated Catalogue Free.

THE POPE MFG. CO.

PRINCIPAL OFFICE, 597 Washington Street, BOSTON.

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SPRINGFIELD'S NEW BICYCLE

The King

WILL BE APPRECIATED BY ALL

AS A ROADSTER,

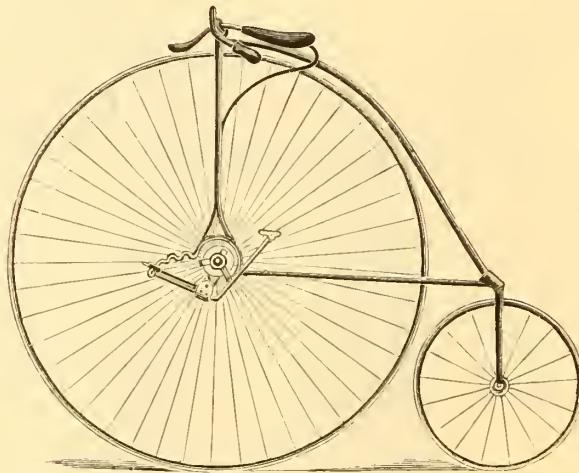
Because it is propelled by levers, giving a constant application of power so highly prized on sandy or muddy roads and in hill-climbing.

FOR SAFETY,

Because, the treadles being in the rear of the hub, there is an uplifting at the fulcrum in front, removing the danger of "taking a header."

FOR CONVENIENCE,

Because the levers can be adjusted so that a 50-inch wheel can be set to suit a rider of almost any stature.

**FOR POWER OR SPEED,**

Because the rider, without dismounting, can set a 50-inch wheel to run with the same foot-stroke speed as a 40, 50, 60, or 70-inch crank bicycle.

FOR EASE OF RUNNING,

Because the new adjustable anti-friction bearings run very easily, are very durable, and cannot roll together.

FOR DURABILITY,

The new hollow-felloe rim being very rigid, and when the bicycle is made without steering-head the braces prevent the usual strain on the backbone.

FOR POWER AND VELOCITY,

Because the new motor, utilizing the weight, and the natural position of the hands, enable the rider to greatly increase the pressure upon the pedals.

*Secured by United States Patents and Pending United States and Foreign Applications
by the Inventor, Rev. HOMER A. KING, Springfield, Mass.*

PRICE LIST.

	Parallel Bearings.	Adjustable Anti-Friction Bearings to front wheel.	Adjustable Anti-Friction Bearings to both wheels.
THE KING BICYCLE, Enamel Finish,	\$80	\$95	\$110
THE KING BICYCLE, Half Nickel,	90	105	120
THE KING BICYCLE, Full Nickel,	95	110	125
THE KING LIGHT ROADSTER, Hollow Frame, Enamel Finish,	115	Half Nickel, 130 Full Nickel, 145	

SPECIAL OFFER.

Clergyman's Discount of one-tenth allowed to any First Purchaser in any Town or ward in any City.

AGENTS WANTED.

THE KING WHEEL COMPANY, 51 Barclay Street, NEW YORK.

fifty nigs, the laughable remarks and comments of which would fill your paper. The Pope Manufacturing Company, and Gormully & Jeffery, I think, will be largely benefited by the trip.

M—

THOMASVILLE, GA., May 12, 1886.

Editor Wheelmen's Gazette:

It is intended that a cycle meeting be held at Vicksburg, Miss., about the month of September, 1886. They have a good half-mile dirt track (the best in the State) on which very fast time can be made. A large number of suitable prizes will be offered. It will be the first large cycle meet ever held in the South, and a large attendance of both Northern and Southern cyclists and enthusiasts is expected.

Any one desiring information will please address

JAMES PURVIS BRUCE,
Vicksburg, Miss.

Items of Interest.

F. S. Rollinson, the old-time professional, is not dead as reported, but is a real ranchman on a California farm.

Prince and Schock rested eight and a half minutes each in the seventy-two hours. This is a little different from the rest required in a six days' walking match, and speaks volumes for the wheel.

An actual count of the bicycles used by the members of the Massachusetts Bicycle Club of Boston, which is the largest club in this country, shows that there are more Rudgettes used than any other make. This speaks well for this popular machine.

The refusal to permit Stevens to continue his journey through Afghanistan is final, and he is thereby absolutely unable to complete his journey around the world by that route. He is now on his way back to Constantinople. From there he will seek to work his way through India. This will make a very much longer journey for him; but, from the spirit which he has shown, there is little reason to doubt of the success of his trip.

The number of machines in the L. A. W. parade, as shown by the checking of three cyclists, was 653, fifty of that number being tricycles. Four hundred of that number were of home manufacture. The bicycles, as counted by these gentlemen, were as follows: Columbia (American), 283; Rudge (English), 116; Star (American), 53; Royal Mail (English), 36; Victor (American), 20; Singer (English), 20; Facile (English), 5; miscellaneous makes (American and English), 70; tricycles, single, 39; double, 11.



Miss Easy: "These machines seem to run very easily."

Mr. Pump: "Ve-rrrr-y."

Among the Clubs.

THE BROOKLYN BICYCLE CLUB, in order to stimulate and promote touring and road-riding and to make the club pre-eminently a riding club, offers to its members prize medals suitably inscribed as follows: (1) the best road record made during the calendar year; (2) the second best road record made during the calendar year; (3) for the best twenty-four hour road record; (4) for each century run; (5) for each one thousand miles ridden, with an extra bar to attach for each additional thousand miles; (6) to the member attending the most club runs. These medals will be awarded by the board of trustees, subject to the following and such other conditions as the board may deem necessary for the best interests of the club: All competitors must carry a reliable cyclometer, and at the end of each month send to the captain a record of each day's riding during the month. Members attempting twenty-four hour hour records, or century runs, must choose a course covering at least twenty-five unrepeatable miles, and give previous notice to the captain that arrangements may be made for checking. Members who have kept no tally of riding already done will be allowed to approximate mileage from January 1 to April 1; the same with all data that will substantiate their claim to be sent to the captain before April 26, 1886, who will submit the same to the board for approval. Road officers will be debarred from the sixth medal. The following club races will occur during the year: (1) the two mile championship race in June; (2) the road championship races on the dates hereafter to be decided upon and subject to the following conditions, viz: Three separate races will be held at distances of two, five, and ten miles respectively; the winner of each race will score five points and each other contestant one point less than his leader at the finish; the contestant aggregating the largest number of points in the three races will be awarded the championship. Stated events to June 30 are as follows: May 1, informal run; assemble at Boulevard entrance at 4:15 P. M. May 8, Fort Hamilton; assemble at Boulevard entrance at 4:15 P. M. May 15, moonlight run on Staten Island; assemble at South Ferry, Brooklyn, at 3:50 P. M.; later arrivals can join us at Staten Island in time for supper. May 22, first race of road championship, distance two miles; Boulevard course at 5 P. M. May 28, trip to Boston; assemble at club rooms at 3:30 P. M., taking Fall River boat at 5 P. M., thence by rail; Saturday, L. A. W. parade and races; Monday (Decoration Day), ride round Boston and suburbs. June 5, "Around the block"; assemble at club rooms at 4 P. M. June 12, run to Roslyn, L. I., returning by boat to New York by moonlight; assemble at Flatbush depot in time for 4:22 P. M. train to Jamaica; from thence to Roslyn is a delightful run of fourteen miles. June 19, moonlight run to Brighton Beach; assemble at club rooms at 7 P. M. June 21, annual club dinner. Runs postponed on account of rain or other cause will be held later in the season.

ORANGE WANDERERS. First annual five-mile handicap road races. On Saturday afternoon, May 22, the above club held a five-mile road race over their new course for that distance. The start was from the corner of Grove street and Central avenue, west to Harrison street, to Center street, to Highland avenue, to Essex street, to Central avenue, and then directly back to $\frac{1}{2}$ of a

mile below Grove street. The course is an excellent one to test both the speed and endurance of riders, there being a number of hills and heavy grades, and a few smooth and level stretches. The course was quite dusty in some places, which together with the hills made fast time almost impossible. The contestants finished as follows: Henning (Victor), 1st (2 m. 30s. handicap), net time, 21m. 14s. E. P. Baird (Royal Mail), 2d (scratch), time, 18m. 48s. A. E. Cowdry (3m. handicap), 3d. C. S. French (2m. 45s. handicap), 4th. L. H. Porter (2m. 30s. handicap), 5th. L. H. Johnson and N. T. Smith, Humber Tandem tricycle (scratch), o. At the start of the scratch men Baird on his bicycle immediately led the tandem, and at two miles out was about 200 yards in the van, when, by an unfortunate accident, the tricycle ran into a carriage and broke out three spokes, which disabled the machine so that the riders gave up the race. At a mile and a half from home Baird first caught sight of the handicapped men and soon began to overhaul them. President Porter was caught one half mile from home, French was passed laboring up the Munn avenue hill, Cowdry was vanquished at Grove street, and the scratch man then had to be satisfied with second medal, crossing the line four seconds behind Henning the winner, who deserved great credit for the pluck he exhibited. Great disappointment was expressed that Johnson did not ride a bicycle, as a great race was expected between him and Baird. Efforts, however, will be made to bring the two together later in the season. Cowdry deserves mention for the determined spurt he made when the scratch man closed with him.

THE ORANGE WANDERERS having offered a medal to any member of the club riding 100 miles in twenty-four hours, a successful attempt to cover that distance was made by E. P. Baird on Decoration Day. Starting from Brick Church at 5:10 A. M., he rode to Caldwell, Upper Montclair, etc., completing thirty miles at 7:40 A. M. After breakfast the following towns were passed through in the order given: Newark, Elizabeth, Rahway, Westfield, Plainfield, and Bound Brook. After dining at the last-named town and resting an hour Mr. Baird again started at 2 P. M., riding to South Branch and return, a distance of twenty miles in two hours, seventy-five miles of the race meantime being completed at 3 P. M. After twenty minutes' rest at Bound Brook the start for home was made at 4:20. Passing Plainfield and Scotch Plains, 100 miles was completed at 6:40, through a desert of sand which was at times unridable. After passing Springfield the run to Brick Church, over superb macadam roads, was soon made, and on dismounting for supper at 8:07 P. M. the cyclometer indicated that $111\frac{1}{2}$ miles had been ridden. At 9:10 P. M. Mr. Baird was again on his wheel and leisurely rode about the Oranges by lamplight, completing 126 miles at 10:58 P. M. The route described from Elizabeth to Bound Brook, and in returning from Bound Brook to Springfield, is a very difficult one to cover on a bicycle, the roads being either very rough or sandy. In addition to the medal before mentioned, the Wanderers will at the end of the riding season award a gold medal to the member covering the greatest distance in twenty-four hours. It remains to be seen whether Mr. Baird's record will be eclipsed.

THE WESTFIELD (Mass.) WHEELMEN at their regular monthly meeting voted to prohibit members from riding bicycles on certain sidewalks, and to use their best efforts to induce all owners of

wheels outside the organization to observe the same rules. By vote of the town at the recent meeting the following sidewalks were forbidden to bicyclists: Elm street, both sides; north side of Franklin; south, west, and north sides of Meadow, Mechanic, and Bartlett streets. To these the wheelmen have added all the sidewalks on the public square; north side of Court street to Day avenue; east side of Broad, and south side of King streets, and all of School street.

THE MERIDEN WHEEL CLUB will give a 20-mile champion club road race, open to all clubs in the state, on the 27th. None but strictly amateur riders will be allowed to compete. The course is from Meriden to New Britain and return. Each club is to enter a team of three men, the positions at the finish to count as in tug-of-war races. The prize for the winning team is a bronze figure of Mercury valued at \$30. Individual prizes for the first three men of \$25, \$15, and \$8 are offered.

THE NORTH ADAMS BICYCLE CLUB is arranging for a grand tournament, July 5, and expects to offer \$1,000 in prizes. An effort will be made to obtain some of the fastest racers, and the track will be put in good shape for producing fast time.

THE DETROIT BICYCLE TRACK ASSOCIATION filed articles of incorporation on March 1. The capital stock is \$3,000 divided into 200 shares of \$25 each.

THE MARYLAND BICYCLE CLUB, so well known, but of which we hear so little through the cycling press, has been steadily growing this spring. A number of their associate members have joined the active ranks, and many applicants for membership have been accepted. Their roll is now only a few short of one hundred and fifty.

CLUB ELECTIONS.

ALBANY (Oregon) BICYCLE CLUB—President, W. L. Jester; secretary, J. F. Hail; treasurer, P. R. Kelly; captain, T. J. Overman; first lieutenant, J. F. Powell; bugler, J. P. Hail.

BENNINGTON (Vt.) BICYCLE CLUB—President, Wells Valentine; vice-president, H. D. Fillmore; secretary-treasurer, F. H. Scott; captain, H. D. Fillmore; lieutenant, A. J. Cooper; bugler, L. L. Tiffany.

BROOKLYN (N. Y.) BICYCLE CLUB—President, Albert B. Barkman; vice-president, Isaac B. Potter; secretary, Hermann H. Koop, Jr.; treasurer, Howard E. Raymond; captain, L. W. Slocum; first lieutenant, Frank B. Jones; second lieutenant, Howard Spelman; surgeon, Dr. A. C. Brush; color bearer, William R. Snedeker; bugler, Benjamin J. Kellum, Jr.

CAMBRIDGE CITY (Ind.) WHEELERS—President, W. G. Davis; secretary and treasurer, William Ballenger; captain, Frank Marson.

CANTON (O.) BICYCLE CLUB—President, M. P. Fry; vice-president, Dr. E. P. Morrow; secretary-treasurer, Will. G. Saxton; captain, F. W. Jay; lieutenants, W. A. Bell, J. A. Meyer, Jr.; bugler, W. N. Eyster; color bearer, N. Deuble; standing committee, Frank C. Meyer and Dr. J. F. Dougherty.

CANTON (O.) TOURING CLUB—President, O. B. Leonhart; secretary, Charles Norris; treasurer, W. O. Myers; captain, F. H. Poorman; lieutenant, J. H. Strasser.

CHAUTAUQUA WHEELMEN (Jamestown, N. Y.)—President, R. P. Hazzard; captain, Charles E. Gates; secretary-treasurer, F. A. Clapsadel; first

lieutenant, R. P. Hazzard; second lieutenant, E. R. Dempsey.

CONNECTICUT BICYCLE CLUB (Hartford, Ct.)—President, Stephen Terry; secretary, J. G. Calhoun; treasurer, Charles A. Rogers; captain, Robert F. Way; first lieutenant, George H. Burt; second lieutenant, David J. Post. Charles E. Chase was unanimously re-elected captain, but declined the post. The club committee will consist of the president, treasurer, and captain, and S. O. Prentice, George O. Hull, F. E. Belden, and Charles H. Longley.

CRESCENT CYCLE CLUB (Gloucester, Mass.)—President, C. J. Gray; secretary-treasurer, Joseph C. Merchant; captain, D. T. McFee; first lieutenant, G. H. Rogers; second lieutenant, C. J. Gray.

EAST SAGINAW (Mich.) BICYCLE CLUB—President, N. W. Ely; vice-president, A. F. Isham; secretary, Geo. W. Smith; treasurer, D. E. Prall; captain, A. L. Button; first lieutenant, R. E. Wrege; second lieutenant, P. F. Treanor.

HOOSAC WHEELMEN (Hoosick Falls, N. Y.)—President, Danforth Geers; vice-president, F. W. Rosebrooks; secretary, J. C. Haswell; treasurer, O. C. Gibson; captain, G. J. Stevens; lieutenant, Richmond F. Ball; color bearer, M. W. Kincaid; bugler, D. R. Armstrong.

KENNEBEC WHEELMEN (Augusta, Me.)—President, G. E. Dunton; captain, H. L. Stone; secretary and treasurer, M. S. Campbell; bugler, A. Pinkham; first lieutenant, A. C. Walker; second lieutenant, W. W. Ladd.

LE MARS (Iowa) BICYCLE CLUB—President and captain, J. N. Sammis; lieutenant, Dana Long; flag carrier, F. A. Post; secretary-treasurer, F. E. Davis.

LEOMINSTER (Mass.) BICYCLE CLUB—President, John M. Lockey; secretary and treasurer, Edmund Munsie; captain, Charles A. Joslin; lieutenant, Everett E. Burdett.

LOS ANGELES (Cal.) WHEELMEN—President, G. A. Von Brandis; vice-president, J. Philip Percival; secretary-treasurer, Robert Woodworth; captain, Nathan White; lieutenant, O. C. Smith; bugler, R. J. Cope.

MACON (Ga.) BICYCLE CLUB—President, Dr. N. G. Gewiner; secretary-treasurer, Charles Guernsey; captain, John C. Flynn.

MELROSE (Mass.) CLUB—President, Dr. Partridge; vice-president, H. Joyce; secretary, William L. Reed; treasurer, F. Coggswell; captain, Alonzo Tracy; first lieutenant, F. W. Downing; second lieutenant, H. Keep.

MIDDLETOWN (Ct.) WHEEL CLUB—President, Edward G. Camp; secretary Charles L. Brockway; treasurer, Dale D. Butler; captain, Arthur H. Rutty; first lieutenant, Seward V. Coffin; second lieutenant, Ralph H. Burr; bugler, Charles E. Wells; color bearer, Charles S. Perry; club committee, the president, treasurer, captain, J. Spear, and W. H. Lee.

MONTCLAIR (N. J.) WHEELMEN—Captain, Ross M. Weir; lieutenant, Joseph M. McFadden; secretary-treasurer, Albert J. Wright; color bearer, Samuel J. Holmes; executive committee, Messrs. McFadden, Weir, Wright, Tryon, and French.

MYSTIC CYCLE CLUB (St. Johnsbury, Vt.)—President, C. M. Cheney; captain, J. L. Keyes; secretary-treasurer, A. F. Walker; bugler, G. H. Frost.

NEW BRUNSWICK (N. J.) CLUB—President, D. N. Merritt; captain, J. L. Merritt; secretary, W. H. Waldron; treasurer, E. H. Wikoff; lieutenant, J. W. Kilbourn; bugler, A. W. Evans; color bearer, W. D. Vignes; historian, D. H. Merritt.

NEWBURGH (N. Y.) WHEELMEN—President, J. E. Wilson; secretary and treasurer, L. W. Y. McCoskery; captain, Frank Hollister; lieutenant, A. N. Chambers.

OMAHA (Neb.) WHEEL CLUB—President, Warren M. Rogers; captain, John G. Hitchcock; secretary, C. M. Woodman; treasurer, Peery Baldwin.

PENTUCKET WHEEL CLUB (Haverhill, Mass.)—President, C. P. Sumner; vice-president, H. A. Chase; secretary and treasurer, A. E. Leach; captain, C. E. Dole; first lieutenant, H. E. Guttle; second lieutenant, F. H. Fernald; club committee, C. P. Sumner, H. A. Chase, A. E. Leach, C. E. Dole, C. A. Hilton, and H. H. Gage.

PITTSTON (Pa.) BICYCLE CLUB—President, J. Harry Bryden; vice-president, W. L. Foster; secretary-treasurer, C. W. King; captain, W. W. Berry; first lieutenant, W. F. Staley; second lieutenant, W. B. Noltman.

RICHLAND RAMBLERS (Mansfield, O.)—President, F. L. Casselberry; vice-president, B. J. Balliett; secretary, L. S. Harman; treasurer, W. E. Sawin, Jr.; captain, A. P. Seiler; lieutenant, F. Gadsby; bugler, C. B. Bushnell; color bearer, Will Bissman.

SEWICKLEY (Pa.) BICYCLE CLUB—President, F. L. Clark; treasurer, Hubert Nevin; secretary, Frank Richardson; captain, Robert Tate.

ST. LOUIS (Mo.) STAR BICYCLE CLUB—President, F. W. Haid; vice-president, Edward Lewis; secretary-treasurer, W. W. Carpenter, Jr.; captain, H. W. Greenwood; first lieutenant, E. M. Beach; second lieutenant, S. Carpenter.

THE ALERT BICYCLE CLUB (St. Paul, Minn.)—President and captain, Charles Parker; secretary-treasurer, C. A. Johnson; lieutenant, R. L. Dockery.

TERRE HAUTE (Ind.) BICYCLE CLUB—President, N. Smith; vice-president, F. Kidder; secretary-treasurer, A. Hulman; captain, J. F. Probst; first lieutenant, G. V. Lucas; second lieutenant, E. Hudson; bugler, H. Hulman; racing board, J. F. Probst, A. Hulman, N. Smith.

VERMONT WHEEL CLUB (Brattleboro, Vt.)—President, H. L. Emerson; vice-president, F. L. Shaw; secretary and treasurer, J. W. Drown; captain, F. T. Reid; lieutenant, C. R. Crosby; color bearer, W. E. Gordon.

WHEELING (W. Va.) WHEELMEN—President, Dr. Charles E. Mason; secretary-treasurer, A. A. Wheat; captain, Wibur S. Wright; lieutenant, Dr. R. H. Bullard; color bearer, R. J. Smyth, Jr.; bugler, Dent A. Taylor.

WOODSTOWN (N. J.) BICYCLE CLUB—President, Dr. J. E. Jacquett; captain, George M. Andrews; secretary, William L. Taylor; treasurer, Allen T. Lewis.

While in Boston, both Captain W. B. Brewster, of the Missouri Bicycle Club of St. Louis, Mo., and Sanford Lawton, secretary of the Springfield Bicycle Club of Springfield, Mass., were smitten with the appearance of the Rudge Light Roadster, and each of these gentlemen took home one with him when he left.

The Trade.

[Copy of final decree, entered June 2, 1886, in the bicycle case of the Pope Manufacturing Company against the St. Nicholas Toy Company.]

UNITED STATES CIRCUIT COURT, NORTHERN DISTRICT OF ILLINOIS.

Bill.—The Pope Manufacturing Company *vs.* Harry B. Owsley, Heaton Owsley, and George B. Marble.

Cross-Bill.—Harry B. Owsley, Heaton Owsley, and George B. Marble *vs.* The Pope Manufacturing Company.

This cause coming on to be heard upon the bill of complaint filed herein, the answer thereto, and the replication of the complainant, the cross-bill of said defendants, the answer thereto, the replication to said answer, the proofs taken in said cause, and arguments of counsel, and the court being fully advised in the premises, doth find:—

That the equities of this cause are with the complainant in the original bill.

That the defendants entered into the agreements with the complainant in the original bill, as stated in the bill of complaint in this cause, whereby the defendants became licensees of the complainant under certain letters patent specified in said agreements, and that said agreements were in force at the hearing of this cause, excepting the agreements marked Exhibit "A" and "I" in the original bill of complaint.

That the defendants have violated the said licenses and agreements entered into with the complainant by refusing to make monthly reports, or returns in writing, to the complainant, on or before the 10th day of each calendar month in each year, of machines manufactured by the defendants during the month preceding; that said defendants have refused to make such reports, or to pay the royalties of license fees due the complainant for such manufacture from February, 1883, except as ordered by the court, since this suit was commenced. That since that period said defendants have continued to manufacture machines and other articles which they were licensed to manufacture under said licenses, and have neglected to make returns and pay royalties thereon, except as ordered by the court, and have sold different machines manufactured under the patents referred to in said licenses, and containing the devices patented in said letters patent, without affixing or stamping on such articles the word "patented," in accordance with the terms of said licenses, and without attaching thereto a printed list of the patents under which said several machines may be made, in accordance with the conditions of said licenses. That the said defendants, and each of them, their servants, agents, and employés be, and they hereby are, enjoined from manufacturing or selling any velocipedes, bicycles, or baby carriage wheels, specified in said several licenses, without affixing or stamping thereon the word "patented," in accordance with the terms of said licenses, or without attaching thereto a printed list of the patents under which said several machines may be made, in accordance with the conditions of said licenses.

The court further finds that the defendants, under the order of the court, have reported a number of machines that they had manufactured under said licenses, and that the amount due under said license agreements on said machines so reported by the defendants, is seven thousand five hundred and forty-eight dollars and ninety cents (\$7,548.90), and that there was due the complainant at the time of hearing this cause said sum, with interest thereon from the date when said license fees or royalties became due and payable to March 29, 1886, amounting in all to the sum of one thousand one hundred and fifty-nine dollars and one cent (\$1,159.01), making a total of eight thousand seven hundred and seven dollars and ninety-one cents (\$8,707.91), which said sum was then due the complainant from the defendants for royalties

on machines reported by the defendants, and the interest thereon.

It is therefore ordered, adjudged, and decreed by the court that the said defendants pay the complainant the said sum of \$8,707.91 for said royalties, and interest due up to the 29th day of March, 1886, and that a judgment for that amount be had against the defendants and the surety signing the bond which was given by the defendants under the order of this court, to secure the payment to the complainant of such sum as might be found by the court to be due the complainant.

It is further ordered that there be a reference to E. B. Sherman, one of the masters of this court, to ascertain and report to this court what machines the defendants have made and sold in violation of their agreements, and which are covered by complainant's patents, other than and besides those reported by the defendants as aforesaid as having been made under said license agreements herein, and the master is directed to take proofs, and report the same with his conclusions thereon. And he is hereby authorized to summon the defendants, their agents, and employés before him, and examine them on oath, and require said defendants, or their employés, to produce their books of account touching the matters hereby referred.

It is further ordered, adjudged, and decreed by the court that the defendants shall perform each and every obligation in said licenses contained which are obligatory upon the defendants to make and perform, and that the defendants shall make returns and pay royalties in accordance with the terms of the said licenses.

It is further ordered, adjudged, and decreed by the court that the defendants, and each of them, their, and each of their servants, agents, and employés be, and they hereby are, enjoined from manufacturing or selling any velocipedes, bicycles, or tricycles other than or different from what they are allowed to make in and by their aforesaid licenses, or in violation of the conditions in said licenses contained, so long as the patents, or any of them mentioned in said license, shall remain in force. That said defendants, and each of them, are hereby enjoined from in any manner, directly or indirectly, violating any of the provisions in the said several licenses mentioned in said bill of complaint.

It is further ordered, adjudged, and decreed that the cross-bill of the defendants herein be dismissed for want of equity at the cost of said defendants, Harry B. Owsley, Heaton Owsley, and George B. Marble.

S. T. Clark & Co. report that, although having received large consignments of new Rapids, they have not yet succeeded in getting in a stock ahead of their orders. They have cabled to the factory to double their weekly shipments.

Gormully & Jeffery's new show card, which is made after the photo-gravure process, will be

ready for distribution in a few days. It will have photos of the various departments of their factories, and also photos of the different wheels of their manufacture.

Gormully & Jeffery did not send any wheels to the L. A. W. meet, preferring to satisfy the urgent demands of the dealers who had unfilled orders placed with them of long standing. They were able, however, to pick up about thirty wheels in Boston, and showed a full line of American Ideals and Safeties, about half a dozen Challenges, and three Champions. The American Ideal was the only youth's machine on exhibition at the Cycleries. The Safety attracted a good deal of attention, and was tried by nearly every Expert who visited the show, while the Champion was critically examined by all the makers and importers, none of whom were disposed to find any fault with it. Their exhibit was in charge of J. H. Murray, their Boston agent.

The "Wheelmen's Reference Book for 1886," published by Ducker & Goodman, is a pamphlet of 180 pages, and a specimen of very fine typographical work, from the presses of the Springfield Printing Company. It contains biographical sketches, with numerous portraits, of leading wheelmen, descriptions of the leading makes of wheels, complete tables of wheel records of England and America, and valuable information regarding the League of American Wheelmen, tables of racing events, a club directory, hints on touring, and a collection of opinions from the press and from prominent individuals regarding the interests of the wheel. The book should become a classic with wheelmen, for no other publication has condensed within similar limits so much that is of interest and value to them, despite the few errors contained.

PATENTS.

List of patents granted for devices of interest to wheelmen, for the month ending Tuesday, May 18, 1886, compiled from the Official Records of the United States Patent Office, expressly for THE WHEELMEN'S GAZETTE by Shipley Brashers, patent law office, No. 607, 7th Street, N. W., Washington, D. C., of whom copies and information may be had.

No. 338,256, March 23, 1886, W. M. Farr, Dowagiac, Mich., seat lock.

No. 338,484, March 23, 1886, J. R. Clair, Philadelphia, Pa., wheel.

No. 338,922, March 30, 1886, T. G. Carlin, Allegheny, Pa., assignor of two-thirds to W. J. Carlin and J. T. Arnold, same place, wheel.

No. 339,289, April 6, 1886, W. H. Hale, New Haven, Ct., bicycle saddle.

No. 339,422, April 6, 1886, J. G. Hudson, of Birmingham, County of Warwick, Eng., wheel for velocipedes.

No. 339,436, April 6, 1886, E. G. and A. C. Latta, Friendship, N. Y., velocipede.

No. 339,446, April 6, 1886, S. Martin, Berchfield Road, Lozells, near Birmingham, County of Warwick, Eng., velocipede.

No. 339,550, April 6, 1886, J. Hudson, of Birmingham, Eng., wheel for velocipedes.

No. 339,537, April 6, 1886, C. E. Duryea, St. Louis, Mo., assignor to C. H. Stone, same place, tricycle.

No. 339,765, April 13, 1886, Harrie B. Hart, Philadelphia, Pa., velocipede.

No. 339,793, April 13, 1886, H. W. Libbey, Boston, Mass., hood attachment for bicycles.

No. 339,891, April 13, 1886, G. P. B. Hoyt, Jamaica, N. Y., cyclometer.

No. 340,617, April 27, 1886, H. A. Robinson, Foxcroft, Me., tricycle.

No. 340,643, April 27, 1886, A. Wacker, Kings-ton, N. V., ice velocipede.

No. 341,237, May 4, 1886, J. H. Healey, Volun-town, Ct., bicycle.

No. 341,389, May 4, 1886, C. A. Prescott, Co-bourg, Ont., Can., bicycle.

No. 341,383, May 4, 1886, H. A. King, Spring-field, Mass., velocipede.

No. 341,526, May 4, 1886, B. S. Whitehead, Newark, N. J., bicycle.

No. 341,547, May 11, 1886, R. Bean, Spring-field, Ohio, bicycle saddle.

No. 341,736, May 11, 1886, T. J. De Salba, New York City, velocipede.

No. 341,811, May 11, 1886, E. G. Latta, Friend-ship, N. V., assignor of one-third to A. C. Latta, of same place, velocipede.

No. 341,946, May 18, 1886, E. A. Richard-son of Cumberland Mills, Maine, bicycle pedal.

No. 341,911 May 18, 1886, A. Hoak of Millers-ville, Pa., velocipede.

No. 10,727, May 18, 1886 (Reissue), A. Huber of Marion, Ohio, wheel.

NEW ENGLISH PATENTS.

The following is a monthly list of new cycle patents applied for in Great Britain, specially compiled for THE WHEEL-MEN'S GAZETTE, by Messrs. Hughes, Eli & Hughes, patent agents and engineers, and proprietors of the Central Bicycle and Tricycle sale rooms, 76 Chancery Lane, London, Eng., of whom copies and information may be obtained.

No. 3,288, R. Taylor, of Glasgow, for "improve-ments in fastening india rubber tires to the rims of bicycle and tricycle wheels."

No. 3,294, P. Q. C. F. Renouf and T. W. Boothroyd, of London, for "improvements in and relating to velocipedes."

No. 3,370, R. P. Scott, of Baltimore, U. S. A., for "improvements in bicycles."

No. 3,372, J. Payne, of California, for "improve-ments in bicycle saddles."

No. 3,397, Hon. and Rev. H. Bligh, of London, for "improvements in the construction of tricycles or other like and similar vehicles."

No. 3,410, O. R. Barnicott, of Cambridge, for "improvements in tricycles, bicycles, and other velocipedes."

No. 3,445, R. G. Owen, of London, for "an im-proved wheel rim cleaner for tricycles and bi-cycles."

No. 3,778, G. Hoakham, of London, for "im-provements in or additions to the india rubber tires of velocipedes and other wheeled vehicles."

No. 3,789, J. Howes and G. N. Howes, of Cam-bridge, for "a triple tandem safety bicycle."

No. 3,829, C. R. E. Bell, of London, for "im-provements in or applicable to bicycles."

No. 3,833, J. Roots, of London, for "improve-ments in gear for cycles and other machines."

No. 3,996, C. H. Bingham and D. W. Van Rennes, of Holland, for "improvements in the driving gear of velocipedes."

No. 4,126, J. Lee, of London, for "improve-ments in velocipedes."

No. 4,127, J. Goldschmidt, of London, for "im-provements in brakes for velocipedes."

No. 4,273, A. C. Pemberton, of London, for "the compact cyclists' tire cementer and oil can com-bined."

No. 4,346, G. Singer and R. H. Lea, of Coventry, for "improvements in tandem tricycles and similar velocipedes."

No. 4,566, M. L. Corrie, of London, for "the lady cyclists' ankle guard or screen."

No. 4,589, B. S. Whitehead, of London, for "improvements in bicycles."

No. 4,636, W. Fletcher, of London, for "an improved oil can."

No. 4,643, A. Westerfrölke, of London, for "improvements in steering attachments for veloci-pedes."

No. 4,688, W. C. Burton, of Rochdale, for "an improved two-speed driving gear for velocipedes."

No. 4,837, H. Lucas and A. H. Bishop, of Bir-mingham, for "an improved wrench."

No. 4,911, T. Hawkins, of London, for "im-provements in or applicable to tricycles and bicycles to render the same straight-steering."

No. 1,301, Charles Church, of London, for "im-provements in the means of locking bicycles and velocipedes."

No. 1,303, William Deakin, of Birmingham, for "improvements in driving chain for velocipedes and for other purposes."

No. 1,348, Harry William Greenfield, of London, for "improved means for adjusting the seats of tricycles."

No. 1,358, Sydney Lee, of London, for "im-provements in bicycles."

No. 1,487, Josiah Brookes, Henry James Brookes and William Richard Kettle, of South-wick, for "an improved anti-vibrating automatic steering arrangement for velocipedes."

No. 1,519, Charles William Rudolph Duerre, of London, for "improvements in the method of steering velocipedes and in apparatus therefor."

No. 1,628, Edwin Henry Baxter, of Birmingham, for "improvements in lubricators for bicycles, tri-cycles, perambulators, and other purposes."

No. 1,657, Joseph Edwin Holloway, of London, for "a new or improved gear wheel for bicycles, tricycles, or other velocipedes."

No. 1,673, Arthur Hunnable, of London, for "improvements in velocipedes hereafter known as 'The Hunnable speed and power gear' to be ap-plied to safeties and other velocipedes."

No. 1,682, William Scantlebury, of London, for "improvements in velocipedes."

No. 1,685, John Harrison, of London, for "im-provements in cranks for velocipedes."

No. 1,775, William Hillman, William Henry Herbert and George Beverly Cooper, of Coventry, for "improvements in velocipedes."

No. 1,777, Alfred Thomas Andrews, of London, for "improvements in the manufacture of wheels applicable to perambulators, velocipedes and other purposes."

No. 1,802, William Edward Hart, Jr., and Charles Lee, of Wolverhampton, for "improvements in bicycles."

No. 1,828, Jules Truffault, of London, for "im-provements in driving gear for bicycles, tricycles and other velocipedes, also applicable to other purposes."

No. 1,841, George Alfred Wright and John De Lannay Watson, of Brixton, for "improvements in ball bearings for velocipedes."

No. 1,909, Alfred Pellatt, of London, for "a new and improved means or appliance for carry-ing watches or timekeepers on cycles and other wheeled vehicles."

No. 1,910, Julius Alfred White, of London, "an improvement in lamps for tricycles and bicycles."

No. 1,997, Joseph Henry Dearlove and Harry Thresher, of London, for "improvements in and relating to velocipedes."

No. 2,036, James Hudson, of Birmingham, for

"improvements in the construction of bicycles, tri-cycles, and other similar vehicles."

No. 2,058, E. C. Clarke, of Derby, for "improved method for automatic steering and taking off vibration from bicycles, tricycles, and other carriages."

No. 2,069, James Alfred Lamplugh, of Bir-mingham, for "improvements in luggage carriers and bags for bicycles, tricycles, and other velocipedes."

No. 2,084, Walter Phillips, of Coventry, for "improvements in and relating to velocipedes."

No. 2,085, Henry Osborne, of London, for "im-provements in and relating to velocipedes."

No. 2,117, Charles Joseph Hart and Benjamin Charles Barton, of Birmingham, for "improve-ments in the steering of bicycles and tricycles."

No. 2,118, Charles Joseph Hart and Benjamin Charles Barton, of Birmingham, for "improve-ment of velocipedes."

No. 2,752, John Marshall Starley, of Coventry, for "an improved spring fork applicable to the steering and trailing wheels of velocipedes and other vehicles."

No. 2,461, John Charles Vincent Smith, of Lon-don, for "an improved step for bicycles and other velocipedes." A communication to him from abroad by Willard D. Doremus, of U. S. A.

No. 2,535, Charles Vernon Boys, of London, for "improvements in combined driving and steering gear, chiefly suitable for velocipedes."

No. 2,579, Henry Harris Lake, of London, for "improvements in bicycles." A communication to him from abroad by Griffith Glover, of U. S. A.

No. 2,602, Henry Usher, of London, for "an im-proved axle for velocipedes."

No. 2,126, Maurice Foley, of London, for "im-provements in luggage carriers for velocipedes."

No. 2,740, Edmund Charles Clarke, of Derby, for "improvements in the construction of wheels for velocipedes."

No. 2,741, Edmund Charles Clarke, of Derby, for "improvements in driving chains for velocipedes."

A SUNDAY RUN.

BY "FIFTY-THREE."

Ere the sun had dispelled the sparkling dew

At crimson dawn on a lovely June day,
Two cyclists met, who were friends firm and true,

For a village run twenty miles away.

Companions in culture and social state,

Both ardent lovers of the wheel they strode,
Intent on pleasure, not records to break,

In happy converse side by side they rode.

They chatter of wheels of every known make,

Of spokes tangential, resultant, direct;
The different rims, bars, saddles, and rake,

Of parts that were good, those having defect.

The League was discussed, and the N. C. U.,

The roads, the weather, and fair skies above;
Other subjects quite old, and topics new,

But the sweetest to them, the theme of love.

Slower pace to admire some exquisite scenes,

Heard carol of songsters from bush and thorn,

Spoke of great nature—work of God supreme;

A fitting subject for this Sabbath morn.

Thus distance and time unheeded flew past,

When hark! the deep music of church bells' chime,
Which summons obeyed, to village sped fast,

And worshiped their Lord at His holy shrine.

After the sermon and benediction,

To see the girls pass—at the door they staid;
Received each a bow of recognition,

And escorted home a sweet, pretty maid.

Repaired to the inn for lunch at noon tide,

By courteous ways many new friends made;
Freely to questions of the wheel replied,

Came joyfully home in the evening shade.

NASHVILLE, TENN., June 10, 1886.

THE WHEELMEN'S GAZETTE.

Sale and Exchange.

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

ADVERTISERS will consult their own interests by advertising in THE WHEELMEN'S GAZETTE.

A GOOD PHOTOGRAPH LENS (5x8) cost \$6, for L. A. W. Badge or Pin, or bicycle sundries. WM. H. WELLS, 53 South street, NEW YORK.

A 50-inch OLD-STYLE STANDARD COLUMBIA, \$20. A 48-inch nickelized Standard Columbia, \$48; a bargain. G. W. RIBBLE, HARRISONBURG, VA.

A 58-inch ROYAL MAIL LIGHT ROADSTER, all balls, excellent condition, \$85; cost about \$145. A 48-inch Special Columbia, balls, nickelized, fine order; \$80. Address G. W. RIBBLE, HARRISONBURG, VA.

BICYCLES.—Fair prices and spot cash paid for desirable 2d-hand wheels. BUTMAN & CO., 89 Court st., BOSTON.

BICYCLES AND TRICYCLES.—Specialty in furnishing new wheels for exchange. BUTMAN & CO., Scollay Square, Oriental Building, BOSTON, MASS.

BARGAIN.—50-inch full-nickel Columbia Standard, excellent condition; Hill and Tolman bell; only \$55; sent on trial. G. W. NELLIS, HERKIMER, N. Y.

BICYCLES AND TRICYCLES.—Bargains for cash; wheels not sold on installments nor rented. BUTMAN & CO., 89 Court Street, BOSTON, MASS.

BICYCLES AND TRICYCLES received on consignment; no charges made when goods are furnished in exchange. BUTMAN & CO., Oriental Building, 89 Court St., BOSTON.

BARGAIN.—A 51-inch Star, good condition, newly engraved, patent Hygienic saddle; owner wants Special Star. Star bargains are getting scarce, so address soon, GEO. METZGER, JR., EMPORIUM, PA.

BARGAINS—We have a number of second-hand wheels, all in excellent condition, which we offer cheap; full description on application by mentioning this paper. Address STODDARD, LOVERING & CO., 152 Congress Street, BOSTON, MASS.

BICYCLES AND TRICYCLES.—125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price-list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building, BOSTON, MASS.

CANTERBURY PILGRIMAGE AND WHEELING ANNUAL mailed post-paid for One Dollar. Address THE WHEELMEN'S GAZETTE, SPRINGFIELD, MASS.

FOR SALE—A receipt for 50 cents, entitling the holder to THE WHEELMEN'S GAZETTE for one year.

FOR SALE—New Victor Tricycle, \$100 cash. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE.—42-inch Facile Bicycle, in first-class condition; price \$65; a bargain. Address BOX 587, MILFORD, MASS.

FOR SALE—52-inch new Yale Roadster, full-enamelled; only \$80. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—36-inch new Rudge Safety; best offer over \$100 will be accepted. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—A new 52-inch McDonnell Cyclometer, never been used; price \$3; or will exchange for a 50-inch. J. A. BENDER, EVERETT, PA.

FOR SALE—Victor Tricycle, 1884 pattern, in excellent condition; only \$75. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—One Coventry Rotary Tandem, balls over all, including pedals; good as new; price \$175; cost \$235. STODDARD, LOVERING & CO., 152 Congress street, BOSTON, MASS.

FOUND OUT—That WHEELING ANNUAL is the best of all, and can be obtained of THE WHEELMEN'S GAZETTE, Springfield, Mass. Mailed post-paid on receipt of 50 cents. Why not have one? Why not present your friend with a copy? Cheap enough—don't you say so?

FOR SALE—55-inch second-hand Royal Mail Racer, in excellent order; \$75. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—54-inch Rudge Light Roadster, full-nickelized except wheels; brand new; big bargain. CHARLES WIESINGER, ADRIAN, MICH.

FOR SALE—50-inch Ideal bicycle, half-nickelized and enameled; run about 20 miles; too large for owner; \$55. LOCK BOX 32, WATSONTON, PA.

FOR SALE—48-inch improved Horsman Bicycle, only \$30; in good running order, with brake, bell, and complete outfit. BOX 105, PLYMOUTH, CT.

FOR SALE—English double Children's Tricycle, just about as good as new; cost new \$65; price \$30. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—One No. 5 Royal Mail Racing Tricycle, cost new \$175; been used only a little; \$80. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—58-inch full-nickelized Harvard, with Lillibridge saddle; in fine order; \$72.50 cash. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE.—At a bargain, a full-enamelled 48-inch Standard Columbia, in good order; price \$50; owner wants a 50-inch. M. R. HOLCOMB, PLANTSVILLE, CT.

FOR SALE.—\$75 cash buys a 52-inch nickelized Harvard Full Roadster, with bell and tools; A 1 order. Apply to FRANK R. CURTISS, Box 50, STRATFORD, CT.

FOR SALE—52-inch double hollow fork Premier Bicycle, balls to both wheels, double-action spring; a bargain at the price—\$50. J. T. ROBERTS, DECATUR, ILL.

FOR SALE—54-inch Sanspareil, nickelized and enameled, just about as good as new; a bargain; \$65. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—New 54-inch Rudge Racer, nickelized and enameled, with cow-horn handle-bars; \$100. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—Any Premium named in our list at retail price, and a copy of THE GAZETTE for one year free. THE WHEELMEN'S GAZETTE, SPRINGFIELD, MASS.

FOR SALE—36-inch English Challenge, cost \$60 new; in good order; with bell, tool-bag, and tools; price \$22.50. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—54-inch Matchless Bicycle, nickelized and painted, ball bearings to both wheels; good order; \$65. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—Heavy all-wool ribbed Bicycle Hose, blue, black, or L. A. W. color, sent by mail on receipt of \$1. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—Lithographs of George M. Hendee, 14x17; sent by mail to any address on receipt of 15 cts. in stamps. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE—Regular \$2.00 Facile Bicycle Bells; can be used on any machine; sent by mail on receipt of 75 cts. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

FOR SALE OR EXCHANGE—Rudge Coventry Safety Tricycle; can be ridden single or double; cost new \$212; will exchange for a good saddle-horse. W. P. WARREN, WESTFIELD, MASS.

FOR SALE—44- or 46-inch Special Facile Bicycle, both in first-class order; 44-inch used but very little; owner can use but one and wishes to dispose of the other. Address Box 242, NEW HAVEN, CT.

FOR SALE—55-inch Royal Mail Racer, direct spokes, straight handle-bar; weight 26 pounds; good as new; \$50 cash. STODDARD, LOVERING & CO., 152 Congress street, BOSTON, MASS.

FOR SALE—51-inch second-hand American Club, full-nickelized, dropped handle-bars, and in fine order; for particulars, address CHARLES MORGAN, care of Meekins, Packard & Co., SPRINGFIELD, MASS.

FOR SALE—50-inch Standard Columbia, used only in pink; good as new; bargain at \$65. Also 50-inch American Rudge, 1885 pattern, balls to both wheels; \$75; owner wants larger size. Address WILLIAM TAYLOR, TOPEKA, KANSAS.

FOR SALE—A 54-inch Victor Bicycle, used about three months, in first-class condition; price \$100. A 52-inch Victor Bicycle, used about three months; a perfectly sound machine; price \$100; both the above are practically as good as new, as they have not had hard usage, and have been ridden but little. A 50-inch Victor Bicycle, used about three hours; as good as when turned out at the factory; price \$100. J. T. ROBERTS, DECATUR, ILL.

GIVEN AWAY—Premiums for Subscribers. See our list and obtain some of the best Bicycling Sundries extant. THE WHEELMEN'S GAZETTE, SPRINGFIELD, MASS.

KIRKPATRICK SADDLE, used 2 weeks; Harvard clip; will exchange for a first-class hub lantern, or offers E. D. SMITH, SANTA ANA, CALIFORNIA.

OVERMAN WHISTLES, with chain, 35 cents, to advertise; no stamp. LOWE BICYCLE COMPANY, FITCHBURG, MASS.

RHYMES OF ROAD AND RIVER mailed to any address, post-paid, on receipt of price, Two Dollars, by THE WHEELMEN'S GAZETTE, SPRINGFIELD, MASS.

SEND 35 cents in stamps and receive a pair of Crescent Bicycle Hose Supporters. Thousands of them in use. AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

STARS.—51-inch, nickelized and bright, suspension saddle, new tires, low head, \$70; 48-inch, lot extras, excellent, \$55; 45-inch, standard finish, power traps, rubber step, and handles, suspension saddle, patent oilers, \$65; big bargain. G. W. RIBBLE, HARRISONBURG, VA.

THE GAZETTE AND WHEELING ANNUAL, only \$1. THE WHEELMEN'S GAZETTE, SPRINGFIELD, MASS.

THE CHEAPEST AND BEST ADVERTISING MEDIUM—THE WHEELMEN'S GAZETTE, Springfield, Mass. Rates 40 per cent. less than any other cycling paper.

THE WARWICK SELF-ADJUSTING STAR SADDLE is the one for comfort and durability; price \$2.75. On receipt of \$5.50 we will prepay express and forward two of them anywhere in the United States. THE AMERICAN BICYCLE COMPANY, SPRINGFIELD, MASS.

WANTED.—A 54- or 56-inch Bicycle cheap. W. G. ROBB, STATE CENTER, IOWA.

WANTED—40,000 wheelmen to read and subscribe for THE WHEELMEN'S GAZETTE. 50 cents a year.

WRITE to G. W. RIBBLE, HARRISONBURG, VA., for full list new and second-hand cycles. Lot boys' wheels very low.

WHEELING and THE GAZETTE for one year, price \$2. THE WHEELMEN'S GAZETTE, SPRINGFIELD, MASS.

WANTED.—Four 42-inch and two 44-inch Special Faciles; state particulars to THE SOLITARY CLUB, STAMFORD, CT.

WANTED.—Star Special Bicycle, about 50-inch; one that has been badly smashed; state condition and lowest price. R. P. O. Box 148, PASSAIC, N. J.

WHEELING ANNUAL, the best of all Annuals, mailed post-paid on receipt of price, Fifty Cents. ADDRESS THE WHEELMEN'S GAZETTE, SPRINGFIELD, MASS.

WHEELMEN, how can you enjoy the wheel? By keeping fully posted and subscribing for so excellent a journal as THE WHEELMEN'S GAZETTE. Only Fifty Cents per year.

WANTED—King of the Road hub lamp; also cyclometer for 52-inch wheel; state condition and lowest price. A. C. GRIFFIN, 178 East Seventy-sixth St., NEW YORK.

WANTED.—To exchange a 54-inch Standard Columbia Bicycle for a chain-gearred Safety Bicycle or Tricycle. Address LUTHER S. HAWKINS, Box 116, DANVILLE, IND.

WANTED TO EXCHANGE.—A 16-shot, .32-caliber Winchester Rifle, with 400 cartridges and loading tools, nearly new and in perfect order, for a 52-inch cycle that is in good order. Address J. H. ALLEN, CLINTON, Greene County, ALABAMA.

WANTED—Purchasers for Wheeling Annual, 50 cents; Canterbury Pilgrimage, 50 cents; Rhymes of Road and River, \$2; THE WHEELMEN'S GAZETTE, 50 cents per year; or the whole four for \$3, post-paid. THE WHEELMEN'S GAZETTE, SPRINGFIELD, MASS.

38-INCH KANGAROO, enameled and nickelized, in perfect condition; cost \$130; will sell for \$100; correspondence solicited. DR. G. P. ROBINSON, BABYLON, I. L.

50 CENTS BUYS WHEELING ANNUAL. Fifty Cents buys Canterbury Pilgrimage. Two Dollars buys Rhymes of Road and River. The whole mailed to any address, post-paid, for \$3, including THE GAZETTE for a year. THE WHEELMEN'S GAZETTE, SPRINGFIELD, MASS.

53-INCH COLUMBIA LIGHT ROADSTER, nickelized except wheels, Kirkpatrick saddle, double-grip ball-pedals, 1885 pattern; in perfect order; cost \$147.50; will sell for \$115. Also, Columbia hub lamp, \$1.50; Columbia ball-pedals, \$7; Hill and Tolman alarm, \$1.50; 52-inch McDonnell cyclometer, in good order, \$2; Z & S. carrier, \$1.50; 50-inch steel balls, 5c. A. O. DOWNS, AQUEBOGUE, L. I.

54-INCH 1886 pattern Rudge Light Roadster; run ten miles; \$120; guaranteed in perfect condition. Address BOX 2571, BOSTON, MASS.

THE WHEELMEN'S GAZETTE.

COW-HORN HANDLE-BARS!

Handsomest, Strongest, and Best Bars in Market

COMPLETE, WITH BRAKE-LEVER AND BRACKET.
ALL NICELY NICKELED, ONLY \$4.50.

These Bars have the most graceful curves of any in the market, and are made of the best of steel. We lead; let others imitate and claim the same;—but wheelmen should see to it that they get the Bar which has the best of material, the best of workmanship, and is the latest in style. Remember, we make these Bars to fit any cycle made. Agents wanted. Liberal discount to the trade.

C. W. SPINNEY, Fitchburg, Mass.

NOW IS THE TIME

To secure anything in the CYCLE SUNDRY line that you may need.

STODDARD, LOVERING & CO.
152-158 Congress Street, Boston.

A BICYCLE FREE!

THE VERMONT BICYCLE free to all who send name on postal, with names of five intending bicycle buyers. Most newsy monthly. Eight large pages. All like it.

THE VERMONT BICYCLE, West Randolph, Vt.

LAMPS.

"King of the Road" Lamps, of all sizes, prices, finishes, and patterns, can be found at

STODDARD, LOVERING & CO.'S,
152-158 Congress Street, Boston.

Fifty L. A. W. fine gold beveled edge Cards, in handsome case, with your name, address, and emblem (in gold) neatly printed on all, by mail post-paid for 50 cents. Sure to please. An agent wanted in every club to take orders. Send stamp for terms and samples.

B. SHEAVER, CAMDEN, OHIO.

I. C. DOANE of Richmond, Ind.:

"I have just returned from a trip to a neighboring town 30 miles from here on my new RUDGE LIGHT ROADSTER. I am perfectly delighted with the wheel in every way. It is the easiest hill-climber I ever rode."

DO YOUR OWN PRINTING.

Just the Thing for Merchants, Druggists, Grocers, Boys, Girls, Everybody!

Presses from \$3 to \$175. Outfits from \$5 to \$50.

Any one with ordinary intelligence can do the work. Full instructions with every order. Send for descriptive price-list, and mention this paper. R. D. ZERBE, 188 West Fifth St., CINCINNATI, OHIO.

CALDER BROS. of Terre Haute, Ind.:

"The 48-inch AMERICAN RUDGE is at hand. This wheel is far superior to what we had expected, and will no doubt be the means of increasing the sales of this class of machines."

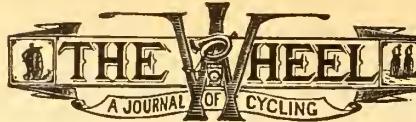
MURRAY'S,

100 Sudbury Street, Boston,

Is the place to have your repairs done, as he keeps a large stock of parts for repairing all kinds. Prices low. Second-hand machines wanted. Send 2-cent stamp for catalogue of American wheels.

STODDARD, LOVERING & CO.

Have received a supply of LIGHT CRIPPERS for the use of light-weight gentlemen or ladies. These are of the latest pattern and a very suitable machine for both sexes.



A WEEKLY RECORD OF THE SPORT. ALL THE NEWS. FIRST AND MOST COMPLETE.

Descriptions and Illustrations of New Wheels and Inventions as they appear.

TWO PAPERS FOR THE PRICE OF ONE!

The Wheelmen's Gazette free to every subscriber to The Wheel.

Combination Rates.

The Wheel,	\$1.00 a year.
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The Wheelmen's Gazette and The Wheel,	1.00 a year.
The Century Magazine and The Wheel,	4.00 a year.
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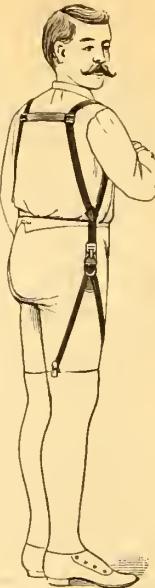
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The Central Press and Publishing Company,
12 Vesey Street, P. O. Box 444, NEW YORK CITY.

THE Z. & S. Stocking Supporter

Every wheelman should have them in his wardrobe or on his back. They are unquestionably the best yet produced. Made so as to be worn beneath the flannel shirt, pass over the shoulders and down each leg. A sliding buckle allows for tension, and can be unfastened by a spring in an instant without inconvenience.

Price per pair, 65 cents.



Send stamp for new Illustrated Catalogue, now ready, of our Cycling Goods.

HOWARD A. SMITH & CO.

Successors to

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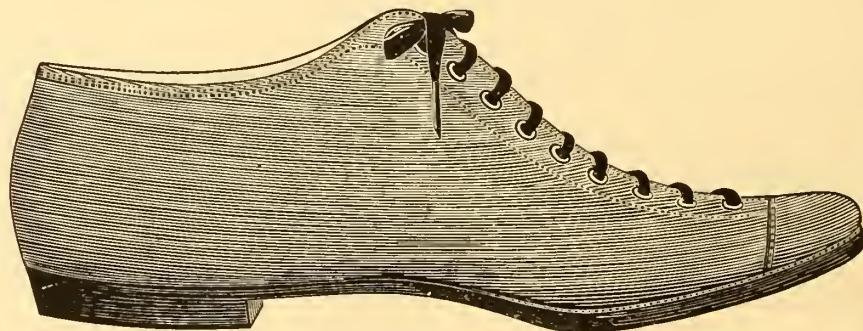
ORATON HALL, NEWARK, N.J.

Branch Store, Orange, N. J.

BURLEY B. AYERS of Chicago,

One of the most popular and best known wheelmen in the United States, writes: "My RUDGE LIGHT ROADSTER arrived to-day and is the acme of grace and elegance. It is the best hill-climber that I have ridden."

BEST IN THE WORLD !



THE KELLOGG BICYCLE SHOE.

The advantages of this Shoe are as follows:—

First, Superiority of workmanship and material. *Second*, Adjustability in lacing to suit the wearer (style secured by caveat). *Third*, The style of lasts upon which they are made, being without spring, thus relieving the toes of the constant pressure upon them, which has been the fault with Bicycle Shoes made on the ordinary lasts. *Fourth*, The cut of the Shoe, making the fit perfectly hygienic, causing it to set smoothly in whatever position the foot may be placed. *Fifth*, The improved conforming shank, being one of the great features of the Shoe, the style of which is claimed to be superior to any other. *Sixth*, Heels that will not strike the hub on the closest-built machine. *Seventh*, Equally good on rubber or rat-trap pedals; will not bounce nor slip. *Eighth*, Bottoming all done by hand, so that in getting the KELLOGG BICYCLE SHOE you will not be imposed upon by a machine-made article. *Ninth*, Can be easily repaired, if necessary, without lessening its merit. *Tenth*, Being, in fact, perfect for a Cycling Shoe, as it is light, comfortable, cool, and durable, and needs only to be worn to be appreciated.

Our **LADIES' TRICYCLE SHOE** is laced low, high-cut, kangaroo, light, flexible, and comfortable.

NET PRICES.

Gentlemen's Bicycle Shoe, Kangaroo, \$5.00

Ladies' Tricycle Shoe, Kangaroo, \$7.00

We also manufacture two grades of **Gentlemen's Fine Shoes**, hand-sewed and fair stitch, of best quality French calf. Price—Grade No. 1, \$7.00; Grade No. 2, \$6.50. Patent leather, alligator, cork soles, etc., from \$1.50 to \$2.00 extra.

Every order must be accompanied by the cash, either by check, post-office order, or registered letter. In sending your order, state the size you wear, and give measurement of heel, instep, ball, and ankle, just as you want them to fit, as in all cases we shall make according to the measurement sent us.

W. H. KELLOGG, Manufacturer, PALMER, MASS.

J. H. BUTTERFIELD, Agent, SPRINGFIELD, MASS.

THE HONESTY OF CYCLERS.

On the 23d of January, 1884 (two days before the *Wheel* made public the prospectus of "X. M. Miles on a Bi," and urged the League to promptly pledge the "1,000 one-dollar subscriptions" which I demanded as a condition of undertaking a formal canvass for 3,000), the following words were addressed to me by a Boston man, who was quite familiar with my writings, and who was really more competent than any one else in America to form a dispassionate and intelligent judgment of the chances for making money by republishing those writings in the form of a well-indexed road-book:—

"I have been selling bicycling literature for nearly three years, and I know a little about the market. Let me say then, frankly, that you cannot sell 1,000 copies of a bicycling work at \$1 each,—no matter how good it is nor how much it commends itself. The market will not absorb that quantity of books. I place the outside limit of your sales at 300 copies, and I can't believe you will sell that number. You will say that the wheelmen have been crying for just such a book, and that the great majority ought to buy it. Experience will show you that, no matter how much the bicyclists may howl for a thing, they fail to come to time when asked to pay for it. * * * I don't desire to throw a wet blanket on your enterprise; neither do I desire to see you enter on a speculation without a full knowledge of the facts. I think your road-book will sell; but, if you *must* have an advance sale of 1,000 copies, you will waste your time and money working on the thing."

I do not quote this prediction for the sake of bringing ridicule on the writer of it; for I insist that it was worthy of the respect which always belongs to the opinion of an experienced and careful observer. A few persons, of less practical knowledge and greater enthusiasm, may have believed that I might possibly secure 1,000 advance subscribers (especially after they learned that half that number had come to me in less than a month); but no one in the world who knew anything about the book-business really supposed I had the ghost of a chance for pledging the 3,000. Colonel Pope, for instance, had no idea that I could do it,—neither had the president of the Springfield Bicycle Club; though both of them are men who take an extremely sanguine view of all that appertains to cycling, and both of them have shown more willingness than any one else in America (save myself) to back up their faith by playing big risks against high stakes and remote results. As for business-men beyond the realm of cycledom, I suppose that nine out of ten of them who may read my to-day's statement, that "more than 3,300 individuals have in fact pledged to buy 3,540 copies of the book at \$1 each, will take the statement to be "merely the customary publisher's advertising lie."

If such skeptics read of my "confident expectation of selling 30,000 additional copies at \$1.50 each, in the same way that the subscribers were secured" (namely, by private and individual effort; relying upon the good-will and wheeling enthusiasm of hundreds of volunteer agents who are strangers to me; offering them no discounts, or commissions or premiums or "chromos" of any sort; resorting not at all to the ordinary machinery of the book-trade, spending no money for advertisements in the public press, and exhibiting no volumes for sale through the book-stores), they will call such expectation "mere advertising braggadocio." If the average hard-headed business-man could conceive of my seriously entertaining it, he would look upon me not merely as a "visionary and fantastic crank," but as a downright lunatic who ought properly to be repressed

in a strait-jacket. The average wheelman, who knows what I have done already, has a better opinion of my sanity and my business sagacity, and he doesn't think I am chaffing when I talk of "30,000," but even he, however hopeful or enthusiastic, can hardly believe in the possible sale of such an enormous quantity of books. Yet, on general principles of human-nature, the selling at \$1.50 each, of 30,000 copies of a book containing seven or eight times as many words as are usually supplied for that price, does not seem to me as difficult a task as the one I have actually accomplished, in pledging 3,300 people to "each put up a dollar in advance," for a book whose scope and character none of them really know anything about, and whose size might be eight times smaller than it is in fact without violating any promise of the prospectus.

Now, what I want to call attention to, in the first place, is the impulse and encouragement which my success (in persuading this vast multitude of people, in all parts of the world, to pledge so respectable an aggregate as \$3,540) has already given to other creditable literary schemes for the benefit of cyclers. Whether or not my own shall ultimately prove of credit and value, I have at least incidentally conferred a notable benefit upon the cycling world by this impressive demonstration of the truth that wheelmen can be made to "talk money." The prevalent and most intelligent opinion was to the contrary when I began; and every American who has since been inspired to compile a road-book, or other literary help to cycling, is to some extent indebted to me for giving him courage, by showing the error of that opinion. In the second place, I want to insist upon the fact that, in the collection of these subscriptions, I expect to incidentally confer a second benefit upon the cycling world, by demonstrating that the inhabitants thereof are exceptionally honest. Without being such an optimist as to suppose that no rascals whatever are included among my 3,300 patrons, I am confident that not one of these intends to cheat me out of so small a sum as a dollar. I've no doubt that more than one of my subscribers would yield to the temptation of robbing me of \$100, or \$50, or \$25, if a good chance were offered them; but as for purloining the price of a single book, which comes to him at two-thirds its market-rate, and which he knows has cost the owner three years of hard work to put together,—I don't believe there's one man of the 3,300 who is mean enough to do it!

The third point which I wish to proclaim in this letter (and this is the practical part of it, to which the previous remarks are but introductory), is that "the collection of dollar subscriptions" is by no means the sort of work which will absorb my energies when publication-day finally arrives. These subscription-pledges have value, in a business sense, chiefly as an advertisement,—as an eye-opener to the skeptical outside public,—as a stiffener to my own courage in fighting for an enormous sale. I believe they represent an exceptionally honest and enthusiastic set of men, who will hasten forward to claim their "specially numbered and autographed copies" and pay for them. If they don't so hasten, the loss will be theirs, not mine. I shall not turn from the task of selling the book to new men, at \$1.50 each, to waste much time in calling the attention of these older ones to ancient history. The original subscription-form, which was signed by the first 1,000 or so of my supporters, made the pledge condi-

tional on the book's appearing "not later than Dec., '84"; and as for the others, who signed without any such time-limitation, I hereby freely release them from any obligation they may have made to take the book. Still further, I intend to print in it a notice that if any subscriber will write to me of his dissatisfaction with the book, within a month from the day he pays for it, I will return him his dollar and a stamped label by which he may forward the volume to a later purchaser. I am grateful to these 3,300 men for having each promised to buy a "cut-rate" ticket to my show; and I hope to please them so much that they will persuade all their acquaintances to buy the full-priced tickets on whose sale the show's success depends; but I shall not nag any one who forgets or neglects his promise, nor shall I tolerate any fault-finding pretense that my own has not been fairly kept. Whoever says he is disappointed with the performance can have his money refunded at the door!

The responses which have come to my circular of April 15, asking certain of my old subscribers to serve briefly as distributing-agents for the book, have been uniformly friendly; and the very few who have declined have expressed regret at the circumstances which prevented them from accommodating me. In very many of these letters, however, a misapprehension is shown as to the amount of exertion which I expect the agents to make for me, and as to my general plans for forcing a sale of the book. Now, all I ask is, that the subscriber who receives a package of books from me should notify the others, whose labeled copies are contained therein, that they can get the same on payment to him of \$1 each, and that, in default of such payment within a month, the books will be sold elsewhere at the regular rate of \$1.50. I don't want any one to "dun" a subscriber, or to feel under the least obligation to "collect" for me. The books are simply sent "on approval"; and if any designated owner doesn't approve his own judgment in pledging a dollar, when he sees the portrait of the distinguished bull-dog to whose memory the 700 pages are dedicated, I am not anxious to receive his money.

As extra copies can be included in a bundle without any increase in the cost of packing or expressage, I intend to order some sent with each (generally 2, but for a few towns 5 or 10), in the belief that they will command an immediate sale at \$1.50. I hope each recipient may take pains to secure the chief hotel and public library of his town as purchasers; but I do not ask him to do this,—still less, to take any active steps to secure private purchasers. The latter will quickly present themselves, I think; but if not, I can in due season forward some stamped and addressed wrappers, which will carry the book to other owners. It should be understood that (as I do not intend to make use of the express companies except for this original dispatch of subscribers' bundles to certain depositories, but rather to have the mail serve as my forwarding agent for later sales) *no books are to be returned to me in any case.* When notified that certain copies lie uncalled for at a given depository, I shall merely ask that they be put in the post office, after the new labels which I forward shall have been attached. The list of those who have already consented to act as distributing agents is as follows (the * denoting those who are dealers in bicycles):—

Abington, Mass., Charles Reed; Adrian, Mich., *W. B. Mumford; Albany, N. Y., Henry Gallien; Altoona, Pa.,

Robert M. Riddle; Amherst, Mass., E. R. Bennett; Ann Arbor, Mich., Junius E. Beal; Ardmore, Pa., W. A. Stadelman; Baltimore, Md., *S. T. Clark & Co.; Beverly, Mass., Geo. Chin; Birmingham, Ct., W. G. Taylor; Boston, *Pope Mfg. Co. for Mass. Bi. Club, J. G. Dalton for Boston Bi. Club, and Abbot Bassett, editor of the *Cycle*, 22 School St., for all others; Bridgeport, Ct., C. W. Spooner; Bristol, Pa., W. P. Pray; Brooklyn, N. Y., *Pope Mfg. Co., 12 Warren st., N. Y. City (except members of K. C. W., who will get books of their secretary, Mr. Loucks); Buffalo, N. Y., *Bull & Bowen; Chatham, N. Y., *Geo. E. Patton; Chicago, Ill., *The John Wilkinson Co.; Cincinnati, O., *A. A. Bennett, 14 W. 4th st.; Clearfield, Pa., *J. E. Harder; Cohoes, N. Y., Frederick J. Hiller; Coldwater, Mich., C. A. Conover; Columbia, Pa., John S. Musser; Columbus, Ind., Will G. Irwin; Concord, N. H., A. F. Sturtevant; Corry, Pa., F. G. King; Danbury, Ct., L. L. Hubbell; Detroit, Mich., *T. B. Rayl & Co., 112 Woodward ave.; Dorchester, Mass., W. S. Doane; Flushing, L. I., A. P. Cobb; Fort Wayne, Ind., *C. W. Edgerton; Gloucester, Mass., John S. Webber, Jr.; Greenfield, Mass., F. R. Hollister; Halifax, N. S., Herbert Temple; Hartford, Ct., *Weed S. M. Co.; Hoboken, N. J., *Pope Mfg. Co., 12 Warren st., N. Y.; Holyoke, Mass., Wm. O. Green; Hudson, N. Y., *H. R. Bryan; Indianapolis, Ind., *C. F. Smith; Irwin, Pa., R. E. Humphreys; Jamestown, N. Y., F. A. Clapsadel; Jersey City, N. J., *Pope Mfg. Co., 12 Warren st., N. Y.; Little Falls, N. Y., Geo. L. Smith; Lyons, N. Y., Geo. H. Cramer; Meriden, Ct., *T. S. Rust; Middletown, N. Y., *H. C. Ogden; Morristown, N. J., *G. E. Voorhees, Jr.; Newark, N. J., *Howard A. Smith & Co.; New Britain, Ct., C. C. Rossberg; Newburgh, N. Y., *J. T. Joslin; New Haven, Ct., J. W. Jewett; New York City, *G. R. Bidwell, 358 W. 58th st., for all the club-members, and for unattached riders who live above 41st st.; *Pope Mfg. Co., 12 Warren st., for unattached riders living below 42d st.; also subscribers in Hoboken, Jersey City, Jamaica, and Brooklyn (except members of the K. C. W., who will get their books at the club-house and make payment to the secretary, A. C. D. Loucks); Niagara Falls, N. Y., Neil Campbell; Norristown, Pa., W. Wallace Acker; Orange, N. J., *L. H. Johnson; Pawtucket, R. I., B. W. Gardner; Peekskill, N. Y., D. C. Hasbrouck; Philadelphia, Pa., *H. B. Hart, 811 Arch st.; Pittsburgh, Pa., H. E. Bidwell, 143 Water st.; Pittsfield, Mass., L. L. Atwood; Plainfield, N. J., *Harold Serrell; Portland, Me., F. A. Elwell; Portland, Or., *F. T. Merrill; Portsmouth, N. H., C. A. Hazlett; Poughkeepsie, N. Y., C. B. Herrick; Reading, Pa., H. W. Potter; Rochester, N. H., *E. H. Corson, editor of *Star Advocate*; Rochester, N. Y., S. H. Pool; Rockville, Ct., J. C. Whittlesey; Rutherford, N. J., H. R. Jackson, Jr.; Schenectady, N. Y., Jacob W. Clute; Sinclairville, N. Y., W. J. Dunihu; Stamford, Ct., W. L. Baldwin; Syracuse, N. Y., C. W. Bardean, 83 S. Clinton st.; Thomaston, Ct., C. T. Higginbotham; Trenton, N. J., B. S. Rose; Walden, N. Y., C. W. Sadlier; Wappinger's Falls, N. Y., *Harry H. Brown; Washington, D. C., E. T. Pettengill, 1713 New York ave.; Wellsboro, Pa., *Frank A. Deans; Westboro, Mass., F. O. Swallow; Williamsport, Pa., Frank R. Otto; Worcester, Mass., *Lincoln Holland, 195 Front st.; York, Pa., D. K. Trimmer.

Since the foregoing names were put in type, these additional depositaries have reported to me: Aurora, Ill., *G. O. Clayton; Belfast, Me., *G. T. Read; Brattleboro, Vt., *J. W. Drown; Canton, O., C. S. Cook; Cazenovia, N. Y., *S. Dorion; Cleveland, O., C. H. Potter, 99 Superior st.; Harrisburg, Pa., Geo. A. Gorgas; Harrisonburg, Va., *G. W. Ribble; Lancaster, Pa., Chas. E. Haberbush; Lewiston, Me., A. F. Nutting; Louisville, Ky., *Huber & Allison, 448 W. Main st.; Memphis, Tenn., W. L. Surpriss, editor of *Southern Cycles*; Milwaukee, Wis., A. A. Hathaway; Peoria, Ill., *G. W. Rouse & Son; Red Bank, N. J., G. F. Marsden; St. Louis, Mo., L. J. Berger, 1901 Oregon ave.; Sandhurst, Vict., W. J. Parry; San Francisco, Cal., Chas. Biederman, Fourth and Townsend sts.; Scranton, Pa., A. J. Kolp; Smithville, N. J., E. F. Burns; Springfield, O., *L. F. Olds & Bro.; Summit, N. J., Pope Mfg. Co., 12 Warren st., N. Y.; Weissport, Pa., J. F. Zern; West Randolph, Vt., F. E. Dubois.

Subscribers in towns adjacent to the above, who may find it convenient to have their books come through any of these agencies, will confer a favor by notifying me. New subscribers (at \$1.50) can be enrolled as late as July 1, for insertion in the supplementary list; and intending purchasers who reside in towns where express-bundles are to be sent, are invited thus to subscribe,

to save the risk and trouble of later forwarding through the mail. As already explained, I hold no one under obligation to take his book from the depository, if an inspection of it there fails to convince him that it is worth the price pledged. Hotels and libraries can still be enrolled at \$1 each; and booksellers and cycling dealers at the same rate, if they take two or more copies; but there will be no such discounts after publication-day. The approach of this ever-receding day still seems "about two months ahead," just as it did at the close of winter, when I had "six chapters yet to write." Only three of these have in fact been written, and my pen drags wearily along at a snail's pace, in spite of all my impatience to push it briskly to the finish. I trust it may "get there" by the middle of July, however, and then be at liberty to sign receipts for the cash which I invite my old-time subscribers, who reside in towns where I have no designated depositories, to forward to me, from that time forth, by way of demonstrating "the honesty of cyclers." If any such subscribers, in towns outside the 108 on the list, prefer to receive their books by express rather than by mail, and are willing to receive extra copies "on approval," I shall be pleased to have them notify me promptly. I especially address this remark to those who have not yet replied to my circular of April 15.

KARL KRON.

THE UNIVERSITY BUILDING,
WASHINGTON SQUARE, N. Y., May 29, 1886.

TWO MILES A MINUTE.

AN ELECTRIC TRICYCLE RACE WITH A LIGHTNING EXPRESS TRAIN.

"I wonder you never thought of applying steam to your tricycle," said my friend and fellow engineer, Sam Andrews. "I should think it would not be difficult, and you are just the fellow to do it—so fond of experiments, and all the appliances to your hand, besides being an experienced cyclist."

"Oh!" replied I, "I have done better than that. What do you think of electricity?"

"Have you really tried it?"

"Yes; I will tell you how. You know, before I came here I had for the previous six months been assisting my father, who was chief engineer to the——company, in finishing the small branch line at——. The roads were frightfully bad, and I had no opportunity of indulging in my favorite exercise, so the idea of constructing a tricycle to run on the metals occurred to me.

"I was sanguine of success, but kept the idea secret from every one but old Warner, whose assistance I required in constructing the machine. This was easily done, as my father was much occupied with his responsible duties, and there was a private workshop adjoining the large one at——, where the work-people were accustomed to our working at experiments they were not allowed to see. Thus my proceedings gave rise to no particular remarks.

"Well, to cut a long story short as I can: Warner and I had nearly finished the machine, the gauge of the railway, with flanges on the wheels, one large driving wheel, eight feet in diameter, on the left, and two smaller ones on the right, when the idea of electricity as a motive power struck me, I may say, like a flash of lightning, and at once I determined on the experiment. This, however, I kept secret even from Warner, and the machine was furnished with treadles and multiplying gear, as at first designed, it being my intention to make either mode of propulsion available at will.

"At length all was ready and I prepared for a trial trip. We got the machine down to a lonely place by the rails on the main line after dark one night, and at daylight next morning I fixed my batteries and cumulators, eagerly waiting for the six A. M. express to pass, when I knew I should have the line clear for above half an hour, the next train being a slow 'mineral' which turned on to our new branch about a mile further on. And I knew the points would be turned for it at the junction as soon as the express had passed over them.

"Just as the latter was due the old man came running down to say I was wanted by my father, and my being called away has an important bearing on my story. I hurried to the office and after some little delay found what he required, and, looking at my watch as I hastened back, thought I could still be in time, the mineral train being rather irregular and often a few minutes late.

"It was not in sight, and without much difficulty I got my steed on the rails just as I heard the distant sound of the approaching train. Nothing daunted, as I felt quite sure of beating the slow coach, I mounted, and tried the treadles first. The machine worked beautifully, and I was delighted with the ease with which I sped along, but hearing the train behind apparently gaining on me, I cautiously applied my electric power, and in a few seconds was going at some 30 miles an hour.

"Still I did not shake off my pursuer, and to my astonishment I passed the junction without being turned off the main line as I had expected. What was the pointsman about? A glance over my shoulder and another at my watch explained all. The mineral train had passed while I was away, and the arrangement of the lamps in front of the engine told me that I was running a race with the fastest mail train on the line.

"For a moment my head swam. The next, with professional promptness, I took in the whole situation, which, through trying enough, I confess, was not yet desperate. I was going far too fast to jump off, and my only chance of safety seemed to lie in increased speed until the driver should see me, which he would surely, I thought, soon do, and I listened intently for his whistle.

"In the meantime I boldly turned on more electric force (I had long since taken my feet from the treadles) and looked ahead anxiously for the——tunnel, which, as you know, is exactly two miles long, and has a downward gradient, hoping fervently that my position would be seen and the train stopped before I reached it. This, however, was not to be.

"Fortunately for me, the line here is perfectly straight (or practically so) for several miles, or my light machine would soon have left the rails, with what result it is needless to speculate. As it was, the rapid and most astonishingly smooth motion through the air was so exhilarating that I felt a kind of half reckless exultation, and, if it had not been for that confounded tunnel, should have thoroughly enjoyed the race.

"All too soon I saw its black mouth—at first a mere dot in the hillside—rapidly approaching, as it seemed, to devour me. Strange that the driver still took no notice. On, on we sped. Mechanically I glanced at my watch as I entered the black jaws of the tunnel. The man at the signal box saw me but was too dumfounded at the novel sight to believe his eyes, and in another moment the opportunity of warning the express was lost. Now, at last, I heard the whistle as I rushed

through the darkness, but it was only the cautionary one usual on entering a tunnel.

"How pitchy that darkness was! And what a roar accompanied the shriek of the steam whistle as the train entered close in my rear. I instantly increased the force at my command to the utmost, so imminent did the risk of my being overtaken while in the tunnel appear to my excited senses. I shall never forget my sensations. It seemed an age before I saw the welcome light of day at the other end, though in reality it could not have been more than some fifty or sixty seconds. Then how slowly the bright spot ahead seemed to increase, until like a flash I dashed into the glorious fresh air again.

"At the same instant I felt a shock and heard something snap beneath me. The whole of my electric apparatus had become detached. Still I sped on, but gradually at a less and less headlong speed. The signal man at the exit of the tunnel, however, had seen me and waved his flag. My race for life was over, and in another half mile I came to a stand-still. The machine was so strained that another mile might have been fatal to me, and it could never be used again. By my own stop watch, corroborated by the two signal men, I had run the two miles in 57 seconds."

THE WITTY IRISH WIDOW.

MRS. MAGROOGIN'S BOY TOMMY TAKES A HEADER ON A BICYCLE AND IS BROUGHT IN BY THE POLICE.

"What's the matter now, me frind?" asked Mrs. McGaggerty, coming to the fence and thrusting her chin over into the widow's yard.

"Matther?" said the widow; "no matther at all, but fwhat's the matther wid me all the toime, Mrs. Glaggerty. Bad luk seems to have markt me for its own, an' bechuxt fwhat I foind av it fur meself an' fwhat's brung into me be uvrybody that begs or borries it, be heavens, it seems that I'm always in throuble. Sure an' wasn't my son Tammy carried into me this mawrnin' out av an ambylance, an' isn't he now lyin' in bed wid a cut an' the tap av his head that ye kud dhroive a sthreet car into widout much anconvanience? It's jisht his luk, too, fur aff his shkull wasn't shplit open the polaice 'ould have a hoult av him, an' it's in the bowels av the cooler belyow he'd be reshtin' now inshtud av in his comfortable bed. Faix'n I'm thinkin' it was a sore day to me fwhin Tammy was born, fur he's gettin' to be a turrible little toof, an' I'm asfeered that aff he dizn't die a natteral death purty sune he'll be after breakin' his nick an' the gallows wan av these foine days; an' bechuxt ourselves, Mrs. McGaggerty, it's no more nor less than he deserves. But to come to the pint, as the man sed fwhin he shwallyed the darrin' needle, I was in the parlor this mawrnin' dishtin' aff the Kinzintin'foire scrane an' the Shatshumy vases fwhin a knock kem to the dure, an' I shouted, 'Come in.' Lo an' behold ye, the ward was no suner out av me mouth than in walked two big polaicemen an' they carryin' my Tammy in their arms bechuxt him. Well, upon my wurd, I musht have got as fwhoite as your Jurry's fwhishkers, an' me knees rattled together loike I had the agy. 'Is he dead?' sez I. 'No,' sez they, 'but he's not far fram it.' 'Who did he bate?' sez I. 'Nobody,' sez they, 'he tuk a header fram aff a boicycle.' 'Did he stale it?' sez I. 'No,' sez they, 'he jisht tuk it.' 'An' fwhat was it?' sez I. 'A header,' sez they; 'he fell an his forrud,' sez they. 'Thin devil moind him,' sez I, 'an' it's wish that it's broke his forrud, he'd done,

that I'm afther wishin',' sez I. 'Ahmin,' sez they, an' wud that they pit Tammy an' the bed in the parlor, an' there he lay wud his mouth open gaspin' way loike as aff he was in the lasht ixthrimities. But devil the wan bit did I pity him, whin I hurd the shtory the polaicemn tould about him thryin' to roide a boicycle that he found shtandin' an' the paymint outside av a shtore—thryin' to roide it, the gentlemn sed, but it's thryin' ta shtale it, I guess. He got up an' the mashsheen, they tould me, an' he was no suner up than he was down agin' goin' head fusht over the fwheel onto a shtove on the top of his head. I thanked the min fur bringin' him home an' sint out a little b'y that was passin' fur a can av beer fur thim, fur they war very dhray as I kud see be the way they dhrank it all up, an' thin aff they wint. But arrah wurrah, to think that my Tammy, not satisfied with bein' a toof and a base-ball crank, an' a foor-round foighter, musht go an' casht suspicions an' his common sinse be thryin' to roide or shtale a boicycle. Sure an' we nuver saw annybody roid in them things fwhin we war gerls; the young min av our days had more respect for themselves, Mrs. McGaggerty. They rode harses an' carts an' fwhin they didn't have thim to roide in them ned no exschuses be roidin' in hoigh chumed fweel barries, fur that's all they are, Mrs. Glaggerty. May the devil pull the liver out av the man or min that invinted the boicycle, an' that's the shweetest pray'r I have fur thim, an' fur spoider-legged judes that diz be thryin' to shpoort thimselfs around on them. They're anlucky contrivances, an' aff my Tammy uver agin intends to cloimb onto the back av wan av them I hope the ould b'y'll come around an' shpit him an' the ind av his toastin' fork; an' fwhin he's dancin' around on the red hot coals, Mrs. McGaggerty, it's mighty little toime he'll have to be thinkin' about boicycles or bahycles aither."—*Elmira Tidings.*

PRaise OF THE WHEEL.

BY "FIFTY-THREE."

Roll on, my wheel, so soft and still,
My petted steed, more prized than gold,
Fly through valley, skim o'er the hill,
Our run complete, ere day grows old.

Thousands now are wrapped in slumber—
Went late to rest, will late arise;
How few are they among this number
Who know the worth of exercise.

If they would master thee, my wheel,
And ride a mount, good, strong, and light,
What beauties would this land reveal,
What charming scenes, what pure delight.

Rolling here 'neath nature's bowers,
They'd hear the birds so sweetly sing;
Breathe air perfumed with wild spring flowers,
Partake of joys a wheel can bring.

Would mount this hill with ease and grace,
On summit high the landscape view;
Coast down the slope with rapid pace,
Gain health and strength and life renew.

Feast eyes on farms where plenty dwells,
Fine blooded stock, horse, kine, and sheep,
Grazing in valleys and shady dells,
With grand background of mountains steep.

See beauties in each changing scene,
If fertile field or patch of brier;
A noisy mill turned by a stream,
Some village church—heaven-pointing spire.

Then back for home with appetite,
A morning plunge, a wholesome meal,
To work with mind so clear and bright,
They'd join with me to praise the wheel.

NASHVILLE, TENN., April 17, 1886.

AMONG OUR EXCHANGES

When a New Zealand census-taker wants to get a count of the inhabitants of a town he doesn't go chasing around after folk; he just arranges a bicycle accident in a square, and then climbs up a telegraph pole and counts the heads.—*Cycling Times.*

"See here," said a wayback farmer to a stray wheelman dressed in full bicycle costume, "See here, my little feller, hain't you got old enough to wear long trousis yet? I say, bub, how long ago did you give up your dresses to your little sister?"—*Lynn Union.*

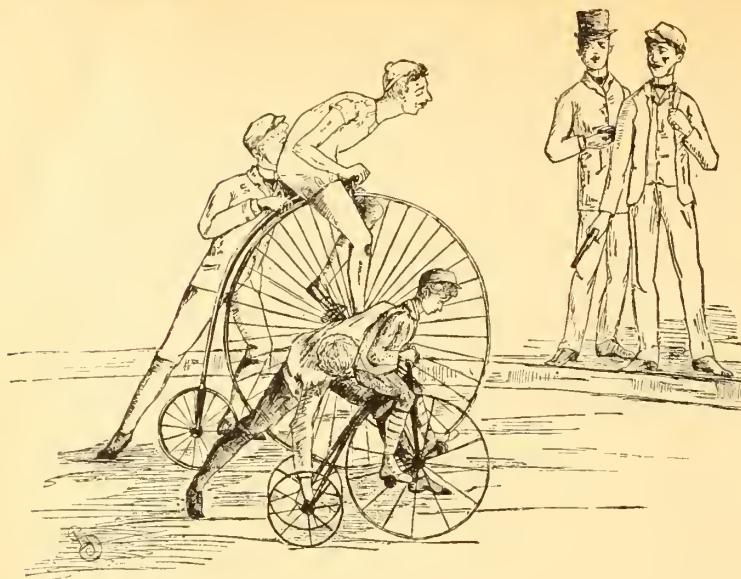
A young man who is learning to ride a bicycle sent money to a New York publisher the other day for a book entitled "How to Get On." When the work arrived he was disgusted to find that it contained no instructions for mounting the wheel.—*Vernistown Herald.*

Bicycler to rural individual: "How far is it to Blankville?" "Wall! For a hoss'n kerridge it's a good three mile, but for one of them blamed things I guess it ain't much more'n a couple o' hundred rod. Fust road to th' left, mister, then keep straight ahead t'l ye get there."—*Boston Record.*

Wheelmen everywhere please make a note of it, that the publishers of this paper have arranged with the publishers of *THE WHEELMEN'S GAZETTE*, of Springfield, Mass., by far the best wheel paper in the world, whereby we are enabled to receive yearly subscriptions for the two papers, *The Mirror of American Sports* and *THE WHEELMEN'S GAZETTE*, one year, for the nominal fee of two dollars only, in fact *two* papers for the price of one. Subscriptions and money may be sent to either one of the papers, as the subscribers may prefer. This is getting the price of good wheeling and other reputable sporting news down to a good hard-pen basis, and cannot but increase the circulation of the two papers many thousand copies.—*Mirror of American Sports.*

It has been calculated that a man whose stride is 32 inches, will make 1,980 steps to the mile. If he walks at the rate of one hundred steps per minute, he will walk a mile in 19m. 8s., or about three miles an hour. A rider of a 52 inch bicycle (about the average size wheel used, the largest usually being 60 inch), on the other hand, each time he makes a revolution of the pedal, advances his wheel 163.362 inches, or 13½ feet. If he makes a hundred revolutions per minute he moves 1,361 feet, or nearly fifteen and a half miles an hour. It may be said then that on a good road a rider of a bicycle can cover a given distance in one-third the time with one-sixth the exertion as compared with walking, or three times as far as on foot with the same rapidity of movement, and less than one-half the exertion.—*The Standard.*

One of the most practical and convenient of catalogues is the April edition of the Pope Manufacturing Company's, of Boston, New York, and Chicago, in which are illustrated and described nine Columbia bicycles and tricycles. The book is of fifty-two pages, and contains fifty-one illustrations, the mechanical drawings of the several machines, parts, and sundries being remarkable in mechanical clearness. The Columbia machines for the season of 1886 have undergone much improvement over those of past seasons, and the company has put upon the market this season five new machines, namely, a safety bicycle, a semi-roadster, a racing bicycle, a ladies' two-track tricycle, and a racing tricycle. The catalogue will be sent free upon application.—*Scientific American.*



A horoscope of the start in the great International one-mile race at Springfield next September, should the present war against the makers' amateurs be carried out.—*The Spectator.*

O no, brother! The new American Cyclist Union will control racing hereafter, and nothing but the best of racing will result.

GLEANINGS FROM GOTHAM.

The last number of the *Cycle* contains the startling information that during the League meet a Boston man took a header, and in answer to inquiries as to whether he was hurt, replied by saying that he had fractured the *extensor omissus metacarpi pollicis manus*. The *Bi. World* of the same date says that the fellow was a girl. The *Cycle* still further tells us that the New York party rushed in pursuit of a dictionary, and from it interpreted the remark that the fallen party had broken his or her thumb. Now we do not doubt that the Boston man took the header, and though he imagined he had hurt his thumb, we don't for a minute doubt that he made the reply stated, which, however, is grossly inaccurate, and we marvel much at the combined wisdom of the editors of the journals quoted, for falling into the pit laid for them. We doubt that any New Yorker had to consult a dictionary, and if he was obliged to, we know he would not have found the solution to the very simple problem therein, for, as any school-boy knows, what the Boston man really said, while laboring to give a mystical and high sounding expression for a small hurt, was that he had fractured (?) an extensor (that is a muscle) that moves, not the thumb, but the metacarpal bone of the thumb. This, will be plainly seen, is widely different from the metacarpal phalanx of the thumb. While it is generally conceded that Bostonians yearn after culture, New York is satisfied to deal with facts, and the attempt of the *Cycle* to represent the New Yorker as being ignorant of the elementary terms used at the very threshold of anatomical study evinces a spirit, which, to say the least, is decidedly ungenerous.

The first great road-race has passed into history, and the New York and New Jersey Team Road-Racing Association can congratulate itself upon a decided success. Last Saturday was a fine day for wheeling, a trifle warm, but the fine condition of the roads made up for any deficiency that was experienced in other details. The starting point of the road-race was some two or three miles from the Newark cycling headquarters, and my good

friend Smith having placed a Crippler tricycle at my disposal, I started to follow a party of Hudson County Wheelmen to the course. It was a stern chase and a long one, and the trip was the longest three miles I had wheeled over for many a day. I had the honor of being born in Jersey, but I left at a tender age and before the League was organized, and my knowledge of the country has been confined to a study of the road books. I trusted to the leader of the party, however, but next time I take a trip to Irvington by the way of Orange and Milburn, I will take the horse cars before I trust a resident of Jersey. I only regret that I was unable to keep my appointment as timer, as the race was started before I was able to reach the starting point. The arrangements for checking and handling the men were perfect, and the course was kept comparatively clear of teams. Upwards of five thousand people were scattered along the six and a quarter miles of highway, and groups of ladies wearing the club colors enlivened the scene as they wildly cheered their favorites. It was a hot race from start to finish, and the winners never faltered. To write the history would take many a column, but I will confine myself to the brief facts: Six clubs put in appearance. The Kings County Wheelmen were represented by E. Pettus, E. M. Valentine, M. L. Bridgman, and L. P. Weber. The Ilderen Club had W. Richardson, H. H. Farr, H. Greenman and W. J. Savoy. Elizabeth put in the field A. S. Bellinger, A. S. Roorbach, L. B. Bonnett and H. Caldwell. Harlem Wheelmen quartette consisted of E. I. Halsted, M. F. Germond, A. T. Steiner and C. Pearse. The Rutherford team consisted of E. W. Dean, Jr., F. T. Doolittle, A. P. Jackson and H. R. Jackson, while Hudson County was represented by Charles A. Steuken, E. P. Baggott, L. Allen and Chas. Lee Myers. The contestants, as a rule, were dressed as if for the track, and at the start were ranged in rows of four, with about twenty-four feet between each row. Over three hundred people witnessed the start, and manifested considerable interest throughout the contest. The course led over hill and dale, a gentle rolling country with several steep rises. The road was

uniformly in good condition, except in a few spots where repairs were being made. There were fewer accidents than was to be expected under the circumstances and the Association is to be congratulated. The start was not made until after half past four, but when the men got under way they made up for lost time. C. Lee Myers led the van at the commencement of the first round, with the others bunched close behind. The pace proved too much for him and at the end of the third mile Steuken, of Jersey City, went to the front, followed by Valentine, Halsted, Caldwell, and Bridgman. This order was maintained throughout the first round, Steuken being the first to finish the twelve and a half miles, his time being 48 min. 12 $\frac{1}{2}$ sec. Before the hotel at Irvington was reached on the second round, Valentine passed him and took the leading position, which he held to the finish, winning the race and the gold medal in 1 h. 41 min. 5 sec. The second man, Steuken, received a silver medal, and the Kings County Wheelmen hold the cup until next fall, when it will have to be run for again. The Kings County Wheelmen scored 1, 4, 5 and 7th places, making a total of 83 points. The Elizabeth Club took 3, 6, 9, and 11th, making 71 points in all. The Harlem Wheelmen came next with 54 points, having taken 8, 10, 12, and 16th places. Halsted of this club, who was riding a good second, at the first turn took a bad header but pluckily kept through and finished 16th. The Ilderen team scored 33 points, winning 13, 14, and 15th places, their other man, Farr, taking a bad header. The Hudson County Wheelmen only had one man in at the finish, Steuken, the others dropping out from disability, headers, etc. The riding of Pettus of the Kings County Wheelmen was noticeable for grit. He was eleventh man at the end of the first round but managed to pull up into fifth place at the finish, although he had not especially trained and did not expect to start. The following table of the order of the finish has been prepared and forwarded through the courtesy of Mr. E. K. Austin of the Kings County Wheelmen:

	H.	MIN.	SEC.
1. E. M. Valentine, K. C. W.,	1	41	5
2. C. A. Steuken, H. C. W.,	1	42	40
3. H. Caldwell, Elizabeth W.,	1	48	14
4. M. L. Bridgman, K. C. W.,	1	50	24
5. Ed. Pettus, K. C. W.,	1	50	45
6. L. B. Bonnett, Elizabeth W.,	1	52	45
7. L. P. Weber, K. C. W.,	1	52	45
8. C. Pearse, Harlem W.,	1	56	3
9. A. S. Roorbach, Elizabeth W.,	1	56	17
10. M. F. Germond, Harlem W.,	1	56	40
11. A. S. Bellinger, Elizabeth W.,	1	56	41
12. A. T. Steiner, Harlem W.,	1	58	40
13. W. J. Savoy, Ilderen B. C.,	1	59	35
14. H. Greenman, Ilderen B. C.,	2	00	15
15. W. Richardson, Ilderen B. C.,	2	1	18
16. E. I. Halsted, Harlem W.,	2	2	20

The remainder straggled in at all hours, and no official recognition was taken of their performance. The best of feeling prevailed throughout, and the close finish proves that the competition will be very keen next fall after a season's riding has toughened the muscles of the racers. The Kings County and Elizabeth Wheelmen race, for teams of eight men, will take place on July 3. The officers of the meeting were: referee, A. E. Fauquier; judges, W. W. Share, T. C. Smith, and W. C. Smith; timers, E. H. Douglass, W. H. DeGraaf, and W. H. H. Warren. The scorers places were ably filled by E. K. Austin, W. Adams, J. C. Willever, and C. C. Pennell, while Elliott Mason acted as starter. T. C. Crichton fulfilled the one-ous position of clerk of course.

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After giving the 57-inch SANSPAREIL LIGHT ROADSTER a trial of over 500 miles of hard riding, I am more than pleased with it; it gives me entire satisfaction.

N. K. NOYES, Manchester, N. H.:—

My SANSPAREIL LIGHT ROADSTER is as near perfection as a wheel can be.

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The 56-inch AMERICAN ROADSTER has proved perfectly satisfactory, and is really more than you represented it to be.

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The 58-inch AMERICAN SANSPAREIL was perfectly satisfactory, and I consider it the best wheel made.

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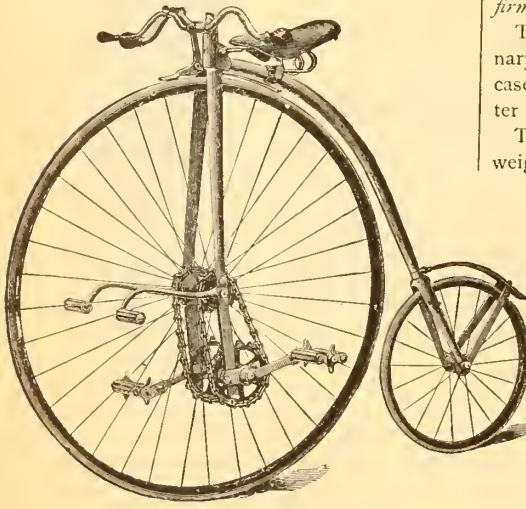
2 and 4 Hanover Street,

BALTIMORE, MARYLAND.

THE WHEELMEN'S GAZETTE.

THE RUDGE SAFETY.

Manufactured by D. Rudge & Co., Coventry, Eng.,
and imported by Stoddard, Lovering & Co.,
Boston, Mass.



Among the many types of safety machines on the market is the Rudge Safety, which was introduced by the above-named firm in 1885. It is simply a miniature Rudge, with a hollow square bar extending from each side of the driving-wheel down in a direct line to the front fork, 8 inches. To the lower end of these bars is attached a ball-bearing, through which passes a short axle. On the end nearest the driving-wheel is keyed a gear-wheel having 15 teeth, and on the other end is a crank having from 5 to $6\frac{1}{2}$ inch throw.

The principal movements for 1886 are the improved method of attaching the front forks by two bolts to the lower extension fork, and the new lower double ball-bearing, which does away with all side shake.

The front wheel is fitted with a hollow rim, $\frac{7}{8}$ -inch tire, and direct spokes.

The hub is gun metal, and the flanges are 3 inches in diameter. The distance between the inner sides of the flange is 3 inches. The flanges are extended out $\frac{3}{4}$ of an inch on each side of the wheel, and have a row of teeth, 9 in number, extending around them, the power being transmitted from the larger gear-wheel mentioned to the hub of the driving-wheel by means of a Morgan patent endless chain, which, from its peculiar construction, allows great freedom and ease of motion with very little friction. It has Rudge's ball-bearings to all frictional parts, including pedals, the front wheel bearings being of a specially constructed pattern for this wheel.

The bottom ball-bearings have been greatly improved. Owing to the great cross strain at the bottom, it has been advisable to add a new and improved bearing of double rows of balls, which far supersede all others for ease and durability. It is now perfection.

The front forks, head, handle-bar, brake, backbone, rear forks, etc., do not differ materially from the ordinary Rudge Light Roadster.

The rear wheel is 17 inches in diameter, fitted with a $\frac{3}{4}$ -inch hollow rim, $\frac{3}{4}$ -inch round tires, and

direct spokes, as well as with Rudge's ball-bearings.

The rake is about the same as the Light Roadster, the safety being derived from the large proportion of the weight of the machine being placed at the lower end of the fork extension, which acts as an anchor to keep the rear wheel on *terra firma*.

The steering differs in no way from the ordinary bicycle, and it is not "sensitive," as in the case where the forks are carried back of the center of the wheel, instead of through it.

The rider is placed well over his work, his weight being directly over the large wheel, thereby doing away with much of the unpleasant jar incident to machines with a larger amount of rake, where the weight is thrown almost entirely on the small wheel.

The weight of the machine, complete, including saddle and pedals, is but 39 pounds. The extreme height is 42 inches, and the length 54 inches.

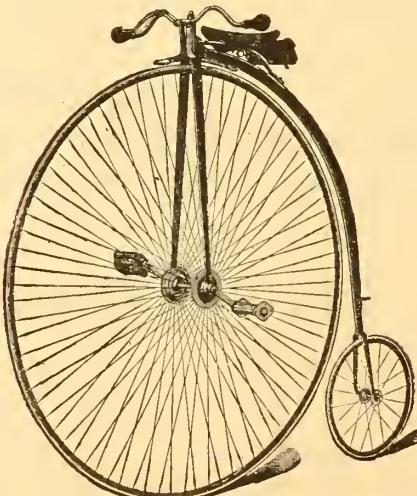
It is a very convenient machine for storage or transportation purposes, and is certainly one of the easiest to mount and dismount, while in propelling it equals the ordinary bicycle. It is extremely neat and graceful in appearance, and is well adapted to all kinds of road-work, hill-climbing, and racing.

Its American agents have taken great care to have it built especially for the American roads, every point being carefully considered; and the Rudge Safety is, as its name implies, a bicycle combining the safety of a tricycle, and the speed and ease of a bicycle.

It lists, enameled and nickelated, all sizes, and fitted with ball pedals, cradle spring, and long-distance saddle, at \$135.

THE AMERICAN RUDGE.

Manufactured by D. Rudge & Co., Coventry, Eng.,
and imported by Stoddard, Lovering & Co.,
Boston, Mass.



There is a large class of wheelmen and would-be cyclists whose desires for a good wheel far exceed the capacity of their purses.

Until within a couple of years very many have been compelled to put up with a poorly-made ma-

chine, or, in their ignorance, have been led to buy some second-hand and discarded rattletrap.

We are pleased to say that that day has gone by, for the machine which we have in mind, the American Rudge, is what has long been wanted for this market, viz., a machine which, while low in price, is handsome and well made, and just the thing for those who find it difficult to raise the cash to purchase a more expensive mount, and yet whose desire is to own a machine one need not be ashamed of.

The American Rudge is fitted with crescent steel rims, $\frac{7}{8}$ and $\frac{3}{4}$ inch red rubber tires. The hubs are nickelated gun metal, well recessed and pierced with eighty and twenty No. 11 direct spokes, making the wheel immensely strong and rigid.

The backbone is a round weldless steel tube, nicely tapered and curved, terminating in a nicely shaped rear fork. The head is of the Humber pattern, with long centers, similar to the well-known Andrews, and is protected by a neat dust shield.

The spring is plain, flat, and broad, and slides at the tail on a small steel plate attached to the backbone.

The handle-bar is solid, gracefully curved, and of good length, and to which is attached a stout double-lever spoon brake.

The front forks have received the makers' special attention, being hollow and elliptical, calculated to stand any strain that will be put upon them.

The bearings are the celebrated Rudge's "Unequalled" balls to both wheels. These bearings are so well known that comment is unnecessary. Plain parallel pedals are fitted, or ball pedals at a slight extra charge.

The machine has a leg guard and a saw step, and is fitted with either Lamplugh and Brown's or Brooks's long-distance saddles, and furnished with tools and oil can.

It is in a great many respects similar to the Rudge Light Roadster, the only points of difference being the wheels, where we have gun-metal hubs, direct spokes and crescent felloes instead of tangent spokes and hollow felloes. The handle-bar being curved solid instead of hollow.

Having their house in Bradford, which brings them in direct communication with Messrs. Rudge & Co., its American agents are enabled to place large orders and handle this wheel on a very small margin, and it is especially intended to reach that large number of wheelmen who want a first-class article, but who cannot pay a high price.

The great popularity attendant on this wheel during the last three years, and the large number which Messrs. Stoddard, Lovering & Co. have sold, convince them that the American Rudge has filled a want long felt by the large class of American riders,—viz., a first-class, thorough, reliable, easy-running, and carefully built all-round roadster at a low price; and it can unhesitatingly be said that there is no machine either on the English or American market that can compare with it, either in quality, workmanship, or finish. In fact many customers have sent unsolicited testimonials saying they prefer the American Rudge to other wheels costing from \$20.00 to \$25.00 more.

Before buying a second-hand wheel it would be well to consider whether it would not be better to add a few more dollars and order a new American Rudge.

THE WHEELMEN'S GAZETTE.

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A CARD

We wish to thank our friends and customers for their patience in waiting for our HUMBER TANDEMS, and we are pleased to say that we have received a full supply and can now ship orders promptly.

Regretting the delay, which has been unavoidable, we remain,

Yours very truly,

STODDARD, LOVERING & CO.

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The agents of the BUFFER SADDLE have been taxed to their utmost to make the supply equal the demand, but are now pleased to say that their stock is complete.

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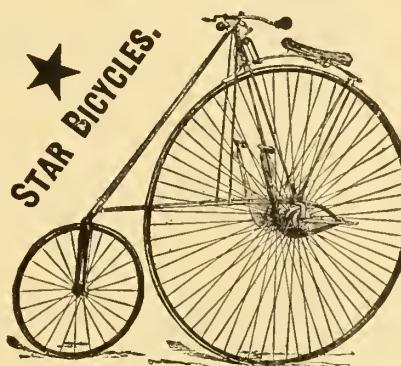
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* THE STAR BICYCLE TO THE FRONT AGAIN! *

GEORGE E. WEBER, of Smithville, N. J., won the 50-MILE ROAD RACE at Clarksville, Mo., in 3 hours, 7 minutes, and 38^{3/4} seconds, beating the previous American Road Records nearly 25 minutes.

CHARLES E. KLUGE, the STAR rider of New York, secured second place in 3 hours, 22 minutes, and 27 seconds, also within the Records.

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And if your Local Dealer does not keep it and will not get it, send direct to headquarters for it. It cannot be mailed; but six or more bottles of OIL, or four or more of ENAMEL, will be sent, carriage paid, to any place east of the Rockies and having an express office, on receipt of the price.

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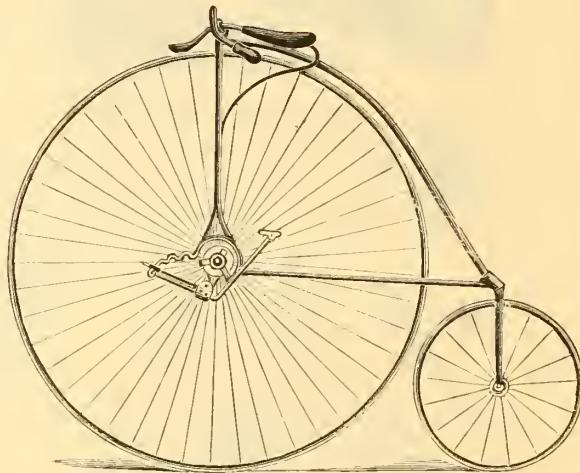
KING BICYCLE

FROM

THE SPRINGFIELD PRESS.

FROM

THE SPRINGFIELD PRESS.

*From The Republican.*

Rev. Homer King, of Clinton street, has perfected a new pattern bicycle, of which he expects great things. The little wheel in the rear is the steering wheel, the movement of the handle-bar being perpendicular rather than horizontal. It has a long lever movement instead of a crank movement, and one of a peculiar pattern. New anti-friction bearings have been invented, and a number of other differences are noticeable.

From The Daily Union.

A NEW BICYCLE CONSTRUCTED ON ENTIRELY NEW PRINCIPLES.—A unique safety bicycle has been completed and just tested on our streets. It has many new features; is constructed so entirely upon new principles that it has none of the features of other bicycles now covered by patents. It is a lever machine, giving a constant application of power, so appreciated on muddy or sandy roads, or in hill climbing. The inventor, Rev. Homer A. King, of Clinton street, this city, has been inventing and securing patents for three years, making new application for a patent nearly every four or five months. Having discovered the motor, he has continued on a new line of cycle invention suited to the motor, bringing out the new adjustable anti-friction bearings, which have less friction, as they cannot roll together, than ball-bearings; being more durable, and capable of supporting great weight, are applicable to other kinds of machinery. The new hollow-felloe rim is more rigid than any other. Several can be made at not more than the cost of one of any

other hollow-felloe rim. The new gearing, without cog-work, or changing the point of the flexible connection to the levers, enables the rider, without dismounting, to set a 50-inch wheel to the speed of a 40, 50, 60, or 70-inch crank bicycle with very little added friction, and absolutely none when set for power for sandy or muddy roads, or hill-climbing. The new silent ratchet is appreciated, especially in coasting, and is so simple that any person can take it apart and put it together. The steering with the small wheel in the rear, by the depression of either end of the bent handle-bar and the position of the hands, is most natural and effective, and enables the rider to increase the advantages of the new motor. This enables him to bear his whole weight upon the pedals, thus utilizing his weight as well as his muscle, and as the depression of one lever, without a spring, automatically raises the other foot and lever, much fatigue is avoided. Many other points might be mentioned, or summed up, in ease, speed, and especially safety. As the pedals are in the rear of the hub, and the fulcrum in front of the hub, the downward pressure upon the pedals produces an uplifting at the fulcrum, enabling the rider to pass safely down a steep hill, through a rut, or over a large obstruction, with no danger of taking a header. While Mr. King was in the pastorate of the First Baptist church of Mystic, Ct., which he resigned to engage again in evangelistic work, he felt the need of pastors, and all who would avoid the risk, care, and expense of keeping a horse, and now offers them a beautiful, safe, fleet horse, which eats nothing, and may stand in the hallway, always saddled and bridled, ready for recreation or business. For the last nine months Mr. King has only preached each Lord's day, spending five days of each week at his cycles, but he intends soon to return either to the pastorate or evangelistic work. A company is forming for

the manufacture and sale of the King bicycles, tricycles, and quadricycles. His brother in New York will be the general agent, but the manufacturing may continue to be done here.

From The Homestead.

THE KING BICYCLE.—A new safety bicycle with lever pedals and new adjustable anti-friction bearings, which are claimed to be much superior to ball-bearings, has been invented and patented by Rev. Homer A. King, of this city, and is called the King. * * * The silent ratchet is especially desirable in coasting, and is very simple. The steering is done by depressing the ends of the bent handles, which regulate the small wheel. The pedals are in the rear of the hubs, and the fulcrums in front. The machine is especially recommended for safety, speed, and ease of propulsion.

From The Daily News.

SPRINGFIELD'S NEW BICYCLE.—A safety bicycle, with many new features, has just been completed and tested by Rev. Homer A. King, of Clinton street, in this city. It is propelled by levers, and will be of about the usual weight, capable of great speed, and yet well adapted as a roadster. It has new anti-friction bearings, a ridged hollow rim on a new principle, a device for varying speed from sandy, or muddy road, or hill-climbing speed, with no added friction, to a desired increase up to three-fourths of a revolution of the drive-wheel at each foot stroke. It is a safety vehicle, because the pressure is upon the pedals in the rear of the hub, and this causes an uplifting on the fulcrum in front of the hub, enabling a rider to pass safely down a steep hill, through a rut, or over a large obstruction, without danger of "taking a header."

THE KING WHEEL COMPANY, 51 Barclay Street, NEW YORK.

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