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WHEEL GOSSIP.

9,000 people attended the Surrey race meet.

The Irish cycling championships will be held on June 20th.

Chicago is making great preparations for the May 30th meet.

The Washington Cycle Club will indulge in a moon-light ride on May 28th.

A number of the Chicago Wheelmen will attend the St. Louis Ramblers meet on the 23d.

English race meet committees are adopting the record-race system, initiated at Springfield last year.

Lord Randolph Churchill, the leader of the opposition to Gladstone's administration, has purchased a tricycle.

The Aeolus Wheelmen, of Worcester, Mass., will hold two runs each week, Wednesday and Saturday afternoons.

SQUEAMISHNESS.—The club dude rebelled when we informed a friend that he had taken a header. He had merely "accepted" a header.

Thomas Stevens, the trans-continental bicyclist and correspondent of *Outing*, has been interviewed by *Wheeling*. He still lives.

Two English cyclists will, in a few weeks, attempt to beat the twenty-four hours road record. They will use Kangaroos.

New Orleans cyclists are happy. A toll of ten cents for riding on the West End Shell Road has been removed by the municipal authorities.

The sun has a more burning effect on ladies' complexions in the spring months than later in the year. It is said that glycerine well rubbed into the skin will prevent much of this.

The Legislature of North Carolina has decided not to allow cyclists to use the turnpikes of that State. A Wilmington lawyer opines that the law is unconstitutional. It is unreasonable at any rate.

HARD ON "DOODLE."—"Doodle" Robinson is back again. He hasn't brought anything from Panama, however, which he can negotiate at the pawn shops, to the disgrace of English wheelmen.—*Bicycling Times*

The Pine Tree Wheel Club, of Bangor, Maine, will hold its second annual race meet on July 23d. The events are a one mile club championship, half mile open, "safety" race, tug of war, and two mile State championship.

Cincinnati expects a wheel boom this season. At present the city boasts of six bicycle clubs: the Cincinnati, Brighton, Avondale, Kenton, Wanderers and the College Hill, of which the first named possesses fifty members.

Mr. W. S. Bull, of Bull & Bowen, Buffalo, N. Y., is compiling a road book of western New York. This book will be red-dy soon and is sure to be widely red, that color having a peculiar charm for Bulls.

MOLINE, ILLS.—A Bicycle Club was organized here, April 25th, with the following officers: President, F. G. Allen; vice-president, W. H. McCrea; secretary and treasurer, E. H. Sleight; captain, Geo. Dunn.

Commenting on the great tours that Americans have planned for the season, an English paper asks: "When will English riders take such schemes as these into consideration? The pleasures of touring have not yet been properly appreciated in England."

Brooklyn, that virtuous town over the Bridge, will assume a carnation hue on the evening of May 24d. On that suspicious concussion its wheelmen will hold a grand-combined-only-and-original moonlight parade, that is, if the moon "is willin'." Brooklyn, you know, is renowned as the city of churches and defaulting cashiers, and it is to demon-

strate their joy at being residents of this charming suburb that the wheelmen will wheel.

It is rumored that Washington, D.C. will furnish the champion this year. An exchange describes him as a petted youth of seventeen who has ridden five miles in 15:35. When one considers the performances of some of the boys at Springfield last year, and the complete and disastrous overthrow of the record, there seems an element of probability in this fable.

The arrangements for the Cambridge C. C.s fifty mile road race have been completed. The entrance fee of \$1 will be received by H. W. Hayes, 22 Shepherd Street, Cambridge, Mass., not later than May 28th. Mr. W. W. Stall, of Boston, offers two special prizes: a split second timer if the winner be a "Star" rider; or a Butcher Cyclometer if he rides a crank machine and finishes inside of 3h. 30m. The race takes place on Decoration Day.

The *O. G.* eulogizes a certain Geny Jones. At first we thought the said Jones might have been a famous general in the confederate army during the "late unpleasantness" and that he was dubbed by his familiars "Geny." Again, we recollected a certain lachrymose love-song in which a Jenny Jones figured prominently; but all our doubts as to his or her identity were dispelled when we heard that he was Mr. Gerry Jones, the efficient consul of Binghamton, New York.

On April 28 Buffalo was indulged with a two-inch snow storm. It is rumored that the League Entertainment Committee has a "Jonah" among its members, and that the elements, the fates and the gods have conspired to defeat their hospitable intentions towards the L. A. W. members. The printer who was working on their programme has been burnt out, and now "Old Prob" has gone back on them and instead of fireworks and ice cream there is at present a strong probability that skates and brandy fizzes will be the order of dance at the League meet.

The National Association of Amateur Athletes has adopted the League Racing Rules as published by us a few weeks ago. In place of the usual two and five mile bicycle races, which have usually been held at its championship games, the association has substituted a three mile race, for the amateur championship of America. These games will be held

at the Manhattan A. C. grounds, Eighty-sixth Street and Eighth Avenue, New York City, on June 6th.

Messrs. W. B. Everett & Company's catalogue has made its appearance this week. This firm, whose headquarters are at 6 and 8 Berkeley Street, Boston, are sole United States agents for the Singer & Co. bicycles and tricycles. The catalogue is neatly gotten up and contains cuts and descriptions of the Apollo, Challenge Roadster and Challenge Racer, Boy's Challenge, Challenge Safety, the Speedycycle, which is also a Safety, and the Xtraordinary. There are also cuts of their tricycles, parts and wheelmen's sundries.

A report of the Memphis tournament will be found in another column. The tournament was a financial failure, but the club is in no wise discouraged, being fully convinced that the people was not aware of the good sport that were really being furnished them. They expect to give another tournament, being confident that when the people are educated up to the sport a largely increased number of spectators will be the result. Although the time accomplished was second rate, and often even poor, it must be remembered that the track is new, but that age will make this quarter-mile "clay" one of the fastest in the country.

The following is the programme of the St. Louis Ramblers race meet to be held May 23d: Two mile, hand.; prize valued at \$25; one mile, best two in three heats, \$130 Victor bicycle; one mile hands off, \$15; quarter mile, best two in three heats, \$22; three miles, \$140 Spalding Light Roadster, donated by Simmons Hardware Co.; half mile, best two in three heats, \$25; one mile, 3.15 class, \$20; five mile, \$50; one mile consolation \$15. The prizes will be cups and medals of the value stated. Entries close May 20th, with Arthur Young, care of Frisco Line, St. Louis, Mo. Fee fifty cents.

The Maverick Wheel Club, in conjunction with the Maverick Rifles, held an enjoyable entertainment at the Paris Rink, East Boston, on April 29th. The Star B. C. of Lynn, opened with a club drill in which they performed many skillful and difficult evolutions. This was followed by an exhibition of fancy roller skating by little Millie Smith, and trick riding by Frank E. Fowler. A game of polo between the Maverick team and the Chelsea Rifle team, resulting in a victory for the former by a score of three goals to one. Ralph A. Hanan

and Andrew Rollins then contested a mile Kangaroo race, Hanan winning in about five minutes. An exhibition of polo and dancing brought a pleasant evening to a close.

Tricycles will be allowed an hour's start in the Ixion Club's 50 mile road-race. W. R. Pitman, on a Columbia two-tracker, will support the honor of the "benedicts."

The Spring Meeting of the Ninth Regiment Athletic Club on Saturday, 16th inst., promises to be more than usually interesting. Among the entries for the two mile bicycle race are several well-known amateurs.

The Polytechnic A. A. of Brooklyn, will hold a two mile race in conjunction with its games, on May 22d, at the Williamsburgh A. C. grounds, corner of Dekalb and Classon Avenues. Entries (fifty cents) close May 15th, with C. W. Culver, Sec'y, Brooklyn.

The Windsor B. C., of Belfast, Ireland, erected a triumphal arch on April 23d, in honor of the visiting Prince and Princess of Wales. The arch was decorated with flags, shields and banners, and three bicycles on either side, and a tricycle surmounting the whole.

Burley B. Ayres says, "Owing to a lack of facilities for handling wheels over the Delaware, Lackawanna and Western R. R. wheelmen are advised to take any competing line in preference to this road and thereby save annoyance and delay." All right, Burley.

The first important English race meet this year was that of the Surrey B. C., held on Saturday, April 25th, and although most of the cracks came together nothing was shown in the way of fast time. Cripps won the mile trike in 3m. 39 2-5s., and the ten miles bike in 37m. 4. 1-5s.

It must interest the readers of a certain Boston wheel paper to know that Prince, the professional mile champion, has "slugging" abilities of no mean order; that having had occasion to "scrap" with a "nig" on a Southern race-track, he "landed" the "black" a "right-hander" on the neck that sent him to "grass."

The Philadelphia and Reading R. R. Company will charge for the transportation of bikes at the rate of twenty-five cents for fifty miles or less, and one-half cent per mile for greater distances. The company also instructs its baggagemen to use special care in handling wheels, pointing out the fact of their extreme liability to fracture.

The residence of Cyrus Dodge, of Manchester, Mass., was entered one evening last week by a burglar, who secured \$45 before being frightened away. Being alarmed by the appearance of the housekeeper he rushed down stairs and mounting a bicycle which he had left outside the house, he disappeared towards Salem. Thus has the bicycle demonstrated its ability to assist fugitive housebreakers.

Charles Frazier, who rode the five mile race in the Washington Rink for the championship of the United States, was born and brought up in Smithville, N. J., the little village where the Star machine is manufactured. Of all racing men he seems to be best fitted for the Star machine, owing to the tremendous

developments of the lower limbs. This gentleman holds the twenty mile record of the United States, time, 1:05:46 1-5; also for twenty-five miles, time, 1:23:10. His record for one mile is 2:40; private trial, 2:38. He is an expert polo player, driving the ball with the little wheel of his machine. When it is considered that his records were made on a sixty pound machine, it can only be imagined what his record will be when he strides a racing Star weighing thirty-five pounds. All records will be credited to this machine within two years. In his race with Bell, Frazier showed himself a perfect gentleman, winning the hearty favor of the entire audience by his fairness, both when Bell fell on the start, and when he unavoidably fouled Bell in the thirty-fourth lap. To Bell, Frazier owes the first defeat he ever received at the hands of a Star rider.—*Exchange.*

We will not inflict any more advice just now. We may, some other now, if we survive this. However, by strictly obeying the above you can not help being a popular fellow. You may become in time a C. C. of the L. A. W.; A. C. C. of the C. T. C. of E. N. G., a R. of the P. D. of the L. A. W. or you may even become editor of the O. G. or of some paper that has got the lead. That is if you endeavor to maintain your proboscis in an immaculate condition.

The Athletic Committee of Harvard College has decided not to allow the Harvard B. C. to hold an invitation race meet this year, such as was held last year, as they object to the character of the men who competed at that meeting. Even college professors are liable to "old-fogyism." The Harvard boys should rebel.

The *Bicycle World* thinks that some Order of Merit should be established as a reward and distinction to hard-working cycling legislators, captains, secretaries, treasurers, and all those who advance the interests of cycling, other than racing men who obtain their reward in the form of cups, medals and suitable trophies. The *Bi. World* might have gone further and suggested the form, degrees and titles of this Order of Merit. Our own opinion is that this institution is contrary to the American democratic feeling, which can tolerate nothing higher than Mr. or Honorable, and which would sneer at any assumption of superiority on the part of the patriotic cyclist. At present we can't imagine our receiving the card of Mr. Llyanguid Ennui, Knight of the Order of Black Knickerbockers, who was knighted by President Beckwith for running into a cab and demolishing it—a warning to all other jehus, etc. etc.

Messrs. Zacharias and Smith of Newark, N. J., have issued their spring catalogue. They keep in stock many popular machines, as well as an assortment of saddles, whistles, luggage carriers, tool bags, cyclometers, etc., etc. Their specialty, however, is the Star Bicycle, manufactured by the Smith Machine Co. This machine, which has deservedly gained popularity among American riders, has been greatly improved, the principal features being the Improved Brake, the spoon of which runs down the wheel to obviate the tendency of ripping the tires when suddenly applied. Adjustable Cones to Levers, and the removal of the Brake Lever to the front of the handlebar, thus overcoming all

noise and rattle. The price of a 51 inch Roadster is eighty dollars, and eighty-five dollars for a 54. The machine has ball bearings to the front wheel.

The Chicago Branch House of the Pope Manufacturing Company, of Boston, has moved from its old quarters, 179 Michigan Avenue, to the new offices, 115 Wabash Avenue, the company having leased the entire building. The lower floor, which constitutes the salesroom, has a frontage of 36 feet and a depth of 155 feet, making it the largest bicycle wareroom in the world. The basement is of similar dimensions, and is neatly fitted up for a riding school. Major William M. Durell has the charge of the company's business at that point, and will carry a large and complete stock of the Columbia bicycles and tricycles, and a full line of parts and sundries.

In the last issue of the *Official Gazette* Dr. Blackham gives cycloedom a column and a half of "mixed," that is, much that is sensible and much that is one-sided and stubborn. Editor Aaron takes exactly the same space to convince Dr. B. of the value of L. A. W. membership. The trouble with the Doctor is that, although much that he says is plausible and practical, yet this is overshadowed by many prejudiced statements. The Doctor thinks that "this whole racing and athletic contest business is an absurd and contemptible occupation for grown up men, and is dangerous and demoralizing mentally, morally and physically to the callow youths given to it." We think this too glaring, and we would be willing to wager that the Doctor is either invalidated or is a chronic sufferer of melancholy. We hold, and all cyclists will agree with us, that the aim of cycling is to stimulate, mentally and physically. We know in our own circle of acquaintances, young men whose mental capacity and manliness have been noticeably increased by cycling, both touring and racing. If a cyclist is of superior quality—muscle, wind, etc.—we think racing is no more physically injurious to him than is an afternoon ride to the ordinary wheelman. As to the immorality of contesting, we fail to see it. A young man will turn his attention to something—tippling, gambling, betting, etc.—and if happily to cycle racing, baser and more demoralizing practices are paid little or no attention. Although Dr. B. thought a few months ago that nothing but the immediate demolition of the whole Racing Board would ever redeem the League, in his opinion, he seems to have come to the sensible conclusion that the League cannot afford to give up the supervision of the "racing business" even for him; but he still holds that amateurs should not be made professionals because they have raced knowingly with professionals. This is advancement in the right direction, and before the season is well over we may be able to shake hands with Dr. Blackham as a sane, sanguine and patriotic League member. This is Dr. Blackham's idea of an amateur athlete. While very amusing it contains some latent good sense: "I don't race with anybody, amateur or professional; I don't play polo or baseball, nor put on just about enough clothes to wad a gun and make a holy show of myself as an amateur athlete; in short, I am not in the show or competition business in any form of athletics." Bitter, isn't he?

HUB HAPPENINGS.

THE MASSACHUSETTS CLUB DECIDES TO REMAIN IN THE LEAGUE, AND THE COVENTRY MACHINIST'S CO. DECIDES TO REMAIN IN AMERICA—PREPARING FOR MEMORIAL DAY RACES—NOTES AND GOSSIP FROM ALL ROUND THE HUB.

The weather was delightful yesterday, and I availed myself of an opportunity to enjoy a run of a dozen miles or so on a Singer Challenge Safety. It was truly astonishing to me, the ease and speed that the machine travelled over the road. It was the first time that I had ridden a bicycle since last September, and I expected to return home badly used up. But I was not all tired, and while on the road I had little difficulty in keeping pace with the other riders. From the extreme rake of the challenge one would think that it would be difficult to ascend a hill, but it is not at all so. On a coast the safety is splendid, and it was surprising to see how the little thing would glide by many of the larger machines. That the machine is safe there can be no question. It is, owing to its rake, necessarily rather sensitive of steering, but with a little practice one easily becomes accustomed to it. After a few miles riding I had the machine under perfect control, steering it easily with one hand removed. As a matter of curiosity I counted the number of machines I met during my twelve mile run yesterday. There were sixty four bicycles, four safetys and fifteen tricycles, two of the latter being tandems. This was in the forenoon, had it been during the afternoon more would probably have been met. At the meeting of the Massachusetts Club last Tuesday evening the new constitution and by-laws, as presented by the committee, were adopted with scarcely a change. Two of the members were expelled for non-payment of dues. The surplus turned in by the late reception committee was established as a nest-egg of a reserve fund to be used in other receptions. It was voted unanimously to remain in the L. A. W., as the club thinks that the prosperity of cycling depends largely on the success of the League. That this was a sensible action on the part of the club no fair minded person will deny. It was rather a surprise to me that there was no fight over the matter, for I had been led to believe from what a number of members told me, that the feeling in the Massachusetts club was very strong against the League, but I now find that it was only the "cranky hurrah" element that seriously opposed the League. The fellows that compose this element do a great deal of loud talk until the time for definite action arrives, when they settle down like little lambs with not a word to say. It is well that such is the case. I really have no patience with such fellows as these, when they begin to talk about League. They won't listen to reason, but keep up an incessant cry that they are getting no benefit for their dollar. A man ought to be ashamed of himself to make such a fuss over spending a paltry dollar. What if they don't receive any actual, direct, personal, present benefit, is it not worth a dollar a year to know that a grand body like the League exists, bringing its moral force to bear on the sport in a way that cannot fail to prove of benefit to it? Even if a man would receive no benefit at all in return, he should, if he takes the

least interest in cycling, be willing to expend the small sum of a dollar in missionary work. The way these fellows complain that the League does not do what it pretends to do is absurd. There was one matter brought to my notice this week, that of some corporation in Wilmington, D. C., ruling bicyclists off a public turnpike. These would-be critics of the League have taken this matter up, and point to it as an illustration of where the League fails to do its work. They say that the League should hire a lawyer, send him down there and paralyze the turnpike corporation. How ridiculous. The League makes no pretention of fighting all the lawsuits of wheelman. It would be impossible for it to do so. How much do you think it would cost to conduct a first-class lawsuit? It would cost far more than the League has ever had in its treasury, or is likely to have for many years yet. As an illustration—it cost the Pope Manufacturing Co. something like \$8000 in their fight with the New York Park Commissioners. Where is the League to get \$8000? Surely not from the 50 cents it receives annually from each of its members. What the League claims to do, and what it does, is to give its support and influence as far as it can towards the furtherance of the wishes of its members. Any movement having the recognized support of an organized body of 5000 men is likely to receive more consideration than if backed by a few individuals. The League cannot go down to North Carolina and expend all its funds in a district where it has scarce a dozen members, but it can and will give them the benefit of its influence as a large organization. But to return to the Mass. Club meeting. Among the principal changes made by the adoption of the new constitution was the doing away with the house committee, giving their former work to the club committee, enacting that no one under 18 years of age be eligible to membership, that five black-balls instead of three, be necessary for the rejection of a candidate for membership, and doing away with the regular monthly club runs. The club committee was authorized to arrange for a four day's tour to Portsmouth, beginning June 17. At a meeting of the committee held Saturday evening the following programme was decided upon: Wednesday—Starting from club house; Salem (dinner), via East Saugus, Lynn and Swampscott; Gloucester, via Beverly Farms, Manchester and Magnolia, spending the night; distance 41 miles. Thursday—The famous ride around the cape, coming back to Gloucester for dinner. In the afternoon, ride to Newburyport, via Essex, Ipswich, and Rowley, spending the night; distance 40 miles. Friday—Portsmouth via Salisbury, Seabrook and Hampton (dinner, Rockingham House); Newcastle to Wentworth, visiting the beaches, and back to Portsmouth; distance under 40 miles. Saturday—The party will break into two parties. One will take the early train to Newburyport, arriving at 7.55 and then wheel to Boston, Ipswich, Wenhams, Putnamvale, Danvers, Peabody, East Saugus, and Malden, probably dining at Peabody; distance 51 miles. The other party, the tough riders, will ride the whole distance, 74 miles. The whole route will comprise a riding distance of 173 miles for one party and 195 for the other, the endeavor being not to make distances, but to have a comfortable

and enjoyable time. The trip will be over fine roads, with picturesque scenery. It is expected that the members will turn out in large numbers, including not a few tricyclists.

Further details have not yet been planned. It has not been decided whether the run will be a club affair, or whether all wheelmen will be invited to participate. It is probable that the latter course will be decided upon.

Captain L. R. Harrison has issued a circular stating that the first tally-ho club run of the season of the Boston Bicycle Club will take place May 29, starting from the club house at 4 P. M., assembling at Hotel Wellesley, and returning Saturday, May 30, ad libitum. Places on the tally-ho coach may be secured in advance of R. J. Toombs. As an effort will be made on this occasion to secure a satisfactory photograph of the typical Boston club run, and as there will be no other tally-ho runs until autumn, it is expected that a large representation, both active and associate, will be present.

For some time past the Coventry Machinists Company have been undecided whether or not to establish an agency in Boston. Happily everything has now been settled and Mr. White sailed for England last Saturday leaving H. W. Gaskell here in charge of the agency. Gaskell opened his store on Columbus Avenue a few days since and is now working night and day settling things to rights. Already he has made a number of sales, and the prospects are that his agency will prove a very prosperous one indeed. Next week I will send you a description of his store and machines.

Is it not about time that some one tried to Kangaroo it down Mount Washington?

There is at the Highlands an organization which purports to be a secret cycle club bearing the name of "Bubonnes Rotandes." At a meeting held last Thursday evening, Frank A. Hentz was elected captain; J. H. Watson first lieutenant, and Frank Williams second lieutenant. Both professional and amateur riders are admitted to its ranks.

The East Somerville Cycle Club has decided that Portsmouth would not be a good place to go to on Memorial Day, and accordingly the route of the tour has been changed to Worcester and return. The tour will occupy two days and will be for club members. The club has arranged a schedule of runs as follows: Sunday, May 17, start at 9 A. M. for Salem. Saturday and Sunday, May 23 and 24, for Gloucester, reaching there by either wheel, boat or train on Saturday and returning by wheel on Sunday. Saturday and Sunday, May 30 and 31 start at 5 A. M., and ride to Worcester, returning next day. Sunday June 7, start at 7 A. M. for Bailey's South Natick. Sunday June 14, start at 9 A. M. for Revere Beach. Sunday June 21, start at 8 A. M., for Concord. Sunday June 28, start at 9 A. M. for Cobb's tavern at Sharon. Saturday, Sunday and Monday, July 4, 5 and 6, start at 5 A. M. for Portsmouth and the Isles of Shoals. Unless notice is given to the contrary the starting point of all the runs will be from corner of Walnut and Pearl Streets, Somerville. The club is an exceedingly active organization, and well deserves the success it has attained.

"Testimonial ads," are all the rage with cycle dealers. Said one of our dealers a few days since. "I have found that the easiest and best way of getting bang up testimonials for our machines, is to have our stock-holders and principal agents write them. They know just what we want, and being all well-known wheelmen, what they say has, of course, great weight with the cycling public."

Outing for May, is one of the most artistic numbers yet issued. The number is of special interest to wheelmen.

The *Cyclist and Athlete* has already decided what they will name the *League Gazette* next season, should they have the pleasure of publishing it. Enterprise and forethought is always to be commended.

"What has become of Karl Kron?" is the anxious inquiry often heard hereabouts of late. "He has not been heard from for two whole weeks. Has the poor fellow succumbed to the arduousness of his work?" [Not much. Ed.]

Look out for a lively struggle at the League meet on the amateur question. There'll be one sure, and I predict that the amateur rule as far as League membership is concerned, will be abolished.

L. Porter is endeavoring to organize a base ball nine among the employees of the cycle trade.

A one-mile race at the Quincy Coliseum rink, Thursday evening, between members of the Dorchester Bicycle Club was won by W. A. Rhoades in 3 minutes 22 seconds.

The Nonantum Cycle Club of Newton will have a short distance road race for club members on Memorial Day.

The Cambridge Bicycle Club will hold a Fifty Mile Road Race, on Saturday, May 30, 1885, which will be open to all amateur wheelmen. The course will be as follows: From Harvard Square, Cambridge, take North Avenue to Day Street; through Day Street, College Avenue, George Street, and Main Street to Medford Square; thence Salem Street to Malden, continuing on same street to Saugus; from Saugus follow the horse car track direct to the City Hall in Lynn; from Lynn to take Essex Street direct to the Essex House in Salem; from Salem proceed directly over bridge to Beverly; from Beverly take Cabot Street following the horse railroad track, and take the first right hand turn beyond Kittredge's Crossing, which is the first double track crossing, and proceed over this road about 1½ miles until checker is met, which will be the 25 mile point. Return to be made over same course to Harvard Square. Contestants will be checked at Medford Square, Medford; Hotel Boscobel, Lynn; Essex House, Salem; at Beverly; and at the finish. At points where a question may arise as to which road to take, an arrow, painted orange and black, conspicuously posted, will indicate the right direction. Start will be made promptly at 8.30 A. M. Gold and Silver medals will be awarded to the first and second bicycles finishing, and if a sufficient number of tricycle entries is received a Gold Medal will be awarded the winner. Gold and Silver Medals will be given to the first two members of the Cambridge Bicycle Club finish-

ing, without regard to their position in the open events. An entrance fee of \$1.00 will be charged, and entries, to be made in writing, will close with H. W. Hayes, 22 Shepard Street, Cambridge, on Thursday, May 28th. Mr. W. W. Stall, of Boston, offers two special prizes under the following conditions: If the winner of the race is a Star rider he will receive a Split Second Timer. If the winner rides a Crank Machine and finishes in 3 hours, 30 minutes, he will receive a Butcher Cyclometer.

Any further information can be obtained of the Committee: H. W. Hayes, C. L. Smith, J. H. Grimes, C. O. Danforth, A. W. Blackman.

The club is taking great care in measuring the course of its road race Memorial Day. The members rode over the course for the second time Sunday with two Butcher cyclometers, and found that the previous measuring was correct. There will probably be a large field of starters and some good time is likely to be made. Few entries have, however, as yet been received. With the timidity common to amateur racers, the men are holding out until they know whether or not the flyers are to enter. Burnham will probably enter, although there is some talk of trying to bar him out. Among the others likely to enter are Gideon Haynes, and one or two others of the Charlestown Club, Kirk Corey of Brookline, and perhaps his brother Harry, and Edgerly and Lombard of Cambridge. The latter is well known as a man fond of racing, but has not done much of late. They are all doing considerable training and from all accounts are making some lively time in their practice spins. Burnham circled Chestnut Hill reservoir last Sunday, in 3 minutes 33 seconds. Not bad for this season of the year. Haynes seems to be the most enthusiastic trainer of them all. He leaves his bed every morning at 4.30 o'clock, and spins to Donrier's Landing and return, a distance of 35 miles.

W. B. Everett is on an extended Western tour, looking up agents for the Singer machines.

C. S. H.

Boston, May 11, 1885.

THE ENGLISH AMATEUR DEFINITION.

The following definition of an amateur, with the additional explanatory clauses, was adopted by the National Cyclist's Union at a recent meeting:

An amateur is one who has never engaged in, nor assisted in, nor taught any athletic exercise for money, or other remuneration; nor knowingly competed with or against a professional for a prize of any description, or in public (except at a meeting specially sanctioned by the Union.)

And a first-rate definition too, though its full meaning scarcely appears without the following explanation:

A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by—

(a) Engaging in cycling, or any other athletic exercise, or personally teaching, or coaching any other person therein, either as a means of obtaining a livelihood, or for a staked bet, money prize, or for gate-money.

(b) Competing with, or pacemaking for, or having the pace made by a pro-

professional or person under sentence of suspension in public, or for a prize.

(c) Selling, realizing upon, or otherwise turning into money, any prize won by him.

(d) Accepting, directly or indirectly, any remuneration from a cycle manufacturer, agent, or other person interested in the trade or sport, for cycle riding.

DOGS.

There are dogs and dogs. There is the—well we sha'n't attempt to enumerate the innumerable varieties of what there is, but be content with stating that there are dogs small and dogs large; handsome, ugly and passing-fair dogs; dogs gentle and dogs savage. But that variety of the canine, which most directly concerns us of the wheel, is the one which seems to possess an infinite yearning, an insatiable appetite for the person of the cyclist. For a number of years, we perambulated this valley of acidulated aqueous globules, laboring under the innocent hallucination that the dog was a domestic animal, who devoured the kitchen refuse, slept all day, prowled and growled all night, and who shared with that other noble brute the horse, the honor of being the only two quadrupeds, that had condescended to socialize with that biped man. By what means we were led to have such a high opinion of the kindness, watchfulness and faithfulness of the dog, we know not, but we are inclined to attribute it to tales conned in primers, some time in the "sweet past and gone." This hallucination was probably strengthened by the accounts we all have heard of those wonderful St. Bernards, who are so humane, that when they find a traveler lying half frozen in the snow, they drink the brandy which the good monks intended for the traveler, and then breathe in his face to revive him. Instances of devotion like this are rarely met with, and they elevate the St. Bernards to the plane of a few men we know of.

But to go back to the hallucination. As we have just asservated, we regarded the dog, especially the full grown dog with an almost reverential deference; so defferential in fact, that we reverentially slunk around a convenient corner, whenever we saw a particularly ferocious—grand looking specimen promenading the thoroughfare; but since we began cycling our dream was dissipated and we discovered an element in the dog, that had never before entered into our canine philosophy. We discovered that most dogs have an inordinate love, an undying affection for the cyclist. It may be that the calves so temptingly displayed arouse all the latent viciousness of the dog, but he certainly finds in the wheelmen an object of pure delight. A boom in cycling a boon or rather a bone to dogling.

You are a cyclist and having polished up yourself and your wheel, you betake yourself suburban-ward and amid the beauties of nature, attempt to forget that your cash-book doesn't balance. While cycling softly along, you enjoy the thousand and two beautiful features of God's handiwork, and when you have just arrived at that stage, when you think you could write an immortal pastoral symphony, you espy a canine some distance before you. He is not a drawing-room poodle or a spiritless city mongrel, but a stout limbed, born and bred in a-shanty mastiff, and the firm way he

has of standing at that gateway, proclaims him monarch of all he surveys, not that he is a civil engineer at all; but rather a divil-singe-an-ear. Instinctively you moderate your pace and putting on a most humble look, you take the opposite side of the road, hoping to slip by without exciting the brute. But no. He has discovered you, and presenting full front, he surveys you like an epicurean, as if considering on which part of your dear self he will dine. A hundred fears possess you. Will you walk by him; will you spurt past him; will you adopt a confectionary face, that will inform him as you pass him that you entertain a brotherly affection for him. Meanwhile you are approaching him all the while and at last you recollect that you are a captain, bugler or something or other in your club, and you assume all the dignity in stock, determined to frown down the beast. Happy thought. Here he is. "Beating heart! Won't you keep still?" Ah! you have succeeded. But no. Dogs are deceivers ever. A yelp. A bound. The cyclist. Oh, where was he? Nowhere in particular; but a conglomeration of nickle, short bristly hair and gray cloth, enveloped in a cloud of dust might have helped a sheriff to approximately locate him. But yet another appears on the scene. A little ragged girl, bare-footed, ditto-headed, comes out of the gate and pipping: "Here Jip," the brute forgets his veal cutlet and leaving you to inventory the damages, he runs up to the child, pirouettes around her with many a joyous bark, evidently expecting a reward from her for the extensive piece of gray he holds in his teeth. Gentle cyclist. If you had visited that back yard later in the season, you might have perceived a variegated bed-comfortable hanging out on the line, and an examination would have discovered your piece of gray occupying the position of honor—the centre.

To resume. You gather up yourself and all of your uniform that is not minus, and pushing your machine into a by-path, you recline at full length on a grassy bank and endeavor till twilight, to enjoy the beauties of nature. But the pastoral symphony feeling has sneaked and you await nightfall with impatience, when you gain your habitat, preventing the passers-by and your family from discovering a genre study, by expedients that would fill a volume.

It is numberless instances like the above that have determined the wheeling fraternity to adopt this nihilistic legend "Death to all Dogs," and which have led them to experiment with various "dog exterminators." The results of these experiments are now being made public. Some of them have been successful, others not; but the L. A. W. will no doubt see the advisability of adopting the most feasible, and appointing an "Official Dog-Executioner."

One wheelman has squirted ammonia in dog's eyes with marked success, while another has placed dynamite pilules in the centre of small meat-balls and given them gratuitously to curious and aggressive canines. This latter method is not so successful however. The pill is apt to go off before you have time to get away, and a sudden boom in bicycles and bologna is the result, and in any case, the beauty of your uniform and the immediate locality is apt to be marred, or perhaps painted red by flying molecules of granulated dog.

We think we have found the most successful method yet tried, and it possesses the additional advantage that it is something to those cyclists who go in for "higher aims." We bring with us small pieces of meat, throw them to the dogs, and ride on in undisturbed serenity, with a most christian-like satisfaction of having done good. But then, we are different from many cyclists, because we can easily obtain the meat. Our pater is a butcher.

Three weeks later.—Going out to ride this afternoon, pa complained of the large amount of meat we've abstracted from his store. "This made us very angry with pa for being so pa-simonious (pa-don for the pun; there we go again; for which we've a-pa-lo-gize. Great Scott, we pa-ss). But the worst was yet to come. Riding along our usual route, we were surprised to find a dog in nearly every gate. Nothing daunted, we began to dispense the meat and kept on our way. But there were so many dogs arranged along the road, we began to think that they had "got onto the racket" and had hunted up all their dog-acquaintances, from the well-kept sheep-dog, to the veriest tramp. The meat began to get low and finally gave out, though we saw seven dogs in the distance; some of them we had fed before; others were strangers. We felt secure however, thinking that our old friends would know us, but no sooner had we passed the first of them without dropping the usual meaty perquisite, than he rushed at us as if mad, overthrew our wheel and being joined by the six others, they fought over every morsel of our clothes. We were finally rescued by a teamster: the most dog-gone looking wretche you ever beheld. He loaned us an old coat and we sadly made our way homeward, convinced that dogs will chew cyclists, and fully resolved to advertise our wheel in THE WHEEL'S For Sale and Exchange column.

YALE B. C. RACE MEET.

The two days tournament of this enterprising club promises to be the cycling event of the Spring. The management of the race meet is in good hands and every thing will be done to add to its success. They will issue a journal called *The Yale Cyclist*, which contains full information about the tournament and other interesting cycling matter. The meet will be held at the Hamilton Park half-mile track on June 5th and 6th. The following events will be contested Friday, June 5th. Three mile record, ten minute class; Two miles without hands; One mile, 3.10 class; Twenty miles. Pope cup. Saturday, June 6th, one mile, state championship; Five mile record; Half-mile, boys race; Two mile handicap; One mile intercollegiate; One mile club; 25 miles championship L. A. W.; Half-mile consolation. The entrance fee will be \$1.00 for each event, except the boys race, for which an entry of 50 cents will be charged. The prizes will consist of imported, Extra Fine Damascus steel barrelled, breech loading Shotguns, Revolvers, French Marble Clocks, Silver Pitchers, Cups, Brandy Flasks, etc., Silver Timers, Gold and Silver Medals, etc., etc. All communications etc. should be sent to Wm. Maxwell, 209 Durfee Hall, New Haven, Conn.

THE MEMPHIS TOURNAMENT.

The first grand tournament ever held in the South was the three days meet held by the Memphis Bicycle Club at the Cycle Club Park, on May 1, 2 and 4. The races had been announced to commence April 30th, but a heavy rain-storm compelled a day's postponement. The tournament had been well advertised and the handsome and valuable prizes offered should have attracted some of the eastern cracks, but the managers were doomed to disappointment and financial loss, although the races were interesting. The attendance on the first day, Friday, was but 500. The clay track was rather soft from the previous day's storm, and no fast time was made. The officers of the meet were: judges, H. M. Doak and J. M. Keating; referee, E. M. Senseney; starter, W. L. Surprise; timers, A. H. Gibson and Joseph Specht.

First day.—Five miles, professional, W. M. Woodside walked over in 21m. 25 3-4s.; the other entries, J. S. Prince, W. J. Morgan and J. H. Polhill not appearing.

One mile bicycle, 3.20 class; S. G. Whittaker, Boston, 4m. 2s.; S. W. Hampton, Jr., Memphis, 4m. 11s.; John Stout, New Orleans, fouled with D. E. Newborn, Memphis, both taking headers. An easy victory for Whittaker.

Five mile, open; S. G. Whittaker, 21m. 30 1/2s.; P. W. Stone, St. Louis, 21m. 59 1/2s.; P. N. Myers, Covington, Ky., close up; G. McD. Nathan, New Orleans, 0; J. D. MacCauley, Louisville, 0; John S. Rodgers, St. Louis, 0; E. P. Baird, New Orleans, 0. After the second quarter one of the riders fell, throwing the two who were immediately behind him. Myers remounted, and, riding a plucky race, finished a close third. Whittaker easily bested Stone.

One mile club championship; S. W. Hampton, Jr., 4m. 11 1/2s.; A. D. Newborn, second; W. F. Yates, fell.

One mile tricycle; P. N. Myers, 5m. 30s.; S. B. Huber, Louisville, Ky., stopped on the second lap.

One-half mile tricycle, boys under twelve; P. Crawford, 2m. 52s.; Frank Hill, second; H. Panent, third. An exciting race and highly appreciated by the audience.

Two mile bicycle race; S. G. Whittaker, 8m. 16 1/4s.; P. W. Stone, second; J. S. Rogers, 0; E. P. Baird, 0; J. D. MacCauley, 0. This was the most exciting event of the day, the race being close from start to finish. Baird and MacCauley fouled on the first quarter, both falling.

Second day, Saturday, May 2d.—The sun shone bright and clear on the second day of the race, and 800 people, half of them ladies, attended the meet. The sun dried up the track and faster times were the result.

Three mile bicycle; Whittaker, 11m. 33s.; Myers close up; Rogers, third; Stone 0. This was a fine race throughout, the riders never being more than a few lengths apart. All four led at different times till a mile and a half. Here Myers went forward and led till the home stretch when Whittaker beat him in.

Half mile, best two in three heats.—First heat: Stone, first in 1m. 38 1/2s.; Whittaker, second; MacCauley, 0; Second and last heat. Stone, 1m. 42 1/4s.; Whittaker, second; MacCauley, 0.

One quarter mile race, without hands: Myers, 59s.; Stout, second; Yates, 0.

Two miles tricycle race, E. P. Baird, Olympic A. C., New York, 9m. 30½s.; P. N. Myers, o.

One half mile, boys race: J. Robertson, 2m. 11½s.; T. Scarborough, second.

One mile bicycle: Stone, 3m. 25½s.; Whittaker, second; Rogers, fell.

The third day of the meet was held on Monday May 4th., when the following events were decided:

Two mile bicycle: S. G. Whittaker, 6m. 45½s.; W. Yates, Memphis, second.

One mile bicycle: P. W. Stone, 3m. 18s.; P. N. Myers, second.

One mile bicycle state championship: F. N. Wilcox, Memphis, 3m. 29s.; S. W. Hampton, Memphis, second.

One mile bicycle consolation: A. D. Neuborn, Memphis, 3m. 44s.; S. Mallen, Memphis, second.

One mile exhibition: W. M. Woodside, rode a mile in 3m. 16s. The officers were: Judges: H. M. Doak, and J. M. Keating; Referee, E. M. Senseney; Starter, W. L. Surprise; Timers, A. H. Gibson and Joseph Specht.

"THE LOST LEAD."

We clip the subsequent poesie from *Wheel Life*. In order to appreciate its point one must know that it is supposed to be indited by H. Ethrington, the publisher of *Wheeling*, to his factotum and the real editor of *Wheeling*, Tom Moore. There is a thing in England called the "lead" you know. We don't presume to know what this is, but judging from the prolonged and bitter fight the editors of twelve English wheel papers are making for it, it must be a thing of value and a joy for a considerable period. Harry Ethrington has always taken pains to inform Prince Albert and all English wheelmen that he has this lead, but the eleven other editors will have it otherwise.

You must wake and call me early, call me early Tommy dear—
The paper comes out in the morn, there's nothing new, I fear;
Though 'tis not true, I fear, Tommy, still I always mean to say
That I've got the lead of the day, Tommy, I've got the lead of the day.

There's many a smart, smart pen, they say, but none so smart as thine—
There's Mac and Low and A. C. H., shall they beat us, Tony mine?
Not while I have my little Tommy, there's none so smart, they say:
Swear *we've* got the lead of the day, Tommy, we've got the lead of the day.

I cannot sleep at night, Tommy, I fear that I shall break—
We must have another boom, or the public faith will shake;
But I will smoke a long cigar, whilst they think I still am gay,
For I've got the lead of the day, Tommy, I've got the lead of the day.

We'll have some more pink coupons, and give some enamel away,
For the rag is getting more stupid and dreary every day;
And as for our money prizes, they're dwindling slowly away—
Still I've got the lead of the day, Tommy, I've got the lead of the day.

When I first had the lead, Tommy, to keep it I hard did try;

Though I still say I've got it, I'm afraid it is telling a—
The fact is uncommon unpleasant, disguise it as you may,
But they've got the lead of the day, Tommy, they've got it over the way!

THE WELSHER.

ONCE MORE "DOWN EAST."

The great tour this year, will of course, be the Big 4 tour, and we confess we should like nothing better than to be one of that festive crowd, but for various reasons we can't and as we know there are many more in the same fix, we have planned a trip for our own enjoyment, and of all good wheelmen who care to come. This tour will embrace the great Moosehead Lake, the valley of the noble Penobscot, the city of Bangor, and the famous watering place of Mt. Desert, all of which places, it is pretty generally known, are located in the good old state of Maine. The point of departure and return is the city of Boston, for it will be a round trip, ending where it starts, going by land and returning by water. That part of the tour taken a wheel, however, is a straightaway ride of 130 miles from Moosehead Lake to Mr. Desert. This will be taken leisurely, riding about twenty miles a day, thus giving plenty of time for rest and sight seeing. Saturday afternoon will be spent at Moosehead, and Sunday and Monday forenoon at Bar Harbor, Mt. Desert. One day will be spent at the city of Bangor where the Pine Tree Wheel Club will hold a grand tournament for our benefit, and will give a ball in our honor in the evening. Already a fine party is assured among whom will be W. H. McCormack of the citizens Bi. Club, Sanford Lawton, secretary of the Springfield Bi. Club, C. H. Lamson, of Portland, J. H. Johnson, of Brockton, Geo. E. Cain of Lynn, S. W. Coe, and many of the members of the Kennebec tour of last summer, who are anxious to once more enjoy the pleasures to be found in the Pine Tree State. A photographer will accompany the party, and many views will be taken along the line of march. The party will start from Boston July 17th, at 7 P. M., returning July 28th, at 6 A. M. The cost of the round trip will be but \$35.00 dollars, and we doubt if more pleasure for the money expended can be obtained anywhere.

To all my fellow wheelmen who would like to tour, but do not care to make long distances each day, who admire grand scenery, and enjoy the hospitality of good hotels, we say, come and be one of us. Special cars will be provided for the party and their wheels, and every effort will be made to ensure a good time. I will gladly give any additional information desired, and will send circular on application. It would be considered a favor if all who entertain the idea of joining the party would communicate with me at their earliest convenience.

Yours truly,
F. A. ELWELL.

Portland, Me.

SOUTHERN VERMONT ITEMS.

At the Annual Meeting of the Brattleboro Cycle Club held May 5th, the following officers were elected for the com-

ing year: President, J. W. Drown; Secretary and treasurer, E. H. Atherton; captain, F. T. Reid; sub-captain, F. L. Shaw; color-bearer, G. J. Reid; club committee, J. W. Drown, C. R. Crosby, O. R. Leonard. A number of new members were elected at this meeting, and altogether the prospects for the coming season are very bright.

Some work will soon be done to make the club-room more attractive, and visiting wheelmen will be always welcome.

The Brooks House has been appointed L. A. W. headquarters, and touring cyclists will find there first-class accommodations and courteous treatment.

Mr. Reid, the captain of the club, has invented a Home Trainer, which has been placed in the club-room, and which, considering that the maker never saw one, is a fine piece of work. It has some advantages over the one made by the Pope M'fg. Co., one of which is an adjustable register telling the size wheel any one requires.

A gentleman from Milford, N. H., who is the owner of a Star, has settled in Brattleboro; and being the first Star used here, it is looked upon with some curiosity, and one or two of our riders have touches of the astronomical fever.

Bellows Falls is having somewhat of a boom in cycling this Spring, there being quite a number of new riders there.

There has been so much rainy weather of late that riding has had no charms, but later, large numbers of wheelmen will doubtless be met on our roads, possibly as many as three or four in a party.

THE TRAMP.

FROM THE CLUBS.

FIXTURES.

- May 18.—Philadelphia Amateur Athletic Club, Field Games.
- May 19.—Cleveland B. C. Annual Spring Race Meet.
- May 23.—St. Louis Ramblers Race Meet.
- May 27, 28.—Louisville, (Ky.) Wheel Club Annual Race Meet.
- May 30.—Ixon Bicycle Club, Fifty Mile Road Race.
- May 30.—Illinois State Division L. A. W. Meet and Tournament at Chicago.
- May 30.—Providence, R. I. B. C. Annual Race Meet.
- May 30.—Springfield, Mass. B. C. Race Meet.
- May 30.—Annual Meet of the L. E. C. W. at Beverly.
- May 30.—Fifty mile road race of Cambridge B. C. Cambridge to Salem and return.
- May 30.—Tally-Ho run of Boston B. C. to Wellesley.
- May 30.—Road Race of Buffalo B. C.
- May 30.—31, June 1.—Somerville C. C. tour to Portsmouth and return.
- May 30.—Manchester N. H. B. C., race meet.
- May 30.—Portland Wheel Club, run to Boston.
- June 5, 6.—Yale B. C. two days race meet. at New Haven.
- June 6.—National Association championship games at New York City.
- June 17.—Race Meet at Troy, N. Y.
- June 20.—Kings County Wheelmen Annual Race Meet Brooklyn N. Y.
- June 30, July 1st.—Two Days Race Meet of the Fort Schuyler Wheelmen, at Utica.
- July 1.—Third Annual Meet and Races of Canadian Wheelmen's Association, at Woodstock, Ont.
- July 2, 3.—Sixth Annual Meet of the L. A. W. at Buffalo.
- July 3, 4.—Race meet of Bartholomew County Wheelmen of Columbus, Ind.
- July 4.—Race Meet at Union A. C. Grounds. Boston, Mass.
- July 6.—Big Four Tour starts from Buffalo.
- July 20, 21.—Ohio State Division L. A. W. Meet and Tournament at Springfield.
- July 23.—Race meet of Pine Tree Wheel Club at Bangor, Me.
- Aug. 13.—Berkshire County Wheelmen. Pittsfield, Mass. Third Annual Race Meet.
- Aug 27, 28.—Annual Race Meet Cleveland Bi. Club, at Athletic Park.
- Sept 8, 9, 10.—Annual Tournament of Springfield, Mass. Bi. Club.

CLOSING OF ENTRIES.

- May 11.—Entries close for the one, two and five mile bicycle races to be run at the Philadelphia Amateur Athletic Club's games, cor. 36th and Jefferson Sts., on May 18th, at 3:30 P. M. Entrance fee, 50c., each event. Address, R. Faries, 227 South 30th St., Phila.
- May 27.—Entries close for the Spring Race Meet of Springfield B. C. Events: three miles, handicap, one mile, handicap, Safety, 40-in and under; two mile, novices; one mile, 3:10c ass; five miles, open; half mile one-legged (one pedal removed). Entrance fee, 50 cents, returnable to starters. Address Sanford Lawton, Secretary, Springfield, Mass. Races May 30th, at Hampden Park.
- May 30.—Entries close for Yale B. C. races, including Twenty-five miles, L. A. W. Championship, and Twenty miles, Pope Cup. Address, Wm. Maxwell, 209 Durfee, New Haven, Conn.

WALTHAM, B. C.—At the regular business meeting of this Club, the following officers were elected: President, William Shakespeare; secretary and treasurer, G. F. Walton; captain, E. J. Williams; first lieutenant, C. E. Tracy; second lieutenant, J. W. Rankin; third lieutenant, S. C. Drake; bugler, S. A. Butler; color bearer, H. Duddleston, Jr.; club committee, William Shakespeare, E. J. Williams, O. E. Davies, G. W. Chamberlain.

ROCHESTER, B. C.—This club is making great preparations to attend the L. A. W. Meet. They intend to ride home with the Big Four tourists. A large number of its members ride the star machine. The club has changed its uniform to black. It will give up its eight-lap track, as being too expensive.

BLOOMINGDALE, ILLS., B. C.—At their regular meeting, held April 15th, the following officers were elected: President, Dr. J. M. Fulton; vice-president, Wm. Mastern; secretary and treasurer, Robert J. Otto; captain, Chas. Dodge; bugler, J. E. Dunn; color bearer, Ben Fill.

TORONTO, ONT. B. C.—The following are the statistics of the club for the past year. Total number of members, 162; twelve members have been lost, one by death, one resigned and ten for non-payment of dues; number of club runs, 22; parades and drills, 30; total mileage at runs, 403; average run, 22½ miles; longest run, 140 miles, from Ottawa to Ontario; total number of prizes won, 49, of which 28 were firsts, 20 seconds and one third.

BERKSHIRE CO. WHEELMEN.—At the annual meeting of this club, held at Pittsfield, Mass., on Tuesday evening, May 5th, the following officers were elected for the ensuing year. President, E. H. Kennedy; vice-President, John N. Robbins; Secretary, P. W. Jones; Treasurer, H. S. Wollison; Captain, H. G. West; First Lieutenant, C. C. Kennedy; Second Lieut, J. H. Greenfield; Bugler, Chas. A. Bullman. The club is in a flourishing condition, with good prospects of increased membership. After the meeting, the club members adjourned to the American House and enjoyed their annual supper.

FOR SALE AND EXCHANGE.

[Advertisements inserted in this column, not exceeding thirty words nor parcel, for one dollar. Any subscriber can insert an advertisement free of charge once during the year of his subscription.]

FOR SALE.—50 in. Expert, 1881 pattern; full nickel, dropped bars and ball, 100 lbs. First class condition. W. L. Baldwin, Stamford, Conn. 1133

WANTED TO EXCHANGE.—A Nautilus Canoe; complete order and condition, with sails, rudder, hatches, double paddle jointed, for a Star or Extraordinary Bicycle, or a one or two horse power Marine Engine and Boiler for coal oil preferred. Address Dr. H. Jarvis, Oxford, Mo. 76

WANTED.—A 50 in. Bicycle (not Star); must be in first class condition. Address, stating lowest price, Rufus E. Leavitt, Flushing, N. Y. 1378

WANTED—One thousand subscribers for **THE WHEEL** and the **Bicycling World** at \$2.00 a year. Regular price of the **World**, \$2.00.

FOR SALE—54 in. American Club, 1884 pattern; been used only six weeks and in perfect order. Price \$110. J. K. Boak, Le Roy, N. Y.

FOR SALE—Convertible Sociable, nearly new, with lamps and many extras. Made by the Cove-try Machinist Co. Price \$200. Address A. E. Paillard, 680 Broadway, N. Y. 2t 1209

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FOR SALE—Victor Tricycle 1884 pattern. New last August. Has not been ridden 80 miles. In perfect condition. Price \$130, with lamps and Stanley wheel washer. Address Henry B. Culve, 419 Madison Ave., New York City.

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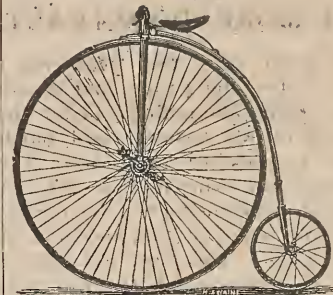
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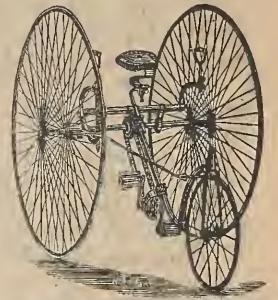
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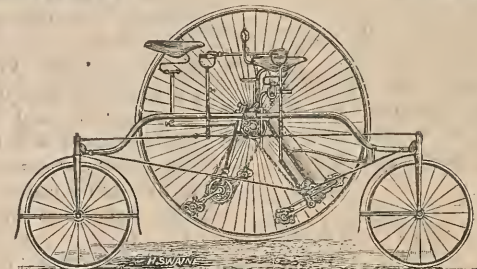
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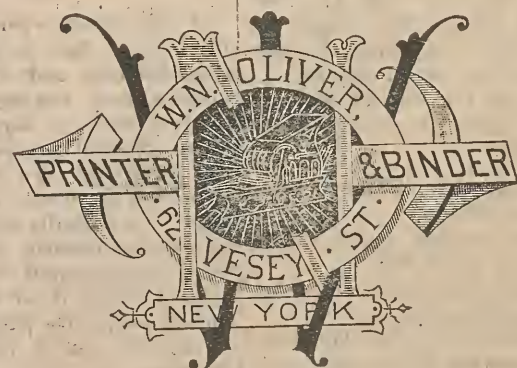
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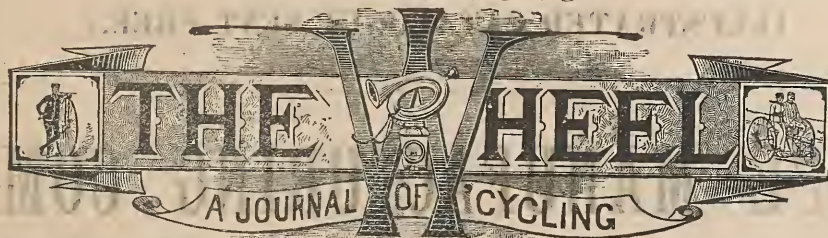


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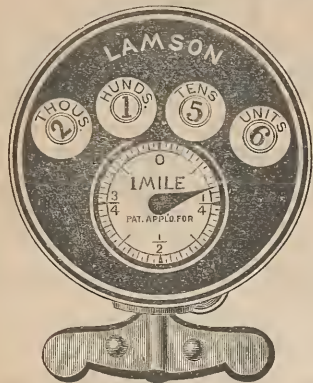
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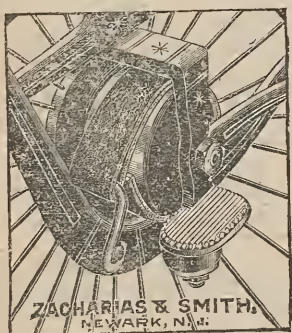
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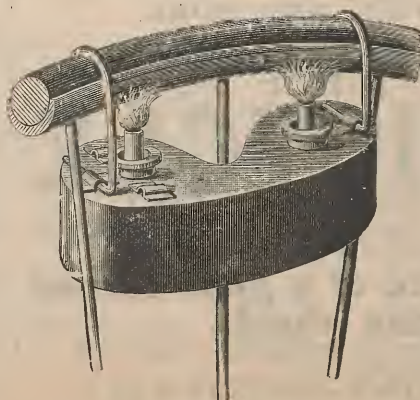
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