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The communication in our last issue on the relative merits of the Crank and the Star machines, which has naturally received considerable attention from our readers, contains one or two points inadvertently overlooked by us at the time of its insertion, on which we consider some comment to be due, in justice to the well-known writer of "What and Why," the little work which is undoubtedly more widely known than any other in this country as a treatise on the bicycle and its use.

Our correspondent "Pedibus" quotes this as directly and especially criticising the Star machine. It is to be noted, of course, that in the book none of the safety machines are mentioned by name, although some of them are described with more or less accuracy.

As "What and Why" was published at the beginning of 1884, when no form of the safety machine had been developed as far as at present, it is not altogether fair to bring up its statements as referring to the present state of affairs. We understand that in order to treat of these machines as they now stand, some necessary changes have already been made in a new edition of the book for 1885.

While some of the points made by "Pedibus" are undoubtedly correct, his entire article would have come closer to the mark if he had studied his ground more carefully.

We wish to hold our columns open at all times to discussions or communications which may be of interest to wheelmen, but we also desire that all statements shall be fairly made, and are unwilling to let any go by without comment which can be construed into misstatements.

THE BIG FOUR TOUR.

The gun has been fired, the siege raised, and the organization of the "Big Four Bicycle Tour" completed. On Sunday, January 18, there gathered at the Genessee House, Buffalo, N. Y., a number of well-known wheelmen from various points of the country, according to notice given in recent issues of THE WHEEL. Chicago sent that indefatigable worker, Burlley B. Ayers, N. H. Van Sicklen and W. G. E. Pierce. Buffalo was represented by W. S. Bull. Boston sent E. G. Whitney and A. D. Peck, Jr.; while New York's interest was represented by Fred. G. Bourne, Geo. R. Bidwell and Fred. Jenkins. Mr. J. W. Clute and Mr. Frank H. Taylor were also present.

The management of the Genessee House very kindly set apart the parlors used by Ex-Governor Cleveland during his recent visit to Buffalo for the accommodation of the party, and prior to the meeting, while awaiting the arrival of the Western delegation, informal calls were made by members of the home club, among whom were Secretary Chas. K. Alley, Captain Dakin and others.

About 11 o'clock the meeting was called to order by Mr. Ayers, who was promptly elected chairman of the meeting. No time was lost in electing the permanent board of management for the tour, which resulted as follows:

Burley B. Ayers, Chicago, manager and treasurer; Fred. Jenkins, New York, general agent; Fred. G. Bourne, New York, commander; Frank H. Taylor, Philadelphia, commodore; H. F. Fuller, Chicago, secretary; J. P. Maynard, Chicago, quartermaster; W. G. E. Pierce, captain Chicago division; E. G. Whitney, captain Boston division; W. S. Bull, captain Buffalo division, and Geo. R. Bidwell, captain New York division. The following convoys were also selected: George H. Orr, Canada; J. W. Clute Schenectady, and H. R. Bryan, Hudson.

The first question for discussion was the selection of a date, and in view of the fact that July was convenient to many taking vacations, and agreeable as

to weather and condition of roads, it was unanimously resolved that Monday, July 6, was the most desirable and convenient date. The Genessee House, Buffalo, was selected as the headquarters, and the "Big Four Tour" will begin its pilgrimage at 9 A. M. sharp, rain or shine. Royal purple was selected as the color to be worn by the tourists, while the different divisions will be designated by separate colors as last year. That of the Boston division being red, New York white, Buffalo blue, and Chicago yellow.

The question of route was then taken up step by step and discussed in its minutest details, every one being called upon to express his opinion as to the most desirable territory to be visited, and several hours were consumed in mapping out the programme of the tour, which is about as follows:

MONDAY, JULY 6, 1885.

Leave Buffalo (Genessee House) 9 A. M.
Tonawanda.
Pendleton.
Lockport (dinner).
Wright's Corners.
Hartland.
Jeddo.
Ridgeway.
Medina.

TUESDAY, JULY 7.

Leave Medina 9 A. M.
Millville.
Albion.
Holley.
Brockport (dinner).
Spencerport.
Rochester.

WEDNESDAY, JULY 8.

Leave Rochester, 9 A. M.
Charlotte.
(Steamer across Lake Ontario).
Coburg, Ont. (Arlington Hotel).

THURSDAY, JULY 9.

Leave Coburg, 9 A. M.
Wicklow.
Colborne.
Brighton (dinner).
Trenton.
Belleville (Defoe House).

FRIDAY, JULY 10.

Leave Belleville, 9 A. M.
Shannonville.
Milltown.
Napanee (dinner).
Odessa.
Westbrook.
Cataragui.
Kingston.
(Steamer to Round Island Park).
Thousand Islands.

SATURDAY, JULY 11.

Thousand Islands.

SUNDAY, JULY 12.

Thousand Islands.

MONDAY, JULY 13.

Leave Thousand Islands 4 P. M.

(Steamer to Clayton).

Leave Clayton 5 P. M.

(Utica and Black River R. R.)

Arrive Amsterdam.

TUESDAY, JULY 14.

Leave Amsterdam 9 A. M.

Hoffman's Ferry.

Pattersonville.

Shenectady (dinner).

Albany (Delavan House).

WEDNESDAY, JULY 15.

Leave Albany 9 A. M.

Castleton.

Stuyvesant Landing.

Hudson (dinner).

Catskill (Prospect Park Hotel).

THURSDAY, JULY 16.

Leave Catskill, 9 A. M.

Baker's Mills.

Red Hook.

Rhinebeck.

Staatsburg.

Hyde Park.

Poughkeepsie (dinner).

Steamer to West Point.

FRIDAY, JULY 17.

Leave West Point 9 A. M.

(Steamer to)

Tarrytown.

Irvington.

Dobbs Ferry.

Hastings.

Yonkers.

Kingsbridge.

Fort Washington.

New York.

[It is understood that the last named points in each day's run indicate the stopping place for the night.]

In addition to the above skeleton plan we would say that arrangements have been made for entertainments at nearly all the principal points. Those of the old party will well remember the numerous hops, yachting, and theatre parties of last year, and need no urging to report their names to the captain of the division to which they propose to attach themselves. To new aspirants we would say that every arrangement for the comfort and pleasure of the party will be attended to. At present the exact expense cannot be given, yet it is certain that the total amount for the two weeks will not exceed fifty dollars, and the chances are that it will be much lower.

An illustrated programme of the route will be issued later and sent to every known wheelman. Wheelmen who wish to participate should send their names and addresses to the captain of the division with which they care to be identified. In order to simplify matters while on the road it has been found necessary to thus classify the riders, but there is an option as to choice.

The Western men will report to the Chicago Division, Captain W. G. E. Peirce, 110 Dearborn Street, Chicago, Ill. Those in the vicinity of Buffalo should send their names to Capt. W. S. Bull, 587 Main Street, Buffalo, N. Y. The Eastern contingent will communicate with Capt. E. G. Whitney, 106 Dartmouth Street, Boston, Mass., and New York wheelmen and elsewhere will be under the direction of Captain Geo. R. Bidwell, 2 East 60th Street, N. Y.

As the number will be limited to 100, we advise all who think they will be able to participate to send their names in at once, as it will greatly facilitate the work of the managers in making hotel and transportation arrangements. The general agent will be pleased to give any information at his office, 21 Park Row, room 65, New York.

BY TELEPHONE.

"I beg your pardon, but my name is not Hello."

"Whom do I want?"

"Why, Tertius."

"Tertius who?"

"Why—ah—why Tertius—ah—Tertius—ah—don't you know Tertius?"

"You don't? Alas! what is fame?"

"Hurry up, did you say?"

"Tertius, Tertius. Well, I guess it's Tertius the third, son of Tertius the second, and grandson of Tertius the first."

"That sucker, did you say?"

"Yes, that's him, though the hieroglyphic decipherer on THE WHEEL says he's a snoozer."—[Better English.—ED.]

"You'll send for him. Thanks."

"Please repeat that. Thanks, I understand now, the regular charge is 50 cents an hour, but as he is deaf, the charge is but half."

"That you, Tertius? Am glad to know you are there. I enjoyed your advice the other week, and would have thanked you before, only my time has been absorbed in speculating in turkeys. Did you ever speculate in turkeys? Well, I've been speculating where I can get a turkey for Christmas dinner. I'm still on the spec. But I 'spectroscope' the bird. I said that, Tertius, because I know you are deaf and cannot hear it. Tertius, old fel', I do not feel one bit like talking. In fact, I feel all dismembered. Say, old boy, what is your private opinion of that compositor? Don't you think it is discouraging when one carefully writes two columns of matter, leading the reader step by step to the apex, and then when you have struggled through with him, with triumphant feet you turn the last bend, and cry, behold!—and the apex is not there. Does not one feel inclined to seek a desolate spot and cry aloud, sic semper tyrannus, I am sick?"

"Yes, Tertius, my child, when I wrote that article, I brought my entire mental faculties to bear on it, and thusly with my concentrated forces, I produced the effort of my life. With my enchanting smiles I led the reader along pleasant paths, where rosy flowers bloomed

and yellow daisies made bright the green carpeting of spring. Happy birds sang in the budding trees, Mary's infantile sheep friskily frisked in frisky friskiness. The robins were nesting again. Everything denoted the approach of spring, even your spring-bottomed pants. Yes, Tertius, thusly, in my most subtle manner, did I lead the guileless reader along. Said I: 'I was riding along a road at the base of a perpendicular cliff, 3,000 feet high. Suddenly, without any apparent cause, I began ascending through the air. Up, up, until I grew dizzy. Higher, the broad river seemed a shining silver thread. I reached the top of the cliff. A hand grasped my arm, and I was safely landed. I heard a low, pleasant, familiar chuckle. I turned and looked. It was he. I cried, Tertius, you sucker.'

"With triumphant feet I turned the last bend and cried, behold! And the apex was not there. That phenomenal mind reader who sets type on this journal for physical culture, set it up snoozer. I repeat, Tertius, what is your private opinion of compositors? It seems to me that when like a meteor on a moonless night, a brilliant thought flashes across the lofty and strong mind of a writer, and he dashes it off on a piece of paper, and sends it to a printer, that it may be so preserved that posterity may admire its splendor, the intelligent, careful, classical, compositor, that erudite Egyptologist, is so dazzled and bewildered by its radiance that his trembling hands cannot find the right type. Now, take the two words, sucker and snoozer. I'll defy any one, not a compositor, to transform one to the other. I experimented myself, wrote fast and slow, and all sorts of ways, and the only other word it looked like was ducker. As I grow older, Tertius, I become more convinced that there are only two things on which you can depend. You even cannot depend on your closest friends. Why, they actually accuse me of being you. They tell me I cannot fool them, they know my style. I needn't deny it, they are sure Tertius and I are one. Say, Tertius, do me a favor and deny it, won't you? Am sure you don't want to see an injustice done me."

"Your closing remarks, Tertius, in your telephone advice, were your best. When you referred to Edgar A. Poe, you actually became poetical; when you 'galaxyed' me with other brilliant men, the scintillations of your wit were electrical. You ended by saying, 'Wine is a mocker.' Alas, it is too true. But—give me a little more of the mocker. I use, dear boy, to drink a parting toast: As the future, day by day, unfolds thy picture-book of life, may each succeeding page be fairer to look upon. May the faces wear but smiles, and tears strangers be, and may the prints of thy byke be on every page, and when the final leaf is reached, may it be a pair of silver feathered wings and a vision of the farther shore, the former a reward for your truthfulness; to bear you to the latter."

"God bless you Tertius; good-bye."

SECRETARY.

SAFETY BICYCLES.

COMPILED BY W. I. H.

When a man becomes a good bicyclist he says, "Good-bye sick list." This is an ancient pun, but, though a chestnut gray, its antiquity has not robbed it of any of its force. Indeed, time has

proved its truth, if it has not improved its quality. There are thousands of men, engaged in the various walks of life, whose employment is sedentary. They are told that they must exercise if they wish to keep up health and spirits. A prominent Philadelphia physician has said "that 'cycling is by all odds one of the healthiest exercises in the world," and his opinion is confirmed by eminent authorities the world over.

A man who has been told to exercise, after looking the field over, naturally inclines, if able to afford it, to 'cycling, for in addition to the gain in health, there is about it a charm which can only be appreciated by one who has made it his business to talk to wheelmen, and really investigate the elements that are productive of enjoyment and serve to make the sport so popular. Many of those who consider the subject are, of course, like the William of whom a 'cycle poet thus wrote:

"There was a stout party named Bill,
Who at Pullborough suffered a spill,
When the damage was seen
He cursed the machine,
But somehow he sticks to it still."

Such men care little for safety. Others there are to whom a few weeks in the house, from the effects of a cropper, is a sort of pleasant vacation, during which they are petted and humored and live on the dainties of the land. For either class the ordinary bicycle has no terrors. On the other hand there is the timid man, he who fain would ride but fears to fall; then there are those who feel that were they obliged to remain laid up, at home, their business would suffer; and lastly the men of moderate incomes or large family, to whom enforced idleness means debt and difficulty. To these three last classes safety machines possess much interest, and principally for their benefit is given a description of the different ones manufactured and in use in this country and abroad.

For perfect safety it goes without question that the tricycle stands at the head of all safety machines. But tricycling is harder work than bicycling, except on the best of roads, so a long felt want existed for a bicycle which would combine ease, speed, and safety. The first attempt to meet this want was made in 1877, when Singer & Co., of Coventry, England, introduced

"THE SAFETY."—This machine was perfected by the inventor, L. J. Lawson, in 1878, and is known as the original safety machine. The front wheel was the smallest and the rider sat directly over it. The pedals were on the little wheel forks, and connected with the cranks of the large one by means of steel rods or levers. It was a primitive affair, and was but little if ever used. This first attempt at safety was quickly followed by others, and there have been altogether some thirty different safety machines placed on the market. A great many of these were either failures or so homely and cumbersome as to be of little practical value. Among this class were the "Merlin," "Scantlebury," "Carr," "Rucker," "Hall," "The Crocodile," "Fletcher's Patent," "The Shadow," "The Sultan," and "The Wagtail Champion," and "Mist." These are now obsolete. There are several others that are but little used, and not now manufactured, but they are described because they are curious and peculiar.

"THE PONY," invented by Mr. Blood, secretary of the Irish Champion Bicycle Club.—The driving wheel is forty inches

in diameter. Otherwise this is an ordinary bicycle. A man six feet in height is enabled to drive this with a straight leg by means of a second crank which connects the pedal with the crank proper. This second crank revolves on a short pin secured to the end of the first, and the pedal is placed at the other extremity. It will be seen from this that when the pedal is at its lowest point it only clears the ground by about six inches, and hangs suspended at its highest point at the same elevation as the centre of the wheel. The swinging of the secondary crank, when the feet are taken off, is prevented by a neat catch on the pedal, which is applied by a side pressure of the foot to the butt of the main crank.

"THE BICYCLETTE" was a curiosity which had twenty-four and forty-inch wheels, and in general outline resembled a modernized boneshaker. At the time it was made it was considered that for perfect safety nothing could touch it.

The peculiarities of the "Club Safety" machine exist in the steering gear and pedal action. The former consists in giving the forks a ten-inch rake, and so bending the head that instead of being in a line with the forks, or with the point of ground contact, it is perfectly vertical. The pedals are fixed on curved levers; an endless chain holds the levers in position, being connected by pinion wheels on each crank and on the bearings. The levers transmit the power by the chain to the large driver.

"THE FLYING DUTCHMAN" had a forty and thirty-six-inch wheel. A curved back-bone connects the two wheels, they are two feet apart; from the middle of the back-bone, and between the two wheels, is suspended another wheel eighteen inches in diameter, so placed that it does not touch the ground, but runs, three inches clear, above it. To this are attached the cranks and pedals. The saddle is over this. The centre wheel has no tire, but in the groove an endless cord runs to grooves on the hubs. This transmits the power. The steering is done with the front wheel. In principle this is the most curious machine ever produced. This ends the list of oddities but little used. The machines now on the market and in general use next claim attention.

"THE ATLANTIC SPECIAL" is, to a certain extent, a tricycle, as it has three wheels, but here the resemblance ends. Its management and action are identical with the bicycle proper. The front forks are raked slightly forwards, and curve back around the bearings, below which they run forwards horizontally till they clear the large wheel, when they end in a neck and centres on which a small Stanley head and forks work. A second back-bone runs down in front over the large wheel, and is fixed to the steering connection by a stout spring, which enables the front wheel to take the inequalities of the road. A rod depends perpendicularly from the steering handles to the horizontal forks, where it ends with a pinion wheel working a rack on a rod, and by that means turns the small front wheel as desired, the handles being kept fairly rigid by means of a stout spring. It is claimed for this machine that the rider is placed immediately over his work, is saved from all chance of headers, and can stand still with greater ease than on the ordinary bicycle.

[To be continued.]

LEWEE'S LETTER.

I am glad to see that the "Bicycling World" and the "Official Gazette" are at last beginning a crusade against wheelmen playing polo in a way which makes them loose their amateur standing. Attention was drawn to this matter over a year ago in the columns of THE WHEEL, at the time polo playing first became popular. Beyond a passing paragraph or so, no attention was given to the subject in the other 'cycling journals. The Racing Board have now taken active steps for the suppression of the trouble, but it is rather late, for numberless wheelmen have by this time laid themselves liable to expulsion from the League by competing in professional polo games, or in public, against those who are professionals. I know of a number of riders who competed in amateur bicycle races last summer that had lost their standing the previous winter by polo playing. Members of the Racing Board were aware that these men had no right to compete in amateur races, but did nothing to prevent them from doing so. One of the members of the Board remarked to me that no protest had been made against them, and that he did not care to interfere until one had been made. It seems to me, though, that it is the duty of the Board to investigate all such matters, whether any protest is made or not. According to a strict interpretation of the racing rules, I cannot see but what all those riders who competed against the polo playing wheelmen, have also laid themselves liable to a protest. It is decidedly a mixed up affair, and a great deal of trouble and hard feeling is likely to result from it, when next season's racing begins.

It seems utterly incomprehensible that so many persons cannot or will not understand the meaning of the amateur rule. It is simple enough, even if it is somewhat strict, and by a once reading, any one of ordinary capacity should be able to comprehend it. But they don't, and many who should understand it the best know the least about it. The sporting editor of one of our daily papers told me a few days since that he could not see why a professional roller skater should necessarily be also a professional bicyclist, as the two sports had no connection with one another. He seemed much surprised when informed that the rule adopted for the government of bicycle races, was substantially the same as that adopted by the N. A. A. A. in all their games. If a man in his position does not understand the rule, it does seem as though there was some excuse for the ignorance of an ordinary wheelman. I cannot say that I altogether believe in the rule which makes a professional in one sport a professional in all sports, but as long as the rule remains as it is it must be obeyed, or the consequence suffered by those who break it. I should be strongly in favor of having the League amateur rule amended somewhat, if the English rules and rules of the athletic associations could also be amended as well; but it would not do for the League to adopt a rule so slack that its members would be out-talked by all other associations. At one time the amateur rule was so strict in England, that no one who did any kind of work or followed any business for a living, was admitted to the amateur ranks. The rule has, of course, since then been greatly modified, and

doubtless will be still more so in the future. It would be a good idea to have the matter discussed at the next meeting of the League, when some rule might be prepared, and submitted to the other English and American 'cycling or athletic associations.

I notice that the "Bicycling World" advocates doing away with the parade and banquet at the next League meet, devoting the entire two days to transacting business. The theory is all right, but I should like to ask our friend how many wheelmen would be likely to attend such an affair? There must be other attractions besides a business meeting to induce distant wheelmen to attend.

I am very sorry that Karl Kron is obliged to postpone the issuing of his road book until April next, for I have been looking forward to the receipt of a copy this month, with pleasurable expectation. A wheelman remarked to me a few days since that he had carefully preserved Karl Kron's contributions to the 'cycling papers, and thought that he now had about all that the road book would contain when issued.

From all accounts they are having some lively times in the Springfield club over the loss of the treasurer's books. The loss of the books cannot help throwing considerable suspicion on the management of the club, and for Treasurer Fennessey's sake I sincerely hope that they may be found.

Stoddard, Lovering & Co. have placed large orders for the Rudge safety bicycle and expect an extensive demand the coming season for this excellent little machine.

The local committee entrusted with the duty of collecting subscriptions for the erection of C. T. C. sign boards, report that sufficient money has now been secured to begin work on the boards. If they cannot have League signs, they are bound to have C. T. C's. It is to be hoped that next season the League will do some active work in this line.

A paragraph in the last issue of the Springfield "Wheelman's Gazette" states that bicycling, as a sport, is on the decline in Boston. This is by no means the case. On the contrary, it is on the increase. If Boston has never taken very kindly to 'cycling as a sport it is because we have never had anything in that line worth taking very kindly to. Let there be a first-class tournament held here, and then see what will be the result.

Mr. A. L. Atkins, of the Pope Manufacturing Co., has been appointed League Consul for Boston. The appointment meets with general approval here, and the interests of the League will undoubtedly be greatly benefited hereabouts by his work.

The annual dinner of the Massachusetts Bicycle Club was held at Young's last evening. President Williams and others made addresses.

A special meeting of the Massachusetts Bicycle Club was held last Friday evening, President Williams in the chair. R. Heber Hogdon was admitted to membership. The report of the Club Committee stated that the new clubhouse was now completed and ready for furnishing. It was voted to authorize the committee to furnish the parlor and meeting room, but further appropriations

were deferred to the next meeting, when a large number of members will be present, and about \$2,000 more will then probably be voted for furnishing.

A story is going the rounds here to the effect that John S. Prince, the champion bicyclist, was married to a New York actress a few days since, and to pay the expenses of his bridal tour, had forged a check, which was cashed by a member of the company to which his wife belonged. He afterwards left for Boston, and nothing has since been heard of him. This is not the genuine John S., however, but another wheelman of the same name, but of less fame on the 'cycling path.

A NEW ROLLER RINK.

The Olympian Club opened their new skating rink on Broadway and Fifty-third street. Mr. Fortmeyer is the manager, and gave his patrons an agreeable entertainment Monday evening, consisting of fancy skating by Mr. Mayer and Miss Jennie Houghton, and a clever exhibition of bicycle riding by Harry Tufts. The arrangements for visitors are excellent, and we predict a successful business for the new enterprise.

"OUTING" FOR FEBRUARY.

The February issue of "Outing" shows the substantial excellence that the public have learned to expect from this charming magazine. The leading paper describes, under the title, "The Mont Blanc of our Switzerland," the experiences and observations of Mr. J. R. W. Hitchcock among the glaciers, the canons, and the snow-covered spurs which lie hidden within the dense forests surrounding Mount Tacoma, in Washington Territory. This paper, which is accompanied by spirited illustrations from the pencil of Mr. Henry Sandham, presents the first adequate account from personal observation of the snow-crowned monarch of the Northwest. The present popular interest in New Orleans makes especially timely the entertaining paper by Mr. Norman Walker, on "Out-door Life in Louisiana," in which the various delights of that "paradise for the sportsman" are pleasantly set forth. Mr. Walker mentions, as one evidence that New Orleans has yet something to learn in these matters, that all its out-door clubs are thus far "bound by the Salic law, and refuse to admit women." Mr. K. C. Atwood contributes a bright sketch of a cruise by the Pelican Canoe Club down the Merrimac, which is well illustrated by F. Childe Hassam. "His Majesty's Ultimatum," by Louise Stockton, is a strong and interesting love story, the scene of which is laid in the Fiji Islands. "The Luck of Candarago Camp" is a readable camping sketch, with excellent illustrations. The winter element is introduced into an interesting paper on "Snow-shoeing in Canada." Maurice Thompson's "Tangle-Leaf Papers" are continued. A practical paper on the construction of model yachts, by Capt. R. B. Forbes, a veteran yachtsman of Boston; a lively account of a bicycle run from Hartford to Boston; an entertaining description of the Kennebec tour of last summer, and several clever poems, together with the usual well filled departments, make up a number that well sustains the reputation which "Outing" has gained.

We send THE WHEEL and "Outing" for one year to any address postpaid for \$2.50 a year.

BORROWED FROM OUR NEIGHBORS.

Now that the Citizens have led the way, a good many follow in building their own houses. The Springfield Club is the latest to declare its intention of so doing. There is some talk among the members of the Ixion Club of doing likewise, though it would be hardly politic for so small a body to attempt to raise the funds which would be required for a move of the kind in New York city especially.

A new bicycle will be on the market before long. The Overman Wheel Co., makers of the Victor tricycle, are now at work on an altogether new style of machine, which is to be built like an ordinary bicycle, with a lever and clutch action like the Star.

A member of one of our prominent clubs while recently riding up Riverside Avenue was attacked by a lean looking pup. The distracted 'cycler dismounted and threw a rock after the fleeing canine, which lodged in its neck and instantly killed the offender. The wheelman at first thought of having it stuffed for display in the club rooms, but abandoned the idea when the owner approached and even to the extent of a five dollar note.

A devout feeling of thankfulness will go up from the reader of every 'cycling paper on the face of the globe when K. K. has published his book and retired into oblivion.

William M. Woodside is out with a challenge to ride John S. Prince five races at the following distances—ten, fifteen, twenty, twenty-five, and fifty miles, for \$500 a side, and the title of champion of America, the winner of three out of the five races to take the stakes and title.

J. Rolfe, the champion bicyclist of Coventry, England, recently set himself the task of beating his own record of 6h. 11m. 45s. for 100 miles. He met nine of the best men who could be found to ride against him in relays of 10 miles. The track was soft, and the turns very sharp. Rolfe defeated all his men except Grant and Chapman, Grant defeating him one lap in 10 miles, and Chapman four laps in the last 20 miles. Rolfe finished his 100 miles in 6h. 9m. 35s., winning a bet of \$100.

More than one of our pros if they chose would soon make Prince Howell with rage. The struggle will, no doubt, be keen, but the Yank must eventually Waller in defeat and re-Tyre o'er the Western Lees.—[Wheeling.

Belva Lockwood recently called on President Arthur at the White House, using her tricycle as a means of conveyance. During her visit some one removed the tricycle to a vacant lot back of the Washington monument, where it remained until discovered and returned some days later to its owner by a small boy. Belva was greatly incensed over the affair, and believes President Arthur had the machine carried off to prevent her coming there again.

LATEST FROM "X. M. MILES."

EDITOR OF THE WHEEL: The fifty-first week of my canvass, ending with Saturday night, brought twenty-six pledges to my list, but as this morning's mail has added fourteen, my total now stands at "2,340." I can hardly hope,

however, that the next five days will bring in enough to exhibit an average 200 subscriptions a month for the first year, and leave only an exact fifth still lacking for the needed 3,000. Unless I can immediately increase this average to more than 200 a month, May Day will be pretty certain to arrive in advance of my book.

The newly-organized bicycle club of Henderson, Ky., took the lead in last week's record—supplying eight representatives, who were pledged by a ninth, Mr. V. F. Mayer, "an old subscriber." The Indianapolis Bicycle Club added two hotels and two club members to its previous list of nine. The chief representative of the trade in New Hampshire, Mr. E. H. Corson, of Rochester, added four pledges to his original one of a year ago, and at the same time notified me that he is projecting a new paper, to be called the "Star Advocate," and also preparing a new edition of his "Star Rider's Manual." He likewise has fallen a victim to the temptation which all enterprising dealers seem to labor under, for he says: "I have just invented a new saddle, which does away with all objectionable features. It's a daisy. I have sent out about three dozen specimens, and have got some of the strongest testimonials in its favor. Riders who have tried all the other kinds say it takes the lead. I have also been perfecting my 'tourist's delight' (a drinking tube for use on the road), and shall push it for all it is worth this season. I have another promising invention in mind in connection with the bicycle, but shall not try to mature it until I derive some proper return from the schemes already under way."

Four additional names received this morning from the secretary of the King's County Wheelmen (in response, doubtless, to my request in last week's WHEEL) raise the representation of that club on my roll to thirty-seven, as compared to the Citizens Bicycle Club of New York, which has forty-two, and the Springfield Bicycle Club, which leads the list with nearly fifty. My impression is that no other club has supplied as many as twenty names to me, though I cannot spare time at the present writing to examine my local index for details. I expect soon, however, to prepare for publication a statistical article showing the "geographical distribution" of my first 2,400 pledges; and I do not suppose that the 600 final ones will add more than 200 towns to those already represented in support of the scheme. Among the curiosities of this morning's mail was a postal card from York, England, pledging to pay \$1.50 each for two copies of the book. I hope this is an omen of my ability to sell the final 2,000 copies of the edition at that price; but I have notified the writer that the "subscribers' autograph edition" of 3,000 copies, whose purchase is pledged in advance, are to be supplied at the "merely nominal and absurdly insignificant price of \$1 dollar each."

As the editor of the "Bi. World" was good enough to print, last week, my recommendation that he keep up a continual hammering of opposition to the theory that the L. A. W. and C. T. C. can benefit touring wheelmen at all by ensuring them bad rooms, "cold victuals," and contemptuous toleration at country hotels (for this is the plain English of "reduced rates"), I have been encouraged to send him a second letter on the same subject, quoting two ex-

tracts from THE WHEEL to exhibit the practical results of the "cheap and nasty" policy. I urge again the theory, which I have already presented in your columns, that the slowness of the hotel-keepers in consenting to pledge even a dollar for my book (whose general circulation among wheelmen is already ensured, and whose triple mention of their hostleries must prove a valuable business card in attracting the patronage of wheelmen), shows that they have no conception of the real value of such patronage, and that they do not consider "reduced rates" as any real concession. One object of my struggle to force "X. M. Miles" into "the office of the best hotel of as many towns as possible" is to convince the owners thereof that touring wheelmen are not a poverty-stricken set of beggars for "reduced rates," but, on the contrary, a distinctively well-to-do class of patrons, who want the very best accommodations within their reach, and who are willing to pay a proper price for them. So I declare that whoever takes pains to add to my "alphabetical list of hotels where this book may be found" the name of the highest priced house in his town, will not only confer a special favor upon me, and upon the hotel-keeper, but will also help enlighten the general public as to the importance and respectability of wheeling, and will help counteract the reproach that "the cheap-John policy" (of offering to take "the leavings" which reduced hotel rates ensure) tends to throw upon the intelligence and social standing of all touring wheelmen.

As an appropriate conclusion, I will quote the letter which my single patron in Elyria, O., wrote four days ago: "I have just called on the proprietor of our best hotel here, the Beebe House, for the purpose of inducing him to subscribe for your book. When I asked him, at the outset, if he had heard of 'Ten Thousand Miles on a Bicycle,' he said he had, and that he did not want it. I then enquired if he understood thoroughly the scope and object of the publication, and he acknowledged that he didn't, but supposed it was simply a narrative of a ride of 10,000 miles. With such meagre information of course he did not think he wanted the book, not dreaming that his possession of it, or rather subscription to it, was a matter of considerable importance to him. He began to hedge a little when I explained the case, and before I came away he said he thought likely he would subscribe. When I left him he was absorbed in the perusal of the circulars which you sent me, and I presume you will soon receive his subscription."

It has not turned up yet, however, though my list of hotels has now nearly reached a hundred; but the story illustrates the stolid indifference which the average landlord entertains towards every proposition which comes to him through the mail; and the readiness with which that indifference may be overcome by the verbal persuasion of a personal acquaintance. KARL KRON.

WASHINGTON SQUARE, N. Y., Jan. 19.

SIX DAYS' RACE AT MEMPHIS.

The Memphis Cycle Club have good reason to be proud of the success of their big venture. Eight months ago fourteen young men organized under this title, succeeded in breaking down the existing prejudice against bicycling,

and paid out nearly \$3,000 for wheels. In order to furnish club rooms and to give a boom to the graceful exercise they arranged with five of the most famous riders of the world for a tournament of six days, eight hours a day, and in order to make it a success went to an expense which would have frightened older men. They had Arnold's band, a flood of electric light, and well disciplined and well paid corps of gentlemanly employees, and gave one of the most fascinating and exciting entertainments ever given in this city. It was a hard matter to override the prejudice against the exposition building where so many bold hippodromes have been given, but they worked with a will, and the result was that the hall was nightly visited by the very best people of the city, many of the ladies complimenting the club by appearing in full dress. Yesterday afternoon a grand matinee was given, and over a thousand children witnessed the performance for 10 cents each. It was a spectacle good to look upon. The little ones were wild with delight. Last night the gallery and the great main hall were well filled, and from 8 until 9 o'clock, when the bicyclers, in their brilliant costumes, were all on the track, the enthusiasm was intense. It was a genuine ovation. When 9 o'clock arrived, Mr. W. L. Surprise, the secretary and treasurer of the Cycle Club, mounted the platform and made a short address, thanking the public on behalf of the club for the support given the organization. He was listened to with profound attention, and he has just reason to be proud of his effort. The racers were called for one at a time, each making brief speeches of thanks. The score was as follows:

Morgan, 450 miles 9 laps.
Eck, 415 miles.
Armaindo, 343 miles 6 laps.
Prince, 287 miles 1 lap.
Woodside, 285 miles 5 laps.

FROM THE CLUBS.

ARIEL.—The Ariel Wheel Club, of Poughkeepsie, held the annual meeting Jan. 13, 1885, and elected officers for the ensuing year as follows: President, J. Reynolds Adriance; secretary and treasurer, Charles F. Cossum; captain, Frank J. Schwartz; lieutenant, Graham L. Sterling; bugler, Frank H. Adriance, executive committee, Hiram S. Wiltsie; A. N. Shafer. Yours truly, C. F. COSSUM.

ELIZABETH WHEELMEN.—The annual meeting of the "Elizabeth Wheelmen" was held January 14, at which the following officers were elected for the ensuing year: President, R. W. Woodward; vice-president, C. H. K. Halsey; secretary and treasurer, John C. Wetmore; counsel, Frank Bergen; members of executive committee, D. Blake Bonnett; captain, G. J. Martin; first lieutenant, G. Carleton Brown; second lieutenant, Harvey Floy; bicycle division color bearer, L. P. Bonnett; tricycle division color bearer, Miss Eliza G. Suydam; bugler, A. S. Roorback.

The secretary's report showed a membership of 48, a gain of 38 during the year. The bicycle exhibition was such a success that arrangements are to be made to hold another.

The drill squad has the use of the large local rink an hour each week for practice, and has added some new evolutions to those presented at the exhibi-

tion. A new uniform was adopted of cadet gray throughout with Norfolk jackets. The ladies of the tricycle division will probably adopt dresses to correspond. The captain presented a very interesting report containing statistics of interest to the members, selections from which I may send you later. The winter has been so open that there has been much riding done. A club run was called on short notice for a ride through the snow to Newark, to which four responded and without very tough work managed to plough along at seven miles an hour. The boys found it great fun, and not by any means as hard work as they imagined it to be. They heartily recommend all wheelmen who have not done so already, to try it, and have no doubt but that they will pronounce it sport. Chief Consul Brown and Bugler Roorbach, who made a run of twenty miles without a dismount on Wednesday last, report the macadam roads toward Newark and around Orange to be in prime condition, allowing them to do the distance in 2h. 15m. The new track is now surveyed and ploughed and work will be begun on it as early in the spring as possible. The tricycle division as well as the bicycle will have many additions in the spring. JONAH.

NORTHAMPTON.—At a meeting of Northampton Bi. Club held last evening it was voted that our first annual ball should be held on March 4, at the skating rink in this city. A fancy rider, said to fully equal Nash, will be engaged, first-class music on hand, and no pains will be spared to make it a most enjoyable occasion. Some 400 invitations will be issued, and any representatives of the cycling press that may be present will receive a hearty welcome.

Yours truly,
LOUIS B. GRAVES,
President Bi. Club.

HUDSON.—At the annual meeting of the Hudson, N. Y., Bicycle Club, Saturday, Jan. 10, the following officers were elected for the ensuing year: President, H. J. Barringer, Jr.; vice-president, R. W. Evans; secretary and treasurer, C. A. Van Deusen, Jr.; Captain, H. R. Bryan; lieutenant, C. H. Evans, Jr.; standard bearer, F. S. Stoll; bugler, C. A. Van Deusen, Jr.

WHAT BUFFALO WANTS.

EDITOR OF THE WHEEL: In your last issue some person under the above heading writes from the city by the "ragin' canawl" advocating the holding of the League meet of 1885 there on the 2d and 3d of July. Perhaps many of your readers will feel compelled to mutter to themselves "it's none of his business," but if you will allow me I would suggest to the league authorities, if the cat may look at the queen, the impropriety of holding the meet on those days. As I understand it, one of the arguments advanced in favor of Buffalo as the place for the next meet is its close proximity to the 2,000 wheelmen of Ontario, and the likelihood of a goodly detachment of them attending the meet. This argument certainly should have some weight when the board of officers come to decide upon where the meet shall be held. If, however, they desire to see the expectations of a Canadian contingent fulfilled they must select some other dates. The annual meet of the C. W. A. is held regularly on the 1st of July, and will all

probability go to Montreal this year. Montreal and Buffalo are pretty widely separated, and to be in one on the 1st and the other on the 2d of the month will be impossible. I am quite certain that it is needless to say more. The mere bringing of the fact of our meet being held on the 1st of July to the notice of the L. A. W. board is sufficient to cause them to decline to give offense to a friendly association by allowing the two affairs to clash.

Faternally yours,

H. B. DONLY,
Sec. and Treas. C. W. A.
L. A. W. No. 3611.

Simcoe, Jan. 14, 1885.

[We are inclined to differ from our correspondent on this point. The actual meet will not be held until July 3. The business meeting will occupy the 2d, and few Canadians will care to attend that, we imagine, while two days intervene between the Montreal meet and that of the League, and this would give many an opportunity to visit the States, as both come together. The Albany meet was all the more successful on account of following that at Hartford, and the above is only a parallel case.—Ed.]

WHEEL GOSSIP.

Buffalo is alive and anxious for the League Meet.

It looks very much as if she was to have a walk over.

That was quite a pleasant family gathering around the fire at the Genesee House last Sunday.

Any one who misses the three days at the Thousand Islands next July, with its varied programme, loses the event of a life-time.

W. S. Bull apparently lost none of the ve satility that made him so famous on the Chicago tour.

The Citizens Club will give an annual dinner at the Grand Union Hotel the early part of February. No date has been set for their second annual race meeting, but it will doubtless be in the month of March.

Zacharias & Smith, of Newark, N. J., are now ready to place their new style dropped handle bars on the Star, and also the improved brake. Cuts of the same will soon be ready for the trade.

The champion John S. Prince writes: "I have used your famous 'Duryea' saddle for the last two years, and can speak in high praise of the same; all my long and short distance races have been won on the same identical 'Duryea' which I bought of you two years ago. My mile record of 2:39 was accomplished on the 'Duryea.' Wishing you success, I remain yours truly, John S. Prince, champion of America, and holder of the one mile professional record of the world."

Ridable roads, free from snow, and good weather for riding characterized the first ten days of year 1885, in the region of New York. The manager of the Pope Manufacturing Co.'s office in this city reports a pleasant journey of thirty-three miles on Thursday, the 8th, and he also found tolerable riding on the previous Sunday. His record for 1884 was in 1,221 miles. Karl Kron

housed his "No. 234, Jr." in winter quarters on the 24th of December, after riding it in the snow storm of that day from Washington Heights to Washington Square. His eight months record, beginning with the 24th of April, was 1,408 miles, showing an average of 32 miles for each of his 44 riding days. He fell twice in doing this distance, which comprised 800 miles of roads never before traversed by him, and his wheel had two additional falls.

Mr. Robert A. Huebner, the inventor of an automatic pigeon trap, has turned his attention to the bicycle and patented an improvement on the hub, by which the spokes can be easily replaced and adjusted by the rider without the aid of a machinist.

Mlle. Louise Armaindo, the champion lady bicyclist of the world, says: "The 'Duryea' purchased of your Chicago agent suited me immense. You have my hearty thanks and appreciation for your timely invention of the now celebrated 'Duryea.' All previous saddles more or less chafed me, but yours, the 'Duryea,' is a daisy, and I give my willing tribute with those who appreciate a good article. Very respectfully yours, Louise Armaindo, champion lady bicyclist of the world."—[Ex.]

Our worthy friend, the Springfield "Gazette," is saying considerable about a sample copy circulation. THE WHEEL does not find it necessary to blow its own horn. It has stood the test of time and can afford to keep quiet about its personal affairs.

Mr. George D. Gideon, the well-known racing man, has gone into the bicycle business in connection with Mr. A. G. Powell at 1539 Race street, Philadelphia, Pa.

As we pen the above lines a neat invitation comes to hand to attend the reception of the Germantown 'Cycling Club at their new house, 2314 Fairmount avenue, on Saturday evening, January 24. We have no doubt but that the affair will be an unbounden success.

SOME REMARKABLE RIDING

EDITOR OF THE WHEEL: In handing to you for publication the following facts which Dr. Tyler, of New Haven, kindly prepared at my request, I wish to bear testimony to the remarkable skill or good luck which characterized his continuous ride of 25 miles on November 4. I myself went over the same road a month later, and I am inclined to think I dismounted 25 times in doing the distance. The formal certification of Dr. Tyler's feat was not necessary to convince me or any other personal acquaintance of the gentleman; but the feat itself was so notable that I am glad on general principles to have it put on record formally, for the satisfaction of any possible doubters.

KARL KRON.

DEAR SIR: As you asked for accounts of runs over 100 miles, and distances over 25 miles without leaving the saddle, I enclose two. These runs are both authenticated, as in the Boston trip I was started by a member of N. H. Bi. Club. Sent postals from way places meeting friends in many places

and winding up in the "Bi. World" office, 1½ hours ahead of time, which, if I had been met as I expected, would have been devoted to 20 or 25 miles more within the 24 hours.

In reference to the second I enclose a sworn statement of Mr. J. H. Whiting, who accompanied me, that I did not leave the saddle for 25½ miles in a straightaway between New Haven and Norwalk, measured by two cyclometers. The feat lies wholly in the character of the roads, sand, and hills, which no one knows better than yourself. If you can make any use of it, do so. If you wish more detail, will be glad to give it. Am sorry the rain interfered, as we felt in trim to see New York and return in 24 hours. I have ridden a 26½ lb. Rudge racer 953 miles on the road at the present writing, and it has never needed repair nor tightening. I am thoroughly testing a light machine to see what it will stand. It is 51 inches, and I do not spare it in the least. My road record for the year so far is 4,372. I have a record of each day's riding. A large proportion has been made in my professional rounds. Very truly yours, N. P. TYLER, M. D.

NEW HAVEN, Ct., Nov. 25, 1884.

October 19, 1884.—Straightaway run, New Haven to Boston. Train from E. Brookfield to S. Framingham (43 miles); time, 22½ hours; distance, 130 miles; actual riding time, 17½ hours.

Left New Haven on a clear calm afternoon at 2:15 P. M., and reached Meriden at 4:45, 21 miles, the roads being in good condition. I rode a 26½ pound Rudge racer, 51 inches, no brake, and very small lantern. McDonnell cyclometer. Stop one-half hour for supper. Left Meriden 5:15, arrived at New Britain by way of Berlin at 7:25 P. M., 33 miles. Was obliged to light my lantern a mile out of Meriden. Slow riding on account of darkness; Hartford 9:10, 43 miles. Had a hearty supper, left Hartford at 10:10, took the west side of river, going up through Agawam, reaching Springfield at 3:52, 72 miles. Out of Springfield by way of Boston turnpike I found sand, practically unridable. After a few miles I took to the railroad tracks, and made good time to East Brookfield, 8:30, 108 miles, and being ordered off the track I took the train due at 8:37 as far as S. Framingham, from which point I had heard the roads were good. Left S. Framingham 11:03, arriving at the "World" office 12:45 P. M. Oct. 20, 130 miles. The road from S. Framingham to Boston was like a race track, and the first 16 miles was rolled off in 1.03 minutes. Coming into the city by a wrong road the last 6 miles consumed three-quarters of an hour. After a bath and dinner, I rode to the reservoir with a friend, rode several times around it and back, making 13 miles. The machine was in perfect condition, had had neither oil nor wrench at any time on the journey. I rode a Lillibridge saddle, and found it exceedingly comfortable.

Nov. 4, 1884.—Straightaway run New Haven to Tarrytown, N. Y.; distance, 68 miles; time, 14½ hours; actual riding time, 10 hours.

Election day was bright and calm, and Mr. Whiting, of N. H. Bi. Club, and myself, started for New York and return in 24 hours. We took the Shore road to Milford, and reached Bridgeport, 20 miles, in 2:05. I was compelled

to dismount for a long steep hill 4½ miles out of New Haven, (I have since ridden around this hill by another road without a dismount) and from that point retained my saddle for a distance of 25½ miles, when another savage hill compelled a dismount. We reached South Norwalk 11:45, 36 miles in exactly four hours. The bridge at the Saugatuck River being down we were compelled to go back and walk across the railroad bridge. We made Stamford at 1 P. M., 44 miles, where we stopped one hour for dinner. Starting at 2 P. M. it sprinkled, and the road became heavy. We went through Greenwich, and then struck west to Glenville, but were compelled to strike south again across what is termed Hog-pen Ridge, three miles, and very fine riding, to the Portchester boulevard. It was then raining torrents and the mud was inches deep, but we pushed on, reaching White Plains 5:30 P. M.—61 miles—at 8:45. I pushed on to Tarrytown, reaching there at 10 P. M., still raining. I would advise riders to go direct from Stamford to Portchester, and then push west to White Plains, as being the better shorter road. Greenwich is, however, decidedly hilly. I rode a 26½ pound Rudge racer and Lillibridge saddle. This ride was remarkable in reference to 25½ miles without dismount, as you know the road yourself.

This is to certify that Dr. N. P. Tyler and myself left New Haven November 4, 1884, for a run to New York city and return, but were prevented by the rain from going further than White Plains; that we reached Bridgeport, 20 miles, following the Shore road, in two hours and five minutes, and South Norwalk in exactly four hours, 36 miles. Dr. Tyler rode from New Haven to the Saugatuck River with but two dismounts, and the distance between the first in West Haven and the second beyond Green's Farms was 25½ miles, measured by both a McDonnell cyclometer and an Excelsior cyclometer. The absence of the bridge over the Saugatuck compelled us to cross by the railroad bridge, or we should have reached South Norwalk without another dismount. In five hours and fifteen minutes from our start we reached Stamford. Wednesday I rode from White Plains to Milford, 51 miles, inside of nine hours; running time, seven hours and fifteen minutes. It being very dark and a high wind, I then took the train, as I had no light.

Dated at New Haven this eighth day of November, A. D. 1884.

JOHN H. WHITING.

Subscribed and sworn to this eighth day of November, 1884, at said New Haven, before me

JULIUS TUISS, Notary Public.

KENTUCKY.

HER ROADS AND 'CYCLING PROSPECTS. This State has some of the most delightful touring roads imaginable, passing through the fertile blue grass region at its heart; and we have no complaint to make against the general quality of pikes throughout the commonwealth, with the exception of the extreme south-westerly portion, a section covering a radius of fifty miles around the Mammoth Cave and the mountainous regions in the Cumberland Mountains, which form its border on the eastern side.

The State seems to have been well favored in the matter of turnpike roads during the stage-coaching days, and

many of the old routes remain the best of our riding roads in these days of the ascendancy of steam over plain, slow, overland staging. Though some fine roads are found in the southern portion, those counties bordering on the Ohio River seem to abound most in those ways that please the hardy 'cyclist. Thus, commencing with Ashland, in Boyd County, the extreme eastern end of the State, where are a number of wheelmen and some nice routes, we look west along the river and find Maysville, in Mason County, near where are some of the finest pikes to be found any place. This point is the terminus of the famous Paris and Lexington State Road, of which so much has been said and written, and several fine roads lead in different directions, notably some elegant touring routes up into the Buckeye State across the Ohio. Next on the river is Augusta, in Bracken County, with a nice club and plenty of fine roads; then we come to Covington, in Kenton County, opposite the metropolis of Ohio, which boasts of the liveliest club in Kentucky, and out of which, with its sister city Newport, in Campbell County, lead some famous runs; to say nothing of those to be found leading north into Ohio back of Cincinnati. Still looking west we make a jump of 160 miles by river and come to Louisville, the metropolis and 'cycling centre of the State. Here are several clubs and a majority of the riders of the State. The League Chief Consul is here also, and a State division is maintained which we would like to see larger and more energetic. Many roads lead from here, and the wheelmen are said to be the hardest road riders in the country. Covington riders claim a share of that honor, too, and have the material to back their assertion.

We look next at Owensboro, in Daviess County, 150 miles below the metropolis on the Ohio. A League consul is here, and says that the roads are of the finest, being gravel pikes. Henderson and Paducah both have a goodly showing of 'cyclists and are river towns of considerable import. Coming back now to the blue grass country, we see Lexington, the rival of Frankfort for the capitalship. This city, lying in Fayette County, eighty-five miles by bike south of Covington, enjoys some of the smoothest roadways in the West, and has a flourishing club and a consul of the League. It lies, the centre of good wheeling in central Kentucky, and a visit to it repays the wheelist with beautiful scenery, fine tours, and unsurpassed roads.

This State has a most encouraging prospect for the advancement of wheeling within its borders, and the popular impression that our roads are so rough that the ploughed fields are preferable is wholly inapplicable, and if you come and see us we will show you.

Some famous rides I will give you. Their mere outline is all that I could ask space for, and as for details I could fill a volume with their description: Louisville to Bardstown, 39 miles, south-east; Louisville to Bloomfield, 37 miles, south-east, 26 miles on the former road; Bardstown to New Haven, 16 miles south; Bardstown to Springfield, 18 miles, south-east; Shelbyville to Frankfort, 21 miles, east; Owensboro to Gelvington, 12 miles, north-east; Lexington to Maysville, 66 miles, north-east, via Paris and Blue Lick Springs; Lexington to Versailles 13 miles, west;

Lexington to Frankfort, 23 miles, north-west; Lexington to Covington, 85 miles, north, through Georgetown; Georgetown to Paris, 18 miles, east; Covington to De Morsville, 28 miles, south; Newport to Alexandria, 13 miles, south-east; Maysville to Germantown, 12 miles, west; Augusta to Milford, 22 miles, south; Augusta to Germantown, 12 miles, east; Ashland to Catlettsburg, 5 miles.

This is only a part of many routes which form a network over the State, and I could give you a minute description of about 1,500 miles of as pretty roads as any one could desire. Let no one depreciate the "hills of Kentucky," for they are beautiful to those who live among them, and thrice beautiful to those who have wheeled there among.

P. N. MYERS.

THE BICYCLE IN COURT.

A case has just been concluded which the wheelmen of Pittsburgh, Pa., have been watching with great interest and anxiety.

On Monday, Jan. 5, case No. 324, March Term of 1884, C. P. No. 1, before Judge Stowe, was called. This was an action brought by T. R. Estep, against Jas. D. Hailman, T. Sherman Clark, Wm. L. Jones, and F. O'Neil, to recover damages for injuries sustained by reason of the alleged negligence of defendants in riding bicycles, which occasioned the horse of plaintiff to run away and throw him out, inflicting the injuries complained of.

The facts were these: The four defendants were riding up Shady Lane, in the city of Pittsburgh, where they met the plaintiff riding with a friend in a buggy. The horse became unmanageable, plunging finally against the curbstone and spilling out the plaintiff so ungently as to break his leg and cause other injuries. The fracture was so set that an apparent shortening of the limb resulted. The plaintiff, now walking with a painful limp, wants \$20,000 as an offset to his misfortune. The defendants are well to do, and the plaintiff so injured appealed to the sympathies not only of the jurors, but of the wheelmen also. A verdict in favor of the defendants, therefore, would be based strictly on law.

The prosecution offered in evidence that the defendants were riding very fast; that the bicycle was usually driven from twenty to thirty miles an hour; that the defendants were bunched, scarcely giving sufficient room for a horse to pass; that the grade was not above two feet to the hundred; that no alarm was sounded, the "gum-band" around the wheels making them noiseless; no inquiries were made as to his health, and it was a heartless and avoidable affair throughout.

The defense showed that the boys were toiling up a grade of 4 9-10 to the hundred, three near the curb on the right side of the street, and one on the left, leaving the centre open to horses; the grade declared by experts to be too steep to admit of fast riding or any riding, except by an unusual effort; that the horse passed before becoming noticeably frantic; that the horse had never been driven without a mate or in a city before, and therefore unbroken, and that they had gone back and given what aid they could.

Refusing a motion for non-suit, the Judge declared that a jury alone could

decide the question of negligence, on which the case turned. In his charge he took the ground that the bicycle was a vehicle having all the rights of horses and wagons, all governed by the same rules, "introducing a new or unusual mode of locomotion or travel upon the streets or highways, whether for pleasure or profit, a higher degree of care becomes necessary in its use than in customary and ordinary modes of travel." It was for the jury to say whether or not the use of the bicycle was an ordinary and unusual mode of travel, and if so whether the defendants exercised that degree of care which the case demanded. Should the jury find negligence it must be in the one rider who passed on the left. Yet a bicycle, like all vehicles, had the right to both sides and the middle of the street, the driver passing on the left being liable at law only in case of collision. The jury, after three or four hours' deliberation, found for the defendants, placing costs with plaintiff. The latter proposes to appeal the case to the Supreme Court, but will likely be deterred by the fact that his honor Judge Stowe has had but little bad work returned on his hands.

T. L. O.

FOR SALE AND EXCHANGE.

FOR SALE.—COLUMBIA TRICYCLE, NEW last July; in good order; \$105 cash. WM. B. KRUG, North River Savings Bank, S. E. cor. 8th Ave. and 34th St., New York.

AMUSEMENTS.

MANHATTAN ROLLER SKATING RINK, BOULEVARD, 8TH AVENUE and 59TH STREET. AFTERNOON AND EVENING SESSIONS.

NIBLO'S GARDEN, Foote & Gilmore, Proprietors and Managers. Reserved seats (orchestra circle and balcony), 50 cts. THIS WEEK ONLY. THE SPARKS COMPANY in "A BUNCH OF KEYS."

Two and a half hours of roaring fun. MATINEES WEDNESDAY AND SATURDAY at 2. Next week—"Dreams in a Photograph Gallery."

MADISON SQUARE THEATRE. At 8.30. Evenings at 8.30. Saturday Matinee at 2. DO YOU KNOW? THE PRIVATE SECRETARY. THE FUNNIEST OF COMEDIES.

STANDARD THEATRE, 1,285-1,287 Broadway. Under the direction of MR. JAS. C. DUFF. A thoroughly fire-proof building. EVERY EVENING AT 8. MATINEES AT 2, A TRIP TO AFRICA. Comic opera in three acts by Suppe. "A gorgeous spectacle."—New York Herald. A POWERFUL CAST, CHORUS OF 50. ENLARGED ORCHESTRA. Box office open 8 A. M. to 10 P. M. Prices, 50c., \$1. \$1.50.

Every Wheelist Knowing French Should Read "LE VELOCEMAN."

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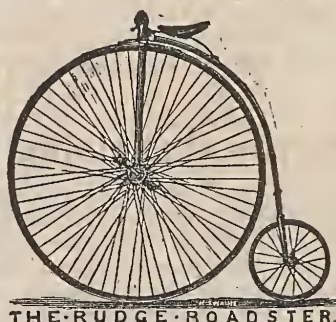
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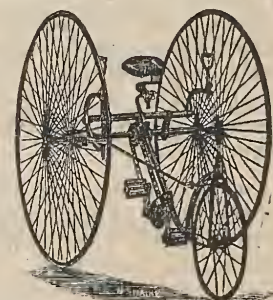
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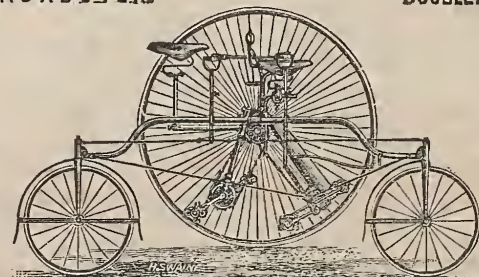
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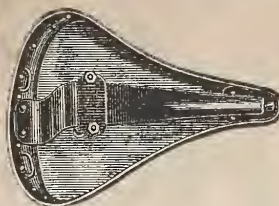
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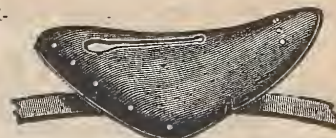
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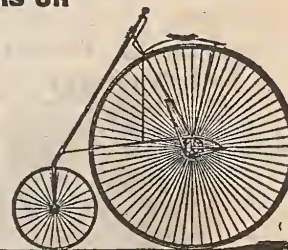
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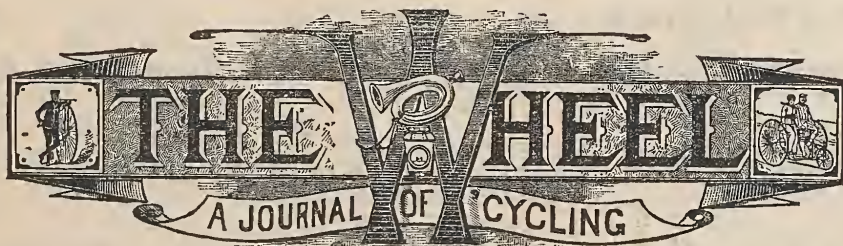
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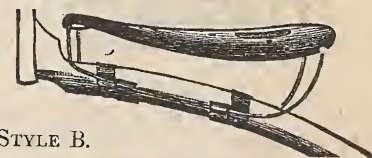
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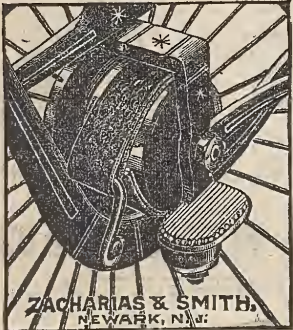
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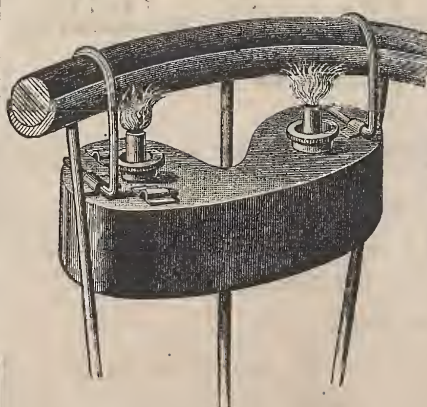
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