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To Subscribers and Correspondents.

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

The Rutland Vt. B. C. will take its third annual run to Fair Haven, on May 30th.

The new rooms of the Dorchester, Mass. B. C., will be ready for occupancy in a few days.

The employees of the Boston Cycle Trade have organized a base-ball club. It is captained by A. L. Atkins.

The Citizens B. C. recently presented the K. C. W. drill team with a handsome punch-bowl, in recognition of their services at the late race meet.

What a penchant western wheelmen have for sensational names. A new club has just been organized at Kokoma, Ind., called the "Wild-Cat Wheelmen."

Have you entered the K. C. W. race meet. If not see the advertisement on another page. We have seen the designs for the medals; superb is the word.

Irwin, Pa., boasts of a one-armed rider, and Chicago goes them one better with a cyclist with a cork leg. New York, however, confiscates the hashery, as we know a cyclist with a wooden head.

A parade of tricycles was held in London on Saturday, the 10th. 444 machines were present, including 294 singles, 40 sociables, 33 tandems and 114 unattached tricycles. The Holborn C. C. had 43 machines on hand. What a glorious sight this must have been, enough to enthuse any wheelman.

Shocking, positively shocking.—At Hamilton, Ohio, the cycling fraternity gave birth to the *Hamilton Wheel Journal*. The towns-people have accepted the inevitable with true Christian resignation.

The championship of France will be held at Bordeaux, next Sunday, May 31st. Bicycling is making rapid strides in France, especially in the number of safety machines. A new track will shortly be built at Montpellier.

When Nicholas Webber went into Breed's stationary store in Lynn, Mass., on the evening of May 19th, he left his bike outside. When Nicholas came out again the bike was gone. Poor Nicholas, he may never see his "nickle" any more.

Entries close to-morrow for the two-mile bicycle race, to be run at the Manhattan A. C. games, Saturday, June 6th, at 4 P. M. Elegant silverware will be given as prizes. Fee, fifty cents. Address, Secretary, 86th Street and 8th Avenue.

With the liberality that is generally supposed to be characteristic of the race, Lord Powerscourt, of Dublin, Ireland, has thrown open his private park to the public. It is five miles in length, beautiful roads, etc; in fact an Eden for cyclists.

Thomas Stevens is reported as having passed through Brighton, England, on May 10th. Local cyclists came out of the town to meet him, and after his visit, they escorted him part of the way on his journey. It must be real pleasant for Thomas.

The English Amateur Athletic Association has appointed a committee to confer with the N. C. U. to adjust the differences in the racing rules of the two associations. This will end the war that has been waged on both sides for several weeks.

The Rudge again in Front.—All the English Professional Championships this year have been won on Rudges. The one, five, ten, twenty, fifty, forty-eight hours "safety." Howell won the twenty-miles "safety" race in 1h. 3m. 5½s. on a Rudge, doing the first mile in 2m. 55s.

In another column Karl Kron refers to the maps published by Messrs. Asher and Adams of No. 59 Beekman Street. These gentlemen publish linen-paper maps of Mass., New Jersey, Conn. and

Rhode Island, containing all the wagon and post roads at the rate, to wheelmen of fifty cents each.

The National Association of Amateur Athletes will hold the annual championship games on the Manhattan A. C. grounds, 86th Street and 8th Avenue, N. Y. City. Among the events is a four mile bicycle race for the Amateur Championship of America. The race will be run under L. A. W. rules.

At a recent meeting of the Irish Cyclists' Association it was decided to adopt the *Irish Cyclist*, a new Dublin fortnightly, as the official organ of the association. It was voted to hold the General Meet and ten mile road race on June 6th, the fifty miles championship road race on July 25th and the twenty miles inter-club race on September 19th.

The clubs of Baltimore, Maryland, will hold a combined race meet at Druid Hill Park, on June 10th. The events are: One mile, Junior Club; one and a half miles, open; one mile, Balto. Cycle Club; one mile novice, Maryland B. C.; one and a half miles open, and one mile consolation. Entrance fee, 25 cents for each event, and close June 8th with S. T. Clark, 2 and 4 Hanover Street, Baltimore, Md.

The New Haven *Palladium* says there are 600 bicycle riders in that city. The first bicycle ever seen there was a Columbia, which W. R. Pitman brought there in 1879, and which he exhibited on the green, to the admiration of the people. The first resident to own a bicycle was Frank Hinman, and he, with a dozen others, organized the N. H. B. C., January 24th, 1880, since which time the wheel has rapidly advanced.

F. R. Cook, the Pacific Coast champion, claims to have made 207½ miles in twenty-four hours. On May 2nd he started from San Francisco at 1.30 P. M., and rode to Gilroy; eighty-one miles, in seven hours, arriving at 8.30 P. M. Leaving this place at 9.30 P. M. he rode in the dark to Milbrae, sixty-four and a half miles, arriving at 6.15 A. M. Left Milbrae at 7 A. M., and rode to San Jose, thirty-four and a half miles at 10.30 A. M. Left San Jose and arrived at Belmont at 1.28 P. M., making the full distance in two minutes less than twenty-four hours.

Meanwhile Messrs. Prince and Morgan are having high old times in North Carolina. (We say high, but for no particular reason other than that old times, are popularly supposed to be

"high;" especially at "settling-up time). On May 15th, 1500 people visited the fair grounds, Charlotte, to witness the bicycle races. Prince gave a horse 100 yards start in a half-mile race and beat him 150 yards. Prince was afterwards given a start of 100 yards on the same "nag," and he won easily in 1m. 17s. The best record in the world in Sanders Seller's, 1m. 18 1-5s., but as will be readily seen, Prince materially discounts this. However, he will have some difficulty in convincing the powers that be, that this record was bona-fide in every circumstance: Prince also rode three miles in 9m. 37s., beating Morgan.

A grand race meet was held at the Alexandra Palace on Saturday, May 9. So many low bookmakers attended the meet that at one time the proprietor thought of calling the police and ousting them. Some good sport was witnessed. In the fifth heat of the mile bicycle, E. M. Mayes (10 yards) won in 2.54 1-5, with George Gatehouse (scratch) second by a few inches. The final heat of the mile tricycle was won by S. Lee (scratch) in the excellent time of 3.9 4-5. The first heat of the two mile tandem tricycle was won by was won by H. N. Correllis and A. S. Wilson in the fast time of 6.14 1-5, but these two were beaten in the final, doing but 6.30. The three mile record record race was easily won by A. P. Englehart on a Rudge Safety in 9.49 3-5.

The Ixion's road race—The metropolitan wheel event to-morrow will be the Ixion's fifty mile road race. The start will be made from the Club house, 2 East 60th Street, at 9 A. M., by the trikers, and 10 A. M. by the bikers. The course will be up Fifth Avenue to 120th Street, to Mt. Morris Avenue to 123rd Street, to 6th Avenue, to 145 Street and St. Nicholas Avenue, to 155th and 10th Avenue, to Fort Washington Hotel, to Inwood to Kingsbridge, turning right to Yonkers, Glenwood, Hastings, Dobbs Ferry, Irvington, to Tarrytown. The turning point is about one-eighth of a mile above Tarrytown, and the return is over the same route. The course, which has been accurately measured by two different cyclometers, is straightaway, but very hilly in places. The riders will be checked at various points on the route, where they will receive checks, with the place and time of passing. These must be presented to the Judge of Finish, Mr. O. G. Moses. Great care will be taken with the timing.

Mr. C. H. Lamson has secured a patent for his cyclometer.

The Nashville B. C. sends us a nicely gotten up constitution and by-laws.

The Aeolus B. C. of Chicago held a five-mile road race on May 17th. H. Borrough won in 19m. 5s.

The *Philadelphia Times* has a long article on bicycling in that city; its present condition, its needs, etc.

It is expected that 100 riders will take part in the first all-day run of the Massachusetts B. C., which will take place to-morrow.

Messrs. W. Robertson and Rex Smith rode down the Capitol steps at Washington on Sunday, the 17th. They were photographed in the act.

Mr. George Chinn of Marblehead, Mass., issues a complete guide of the towns and cities of Essex County. The price is but twenty cents.

The greatest feat we ever heard of was the cyclist who ran into a washtub on a street corner in Lynn, Mass. Fortunately the tub was unhurt.

The Eastborne B. C. of London will tour in Ireland from June 8th to June 20th. Their objective point will be the famous Lakes of Killarney.

The *Springfield Wheelman's Gazette* says, and it should be an authority on this subject, that judging from George M. Hendee's practice spins last fall, he will do 2m. 32s. this year.

The Keen Fund has reached \$1000. It is hoped that \$2500 will be raised, with which a house will be purchased near Surbiton for Happy Jack, in which to end his old age.

Mr. Richard Nelson of the Citizens B. C., who sails for Europe to-morrow, was given a send-off by a number of his friends on Wednesday evening at Seig-horner's on Lafayette Place.

Eleven members of the Wanderers B. C. of Toronto, Ont., are doing duty in the rebellion in the North-West. The list includes a major, a captain, a lieutenant, two sergeants and six privates.

English riders claim that when they become hungry on the road, a small piece of chocolate menier, drives away the "emptiness" feeling, and fully twenty miles can be added to the journey without much fatigue.

Central Park Bicycle Badges.—Competent wheelmen can obtain badges at the Citizens Bicycle Club, 313 West 58th Street, on Tuesdays, from 4.30 to 6.30 P. M. Price 75 cents. Bring along machine to show proficiency.

Over forty members of the Meriden Wheel Club attended the club run last Saturday. On the way home it dwindled into a race between E. Brainerd and Frank Ives. The latter won in 57m. 15s., beating Brainerd by eleven seconds. Distance, 13 1/2 miles.

Dont forget that the entries close June 1st for the Yale B. C.'s races, which takes place in New Haven on June 5th and 6th. Entries from all the prominent men have been received, including Hendee, Hamilton, Hart, Parsons, Illston, Webber, Hall and Rich.

The latest from Stevens.—Writing from Paris under date of May 15, Stevens says he had a splendid trip through England, though a somewhat rainy one. The roads in Normandy are even superior to those of England. He started for Vienna on May 17th. He is riding a 52-inch expert Columbia.

On June 6th the Manhattan A. C. will hold a two-mile bicycle race in connection with their games at the club grounds, 86th Street and 8th Avenue at 4 P. M. The handsome silverware prizes are now on exhibition at A. G. Spalding's store on Broadway. The entrance fee (fifty cents) may be sent to the Games Secretary, 86th Street and 8th Avenue, N. Y. City.

A chance for the boys.—The Memphis Bicycle Club has arranged to give a boy's day next Saturday, May 30th. The success of the boy's events at their late meet determined them to set apart a day for the youngsters. The races are all short, and though no records will be fractured, there will be plenty of fun. There is a bicycle race for very little boys, and a tricycle race for very little girls.

Messrs. W. N. Oliver & Co., whose advertisement will be found in another page make a specialty of club work. They are ready to turn out something handsome in the printing line. They have gotten out catalogues for Mr. Ira Perego, Messrs. Peck & Snyder and Mess G. R. Bidwell & Co. of New York. They would like to hear from secretaries of clubs. They will print race meet programmes, club constitutions, and stationery at low prices.

Messrs. Stoddard, Lovering and Company have an attractive advertisement in the *S. W. Gazette* for May. It is a double page black-and-white representation of the Springfield meet of last fall. It is very nicely drawn. Distributed around the fences and field are signs which inform the public that 24 out of the 29 races won at Springfield were captured on their famous Ridges, that the mile record, 2.39, was made on a Rudge. Send for a catalogue of their Rudge bicycles, tricycles and safeties.

"To ride, or not to ride, that is the question: And, by bicycling, leave them? to mount, to ride—

Whether 'tis nobler in the man to suffer The pains and bothers of pedestrian travel,

Or to take wheel against the scourge of horses,

Ay, more,—and, by a ride, to find we end

The headache, and the thousand natural ills

That flesh is heir to. 'Tis a recreation Devoutly to be wish'd."

Canadian Tour Pamphlet.

Messrs. Zacharias & Smith are now ready to supply all Star riders with the new Touring Bag. These bags are attached to the rear end of the spring behind the saddle, and are double fit on either side of the wheel, resting against the frame, so that it cannot touch the wheel. They fill a long felt want when the tourist intends to remain over night, for as much clothing can be taken in these bags, as in the very popular M. I. P. and no Star rider should be with-

out one either on long or short tours, or when using his wheel for business. It does not interfere with the rider when mounting or dismounting, and does not look so objectionable as the packages placed on the ordinary machine. These bags are made in two sizes, both in leather and canvas. Canvas, 9x9x3, \$4; leather, same size, \$6; leather, 9x6x3, \$5. Since issuing their Spring Catalogue they have been overrun with orders for their Patton Cradle Spring. Their repair shop is one of the best in the country, and since they purchased the complete stock of Mr. R. V. R. Schuyler they are prepared to do repairing on the Club machine. Address them at Oraton Hall, Newark, N. J.

The annual general meeting of the English C. T. C. was held in Manchester on Saturday, May 9. Mr. E. R. Shipton, the "Aaron" of the association, made his annual report, in which he stated that the total number of members was 16,719. The reserve fund amounted to £500. Practical road work had been done by the distribution of 10,000 pamphlets to road surveyors and a contribution of £50 to the Danger-Board Fund, and a contribution to the Midland Road Fund. A handbook had been published and a Continental handbook was being gotten up. The treasurer reported a balance on hand of £951.

HUB HAPPENINGS.

Memorial Day has always in former years been an exceedingly lively day in cycling circles, and, judging from the many events planned, it will prove far more so this year. It does seem rather sacrilegious that we should devote to enjoyment a day set apart in commemoration of so sacred an object. Yet I do not know that it is not best so. Were it possible that we could all on that day assist in decorating the graves or in other ways aid in commemorating the memory of our dead heroes it would of course be better; but that is not possible. The Americans have far too few holidays not to wish to enjoy them all in ways that please them best, no matter for what object the day may have been set apart. As we are therefore bound to enjoy the day in pastimes of some kind, there are certainly none better than those of an athletic nature. The Springfield Bicycle Club was requested by the G. A. R. of that city to postpone the races set for that day. In reply the club presented to the Grand Army Post a resolution of regret that the club's contracts would not permit a withdrawal of so late a date. The club states that had the veterans made their protest sooner they would not have held the race, and promise to select some other date in future years. It would have been no benefit to the Grand Army, however, if the club had withdrawn, for had it not been for the club Barnum would have had the date. There will be no path races in local circles, but there will be a sufficient number of road races and club runs to satisfy the most exacting. The probable plans have already been reported in these columns, so that it is not necessary for me to refer to them again. Entries are beginning to come in rapidly for the road race of the Cambridge Club, and the promoters of the affair feel confident of a large field of starters. A strong effort is being made to bring Corey and Burnham together in this race. If this could be done a lively

contest would be sure to result, and some more records brought to this section of the country. I have talked to both of them about entering, Corey says he will go in if Burnham does, and Burnham says the same about Corey. I trust that this will amount to something more than mere talk.

Mr. Joseph S. Dean, of the *Bicycling World*, and the Boston Bicycle Club, and Mr. Arthur Maserick, of the Massachusetts Bicycle Club, sailed for Europe Saturday on the Scythia.

Lieut. C. F. W. Hill, of the Massachusetts Bicycle Club, received a tremendous fall last Sunday on Heath Street hill, Brookline, slipping his pedals, injuring his head and face. He has been able to be around, however, and is rapidly recovering.

The *Globe* states that the Massachusetts Club has a "scorching quartette," and the members are now having a lively and unsatisfactory time among themselves as to who have a right to membership in that quartette.

There are many enthusiastic base ball players among the members of the Massachusetts Club, and the returns are posted every evening in the club rooms.

While at the rooms of the Massachusetts Club yesterday I counted no less than 62 machines in the wheelroom. I think that this number will compare favorably with any other club in the country.

W. E. Webber, of Wm. Read & Sons, is slowly recovering from his recent severe header. He was able to be out Saturday for the first time since his accident.

D. Edgar Hunter, of Beverly, has entered for the Yale races, and it is predicted that he will secure another of those artistic little gold medals, three of which are required to possess the \$1,500 Columbia gold cup.

One of the new Columbia light roadsters has been placed at the rooms of the Massachusetts for the convenience of any member who may wish to use it. Many have availed themselves of the privilege, and all express themselves as delighted with its rigidity and ease of running.

George Thompson, of Wakefield, has invented an electric bell. The bell is attached to the head of the machine and connected by a wire with a small battery stored under the saddle. By pressing a button on the handle-bar the bell is brought into lively operation. The ingeniousness of this invention far exceeds its practical value. The same man is said to be at work on an electric light for a bicycle. He expects to have it out soon, and says that it will be really practical.

PROFICIENT PUPILS.

Mr. P. Harvard Reilly a well-known wheelman, has opened a dancing school on Fifth Avenue, New York City, as will be seen by his advertisement in another column. Mr. Reilly has taught dancing in some of the principal cities, and the Fifth Avenue school will no doubt receive the patronage it deserves.

Mr. Reilly also conducts a school in Hartford, Conn., and one of the social events of that city was the closing recep-

tion given by the school last Tuesday evening at Allyn Hall.

It was commenced at 6:30 P.M. by a concert given by the famous American Brass Band, of Providence, R. I., under the leadership of Mr. D. W. Reeves. For a half hour it discoursed the sweetest music, finishing with an elaborate cornet solo. A few minutes after seven o'clock Professor Reilly received his scholars. After the grand march came the german. In this dance, which lasted an hour, many beautiful and original figures were introduced. This dance presented a brilliant scene. The cloth-covered floor was filled with all the pupils of the school, light, graceful dancers from seven years up.

After the german, a programme of fifteen numbers was danced, including the Saratoga Lancers, new Diagonal Quadrille, the Heel and Toe Polka, and and many other modern figures. The reception ended at 12:30 o'clock. The boxes were filled with the parents and friends of the pupils. They contained many of the best people in the city. The Hartford papers congratulate Professor Reilly on his successful season's work, and we think New Yorkers will fully indorse the reputation the professor has acquired.

OUR ANNUAL SPRING POEM.

As we remarked several weeks ago, we intended this year to depart from our annual custom, and omit our usual spring poem. For the last twelve years we have annually entranced the reading public with startling pastoral productions, paregorical allegories, you know, that thrilled even those unacquainted with the English language; in fact, these latter were thrilled the most. We had, therefore, no doubt but that the announcement of the discontinuance of this custom plunged our readers into the deepest sorrow. Strange to say, however, it produced a tidal-wave of subscriptions and a cyclone of congratulatory letters. So numerous were the letters that our acute Mercury asked us if we had advertised for a man who could do 2.39. It was quite difficult to prevent a poem from appearing in THE WHEEL. We were offered as high as five cases by one dreamy individual if we would only publish his rot. But we explained how it could not be; how that suicide and lunacy had remarkably increased during the last year. We also showed him how impossible it was to inflict a spring poem on the "dear public," what with the cholera coming, and a new railroad on Broadway. We soon became tired of listening to their family histories, and we told the office-boy that the Editor was not at home to dreamy-eyed aimless-looking strangers, that these creatures were Poets, and that they were quite dangerous whenever they heard the word "rejected." He obeyed orders faithfully, and so many of them did he turn away with his "not at home, don't know when he'll be in, sir," that we concluded that some Long Island farmer had gone to growing Poets, and that he must have raised a very large crop. At last we began to think that we could not afford to pay that boy a munificent salary for "Poet-chasing." Besides it was wearing away his sweet young life, and we determined to once more astonish the world. With this laudable object in view, we left our comfortable city home, and took lodgings up in Morrisania, in order to catch

the first glimpse of the sun and the last echo of the musical bull-frog. How much green cabbage, green apples and other green things we ate to induce freshness and springness into the poem, and how miles of muddy malarious country we have travelled in the hope of entrapping an inspiration, the world will never know. After many headaches and heartaches we produced the following. Readers are requested not to peruse it except after a stiff dinner. We know it may irreparably damage many a constitution, but it was our fate.

IN THE SPRING.

GRATUITOUSLY DEDICATED TO GROVER CLEVELAND.

In the Spring the dulcet organ
Charms the giddy turtle-dove;
"In the Spring a young man's fancy
Lightly turns to thoughts of love."

In the Spring the gentle zephyrus
Through the perfumed blossoms steal,
And the thoughts of weary workers
Cheerily turn to thoughts of wheel.

In the Spring the evening breezes
Blow impenetrable fog,
And innumerable 'skeeters
Emigrate from every bog.

In the Spring the early bedbug
Down our back perambulates,
And the pious trusted Cashier
Take the cash and speculates.

In the Spring the fair young graduate
Thrives on buckwheat cakes and syrup,
In the Spring the wealthy editor
Shakes his pen and skips to Yurup.

RACES AT PHILADELPHIA.

The Philadelphia Athletic Club held their first monthly games at the Athletic Base Ball track on Monday, May 18th. Valuable prizes had attracted some outside men, but there was less than 100 spectators present, and the managers will hardly repeat this experiment. The wheel events were: One-mile handicap, T. R. Finlay, Smithville, N. J.; (100 yards) 3m. 35s.; H. S. Kavanagh, Cohoes, N. Y. (40 yards) by five yards; L. J. Kolb, Phila., P. and F. C. (70 yards) by a half wheel; H. J. Hall, Jr. and A. B. Rich, K. C. W., both scratch, o. Several others started. It was poor handicapping to give Finlay 100 yards on Hall or Rich.

Two-mile Bicycle Race—H. S. Kavanagh, Cohoes, N. Y. (70 yards), 7m. 10s.; G. E. Kohler, Phila. (120) by fifty yards; A. G. Powell, Phila. (scratch), third by 150 yards; A. B. Rich, K. C. W. (scratch), o; H. J. Hall, Jr., K. C. W. (scratch), o; T. R. Finlay, Smithville (175) o. The race was a gift to Kavanagh. He recently beat Rich off the same mark, and should have been placed on scratch.

Five miles handicap—H. S. Kavanagh, Cohoes (170 yards) 18m. 55½s.; G. C. Wenzell, Mt. Holly (100) second; A. B. Rich (scratch) o; H. J. Hall, Jr. (scratch). Several others started. Another moral for Kavanagh.

At the Philadelphia Fencing and Sparring Club's Games, L. J. Kolb won the two-mile race in 6m. 50s.; G. E. Kohler, Univ. of Pa. second; L. L. Sterns, third.

MORE ABOUT PRINCE'S 2.35 1-2.

Since penning the news of this wonderful performance, we have received a copy of the *Charlotte (N. C.) Observer*, from which we learn the following:

On May 25th Prince and Morgan competed in some bicycle races held at the Park (no name given). It was the

first pretty day in a week, and a number of carriages rolled out to the Park as early as 3 P.M., and at the opening of the races the grounds were crowded.

The track was in beautiful condition. The first race was a mile handicap, Morgan giving a local champion named Maxwell 150 yards start. Although the scratch man gained all the way, he was beaten ten yards. Maxwell's time being 2.57.

The next event was a four mile race, Prince riding the four miles straight, but a fresh horse being substituted at each mile. Prince won easily in 15m. 38s.

The third race, the event of the day, was the attempt of Prince to beat the world's mile record of 2m. 39s., shared by him with Sanders Sellers. He started off in splendid style, and at the end of the half he threw his head over the handle bar, and making a prolonged spurt came up the home stretch at lightning speed. A cheer went up from the crowd when the time, 2.35½ was announced. Soom after finishing Prince became faint, but a dash of water revived him.

"Prince's race yesterday was his first attempt on his new machine, to lower his record. His bicycle was made according to specifications furnished by himself, by Spalding of Chicago, and is the first racing machine of the kind ever made. It does not weigh quite 23 pounds, yet it is strong and firm. It is furnished with drop side handles, which are in themselves a great advantage. Mr. Prince says that he believes his success in lowering his record is due to this machine. Prince and Morgan leave our city to-night, for Atlanta."

The question now is, shall the record be accepted? We already foresee the numberless long-winded discussions that will certainly follow the announcement of this wonderful time, but whatever may be the gist of them, the powers that be, the intelligent sporting public will refuse to credit it. The account given by the *Charlotte Observer* is meagre and unsatisfactory. It fails to give the length and condition and composition of the track, whether it had a well defined border; what style of watches were used; whether Prince rode alone or not; whether the timers agreed, and what claim the two time-keepers—Thornwell Gilmer and O. F. Asbury—have to responsibility and accuracy.

Here in the East, where race-meetings are numerous, and where there are many stop-watches in use, there are many men who could no more correctly handle one than they could solve a problem in trigonometry.

Taking into consideration the obscurity of the time-keepers, and the circumstances that surrounded the making of this time, we shall not accept the record. Prince is possibly in good form just now, and it is highly probable that he did a good and even wonderful performance. But if he can ride in 2.35½ while touring around the country racing against horses, he can afford to let this record go, for granting that he did ride in 2.35½, he can with a little care, a special preparation, and a Springfield track, ride one mile in 2m. 30s.

A CITIZEN'S SOCIABLE.

The Cits' had an enjoyable run on Friday evening, the 15th, to the establishment of Mr. D. G. Yeungling, Jr., at 128th Street and 10th Avenue,

in response to a cordial and "alluring" to borrow from Capt. Ford's vocabulary invitation extended to the club through one of its members by Mr. Will. Yeungling.

Some of the men preferred to take their "run" via the Elevated Road, and when all had assembled in Mr. Yeungling's beautiful parlors, it was found that the party numbered about fifty, prominent among whom were Congressman Viele, Dr. Beckwith, Prof. Miller, Mr. Dearing and others well known to wheelmen.

After an inspection of the premises and its appointments, the completeness and beauty of which called forth numerous expressions of astonishment and admiration, the boys were summoned up higher, which summons was responded to with alacrity.

A jolly evening of song and story telling followed. Among those who paralyzed the boys and made the vats tremble by their yarns were Mr. Snelling, the prince of story-tellers, Mr. Will Leonard and Mr. Tommy Smith, while Mr. George Martin Huss and Mr. F. G. Bourne sang so sweetly that even the painted mermaid on the bathroom wall threw kisses to them. Mr. Will Yeungling with his guitar also sang, and with Mr. Sutermeister, played duets on the zither and the banjo.

Now and then all hands felt inspired, and joined in choruses and glees.

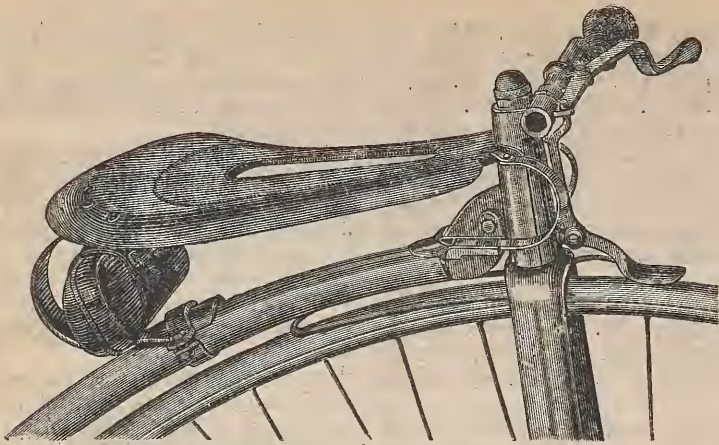
Abe, the steward, not to be outdone by anyone else, contributed some clam chowder as his share. The chowder was enjoyed with the "true cyclist's relish" (this expression has yet to come in somewhere or the article will be incomplete), and the unanimous verdict was that Abe knew how to do it.

With a rousing vote of thanks to Mr. Will Yeungling, and an invitation for him to come into the fold, the boys said good night (it should have been good morning), and started on their homeward trip. Two of them endeavored to jump a plank, elevated on barrels, and stretched across the road at 125th Street and Morningside Drive, but the "silent steeds" balked. One of them was on a tri., and there was no excuse for him, but we'll say no more about it.

THE PENNSYLVANIA AND NEW JERSEY ROAD-BOOK.

A copy of this excellent manual has just come to hand. The book was designed, compiled and arranged by Henry S. Wood, an enthusiastic Philadelphia cyclist, with the assistance of Eugene M. Aaron, Chief Consul of Pa., and Dr. G. Carleton Brown, Chief Consul of New Jersey. The book is printed on fine paper, strongly bound, and of pocket size. It contains numerous maps on a scale of six miles to the inch, and forty-five routes mapped out, with the distance between the start and finish of the route, the intermediate points, the condition of the roads, etc. These routes embrace Pennsylvania, New Jersey, New York, Long Island, Staten Island, Massachusetts, Connecticut, part of Delaware, Maryland and District of Columbia and the complete road systems of Philadelphia, the Oranges and Newark. The book contains so much valuable information that space and time forbid even a recapitulation.

The book can be had for \$1 by addressing E. M. Aaron, Lock Box 916, Philadelphia, Pa.



PERFECT HYGIENIC BICYCLE SADDLES.

The above cut gives a good representation of the Perfect Hygienic Bicycle Saddle. The saddle has springs at both ends. These prevent the rider from feeling any vibration whatever from jars. There is no metal frame under the leather and the rider cannot come in contact with any metal. The tension of the saddle can be regulated by setting backward or forward the clip that secures the back spring; this lowers or raises the rider and allows him to fit himself exactly to the wheel. As will be seen by the cut, the saddle has a long cut in the centre. This allows it to fit itself to the shape of the rider, and prevents chafing and soreness. It is the largest and most comfortable saddle made, and the weight is perfectly distributed over the ischial tuberosities. This removes all pressure from the perinaeum. Some medical authorities claim that this pressure causes urinal troubles, but they have not advanced any proof of these theories. This saddle, however, precludes the possibility of any danger, admitting that there is danger.

The saddle is made of the finest material, is almost indestructible, and though broad and offering a comfortable seat, its weight is but a trifle over two pounds. The springs are made of the finest steel and guaranteed not to break. The nickeling is the finest used. The saddle is the best thing that a combination of the finest steel and leather can produce. The price is \$6. Ask any dealer to see it, or order direct from the maker, T. J. Kirkpatrick, Springfield, Ohio.

THE C. T. C. MEET AND THE CLEVELAND B. C. RACE MEETING.

The annual meet of the American Division of the C. T. C. was held at Cleveland on May 18th and 19th, in connection with the Cleveland B. C.'s race meet. At the division meet, held on the 18th, the report of Treasurer Weston showed the club to be in a prosperous condition, with an increase from three to seven hundred within a year. A special committee was appointed to report a revision of the rules governing the American Division. It was decided to hold the usual Fall Tour, and a committee was appointed to make arrangements for it. St. Louis was appointed as the place for holding the 1886 meet.

The races were held on May 19th before a large audience. The poor track accounts for the slow time.

Quarter mile dash—W. H. Wetmore, 43 3-4s.; J. D. Pugh, Jr., second. One mile handicap—Geo. W. Ford (25s.)

3m. 11 1/2s., Geo. Collister (scratch) second. Five mile race—Geo. F. Snyder, 19m. 26 1/2s.; F. H. Palmer, second. One mile tricycle—C. H. Potter, 3m. 59 1/4s.; C. Howland, second. Half-mile heats—W. F. Knapp won in two straight heats. Time, 1m. 30s. and 1m. 28 3-4s. Two mile race—Geo. Collister, 7m. 13s.; J. D. Pugh, second. One mile, novices—J. T. Huntingdon, 3m. 31 3-4s.; C. E. Fainwell, second. One half-mile, exhibition—Asa Dolph, 1 m. 27s.

In the evening the new and elegantly furnished rooms of the club at 927 Euclid Ave., were thrown open with a promenade concert. The evening was wound up with fancy riding exhibitions by W. H. Wetmore, Geo. Collister, and J. D. Pugh, Jr.

TALES OF A TRAVELLER.

We had been riding from early morn and shortly after noon being still some distance from what the guide-book set down as a first-class league hotel, we stopped at a wayside house, over the door of which appeared the revivifying "Refreshments." Stepping inside we asked a lunk-headed, overgrown fellow who presided over the destinies of the place: "What have you got good to eat?" "Nothing." "Well, let us have some of it," said we, interrupting the tidal wave of explanatory eloquence which we were certain was going to follow the "nothing." "I mean we're all out," said the rustic. "So are we," and we got outside the door in less time than you could take a header. Meanwhile, filled with pleasing gastronomic anticipations, we pushed on for the League hotel, which proved to be a dilapidated structure on the outskirts of N—. Entering a large room on the ground floor, which the proprietor fondly and delusively believed to be a first class restaurant, we sat down at an uncovered table and said to the burly attendant who had shambled up to us, "Anything good to eat to-day." "Roast-beef, corn-beef, pork-and-beans" and hash." Having recited his song with the most surprising volubility he made a grand flourish with his towel and awaited an order. Corn-beef was distasteful to us, and we confessed to no penchant for pork-and-beans. As for the hash, we were, to draw it mild, a little suspicious of it. To our querulous mind, it might be constructed of any thing from a rat to a rabbit (N. B.—This means a cat). We therefore sadly ordered some roast beef, wondering all the while what the verdict of the coroner would be and what an exciting time the road would have electing a new treasurer. We had perused half a week's old local rag before the viands (beg pardon,

sweet word) appeared, but we attacked with avidity the piece of bull that was served us and succeeded in encompassing a few mouthfuls of it. We took up a piece of bread. Shades of Delmonico! "Waiter, kindly enlighten us as to the nature of that article. We didn't come here to sharpen our teeth. Take it away and fetch us some bread." "Why, man, that's bread," said the rustic. "Yes, its bread, its antique bread; that's real old Queen Anne, but fetch us a more modern article." We finally induced him to remove it, and after a tedious wait, during which we again resorted to the rag aforesaid, he brought us some more bread, which, if it was not old, was at least middle-aged. As for the coffee, well, it reminded us of the nauseous decoctions that our good mother used to induce us to take in the old pinafore days by bribing us with a coin and a large lump of sugar.

We debouched the seventy-five cents tax from our purse and sadly rode away, our reflections embittered by the thought that wars, doctors, green Christmases and restaurant-keepers all make fat churchyards.

MAPS.

Editor of The Wheel.—Let me repeat briefly from my letter in the *Bi. World* of May 8, that a good road map of every county in that State may be had by sending a quarter dollar to G. H. Walker & Co., 160 Tremont Street, Boston, except that in one case the money will pay for two counties (Hampshire and Hampden on a single sheet, 1 1/2 miles to the inch); and except that "Berkshire County" is not to be had of those publishers because of "ruinous competition."

I mean by this that a road map of the Berkshire Hills, exhibiting the whole western end of Massachusetts, with a mile or more of Vermont, New York and Connecticut adjoining may be had gratis by anyone who sends a postal card request for it to the Berkshire Life Insurance Company, Pittsfield, Mass. This is better executed than any of the county maps of the Walkers, for the "main roads" are especially designated from the little ones, by the use of red lines, and the place of every school house, church, cemetery and railroad station is shown by a special mark. The "Essex" and "Worcester" maps of the Walkers are advertised by "The Digestive Co." of Lynn, Mass., for 10c. and 25c. respectively ("Essex" being much the better map of the two.)

I expect to print (in the form of foot notes to the touring chapter of "X. M. Miles on a Bi.", and also in a special summary) all the information I can get as to desirable maps, giving size, scale, price, date and publisher's name and address, and I request publishers to supply me with these facts by sending me either marked catalogues or written description. I recommend those who are interested to purchase the New Jersey number (May, 1885) of a magazine called "Descriptive America," published by George H. Adams & Son, 59 Beekman Street, this city; for its price (50c.) is no greater than that of the map which goes with it as a supplement—and this is the best cheap road map of the State that I have yet seen, the scale being six miles to the inch. The publishers say they obeyed my suggestion about sending a specimen of it to THE WHEEL and the *Cycling Record*. They say, too, that though the regular price of the New Jer-

sey map, when separately folded in a cloth bound cover, is 75c. they will sell it for 50c. to any wheelman who presents a League ticket as a guarantee. I recommended this map also to the attention of Mr. H. S. Wood, of Philadelphia, when he called on me a fortnight ago with some proof pages of the "official record-book of the Pennsylvania Division of the League," which he has so industriously and intelligently compiled, and which contains a half dozen very useful little route maps of his own tracing, photographically reduced from the original scale. I think the League is lucky in having its first real road book put together by so painstaking and practical a person as the present compiler (who is a civil engineer as well as an extensive road rider—his straightaway tour of 515 miles in three days being the best record of the sort yet made in America, though I myself rode a trail of 250 miles in four days); for it will serve as a model by which later issues must expect to be judged. The other State Division, I am sure, will not consent to father any cheap and slipshod guide-books which would appear contemptible by the side of Pennsylvania's. Whoever plans any touring for that State or New Jersey (to say nothing of other routes which the book indicates in its tabulated description of 8,000 miles of roadway), simply cannot afford *not* to have this book in his pocket, and I think that every cycling paper of America ought to keep in its columns a standing announcement that the price of the guide is a dollar, and that the address of its compiler is No. 223 South 17th Street, Philadelphia. I suggest the same thing in regard to the guides of the Canadian Wheelmen's Association (H. B. Donly, Simcoe, Ont., 50c.), Massachusetts Division (M. D. Currier, Lawrence, 25c.) Essex County (George Chinn, Marblehead, Mass., 20c.) and Boston (A. L. Atkins, 17 West Walnut Park). Each one of these books was put together as a labor of love, and is a valuable contribution to our knowledge of roads. All deserve to be freely advertised, therefore, for at best the compiler can make no profit from their necessarily limited sale. I hope that "the trade," in proper recognition of the exclusion of all trade advertisements from the Pennsylvania book, and of their own selfish interest in promoting the spread of touring, will consent to sell Mr. Wood's admirable compilation without exacting any commission for the slight trouble involved.

The books which I have named will be the only available helps for this summer's touring in America, because I regretfully recognize the fact that my own monumental volume is moving so slowly through the press as to make me hopeless of reaching the finish before August. The latest name enrolled on my list of \$1 subscribers for a \$1.50 book is No. 2828.

KARL KRON.

Washington Square, N. Y., May 14.

The Citizens Bicycle Club will have a club run on Decoration Day, starting from the club house at 9 A. M. At 155th Street the club will be met by the Long Island wheelmen, who will join in the run. The course will then be to the Getty House, Yonkers, for dinner at two o'clock. A start for home will then be made, and a "Teutonic banquet" will be held in the evening. A good opportunity will be offered to see the Ixion Road Race.

A WAYSIDE MAID.

I mount my steed this summer day,
Puffed with conceit and speed away,
On trusty wheel to make a raid
Upon a fertile wayside maid,
And with her young affections play.

I scheme and ponder what I'll say,
And strive some wily plan to lay,
To help me bag my game and aid
Me crush this child.

She coyly stands and waits for prey
Within her roguish reach to stray.
Full speed I wheel the gentle grade,
Naught knowing of the trap she's laid,
Or that a fresh rut spans the way
To crush this child.

JONAH.

J. S. PRINCE, 2.35 1-2. BUT HOW?

CHARLOTTE, N. C., May 25, 1885.—John S. Prince, of Washington, D. C., champion bicyclist of America, won a four mile race against four trotting horses going a mile each on the grounds of the Carolina Fair Association yesterday. The bicyclist made one mile and four yards in 2m. 35½s. His time was taken with stop watches by three members of the Charlotte Bicycle Club, the watches varying only a quarter of a second and the slowest time only being recorded.

The above dispatch appeared in Tuesday's *Herald*. It is very ambiguous, but we surmise that a man was stationed at each mile, and that a comparison of the times showed that John S. rode one of the miles in 2m. 35½s., probably one of the intermediate miles, thus gaining the wonderful advantage of a flying start. This circumstance, however accurate the time, shows that Prince is doing some fast work. Better come up North John. Those Southern records never will be accepted.

FROM THE CLUBS.

FIXTURES.

May 29, 30.—Louisville, (Ky.) Wheel Club Annual Race Meet.
May 30.—Ixion 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 6th.—Manhattan A. C. Games at Grounds 86th Street and 8th Avenue, N. Y. City.
June 6.—National Association championship games at New York City.
June 17.—Race Meet at Troy, N. Y.
June 10th.—Entries close for Kings County Wheelmen's Race meet. See advertisement.
June 20.—Kings County Wheelmen Annual Race Meet Brooklyn N. Y.
June 20th.—Three mile L. A. W. Championship at K. C. W. race meet.
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.
August 5, 6.—Clerical Wheelmen's Canadian Tour.
Aug. 13.—Berkshire County Wheelmen, Pittsfield, Mass. Third Annual Race Meet.
Aug 27, 28.—Annual Race Meet Cleveland B. Club, at Athletic Park.
Sept 8, 9, 10.—Annual Tournament of Springfield, Mass. B. Club.

CLOSING OF ENTRIES.

May 27.—Entries close for the Spring Race Meet of Springfield B. C. Events: three miles, handicap, one mile, handicap, Safeties, 40-in and under; two mile, novices; one mile, 8-10 class; 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 Duffee, New Haven, Conn.
June 8, 9.—Indiana Division L. A. W. meet and tournament at Indianapolis, Ind.
June 10.—Baltimore B. C. race meet at Druid Hill Park

FALL RIVER, MASS., B. C.—At a meeting of the club held Saturday, May 16th, this club decided to remove from Borden Block to F. J. McLane's store. The club admitted four new members, which gives them a total of twenty. They will have a run to Newport on Memorial Day, appearing on this occasion in their new uniforms.

PORTLAND B. C.—A meeting of this club was held last Monday evening at the residence of the captain, Mr. J. C. Stevens. Three new members were elected making a total membership of 41. It was voted to adopt the official League Uniform as the club suit. Many members expressed themselves in favor of building a club house, and a committee was appointed to take the matter in hand.

BRUNSWICK B. CLUB.—At the regular meeting of the Brunswick B. C., of New Brunswick, N. J., held May 12th, the following officers were elected: President and Historian, D. W. Merritt; secretary, E. B. Wycoff; treasurer, C. Hoaglynd; captain, Fred. Provost; lieutenant, Charles Snedeker; bugler, Geo. K. Pursell; assistant bugler, A. W. Evans; color bearer, Wm. Waldron.

THE MASSACHUSETTS CLUB'S TOUR.

The following is the programme of the Massachusetts Club's Four Days Tour, to be held next month.

Wednesday, June 17.—Start from the club house in the morning and ride via Exeter Street, Commonwealth Avenue, Chester Park, Milldam, Allston, Harvard Square, Medford, Malden, Lynn and Swampscott to Salem, dining at the Essex House, Distance 25 miles. After dinner, via Beverly, Beverly Farms, Manchester-by-the-sea, and Magnolia to Gloucester—16 miles. Spend night at the Pavillion, which looks out upon Gloucester harbor. Total distance, 41 miles.

Thursday, June 18.—In the morning take the famous "ride around the cape," one of the most fascinating rides in the East. The roads are somewhat hilly, and the road-bed good. The views are glorious. The route lies through Rockport, Pigeon Cove, the park at the end of the cape, by General Butler's place, Annisquam, Lanesville, Bay View, and Riverdale. Distance, 16 miles. After dinner, ride via Essex, the town which was raided by "robber wheelmen," Ipswich, Rowley and Newbury to Newburyport. Roads very good. Total distance for the second day, 40 miles. Sleep at Merimac House.

Friday, June 19.—In the morning mount wheels for Portsmouth, via Salisbury, Seabrook and Hampton. The roads are heavy in spots in Salisbury and Seabrook, and fine from Hampton to Portsmouth. They are all rideable, and unless it is very dry—average fairly well. Distance, 24 miles. Dine at Portsmouth. After dinner, excursion magnificent Hotel Wentworth, Newcastle, 4 miles distant, looking out over the Isles of Shoals, the beaches, etc. Return to Portsmouth to spend the night. Distance, 30 to 40 miles as desired.

Saturday, June 20.—Early breakfast, and 7:15 train to Newburyport, arriving at 7:55 a. m. Cross wheels for Boston via Newbury, Rowley, Ipswich, Hamilton, Wenham, Putnamville, Danvers Plain, Peabody, Wyoma Village, E. Saugus, Malden, Medford and Cambridge. A superb route, avoiding Lynn and Salem. Roads fine entire distance. Dinner probably at Peabody. Distance 50 miles.

Captain Shillaber will be in command. If there are a sufficient number of tricyclers present a tricycle division will be organized under command of a proper officer. There will be no "scorching" or "breaking up," but a moderate pace will be taken so that the club may keep together.

A WISE MOVE.—In view of the fact that one of the objects of the League is to "encourage and facilitate touring" President Beckwith has determined to establish a Touring Board somewhat on the same principle as the Racing Board. The following committee has been appointed to draw up the necessary formula and to present it at the annual meet: Burley B. Ayres, Chicago, chairman; F.

A. Elwell, Portland, Me., Geo. R. Bidwell, New York; H. S. Livingston, Cincinnati, and W. S. Bull, Buffalo. The duties of this Touring Board shall be to select a route each year for a tour of one or two weeks duration, and to supervise others of less importance; to establish league hotels, find out the most desirable routes and to take every means to stimulate touring.

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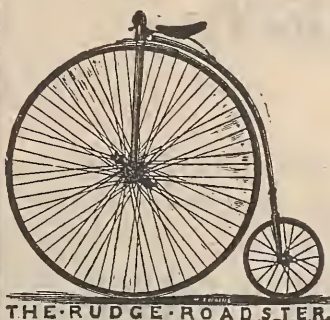
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For further particulars send postage for circular to

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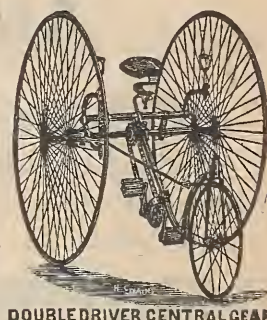
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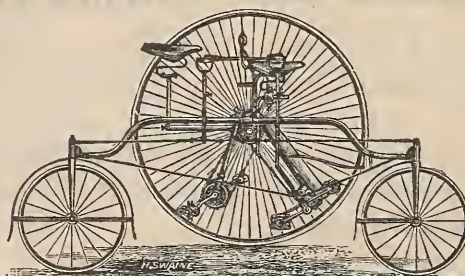


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FOR SALE--A brand new 51 inch Star Bicycle, every part nickeled, with power traps, rocking pedals, rubber handles, etc., Not been used five days. Reason for selling, owner wants to get another size. Price \$100 Cash. Address, E. E. Hartshorn, Perth Amboy, N. J. 1360

FOR SALE--Rudge Rotary Tamdem. New last fall, in good condition. Offered at a bargain. For particulars, address, Box 96, East Orange, N. J. 91

FOR SALE OR EXCHANGE--A 56 inch full nick-expert Columbia Bicycle. Both dropped and and straight handlebars, Hill and Tolmen Alarm. Good order guaranteed. Can be seen at 12 Warren Street, Price \$120, or would exchange for a smaller wheel. Knight L. Clapp, 280 Broadway, N. Y. 1000

FOR SALE--42 inch Special Facile. New last July. Too small for owner. Price \$115 Charles E. Fink, Westminster, Md. 1199

FOR SALE--48 inch full nickeled Expert Columbia Bicycle, with Excelsior Cyclometer. In splendid order. Price \$99. Address, 128 Fulton Street, New York City.

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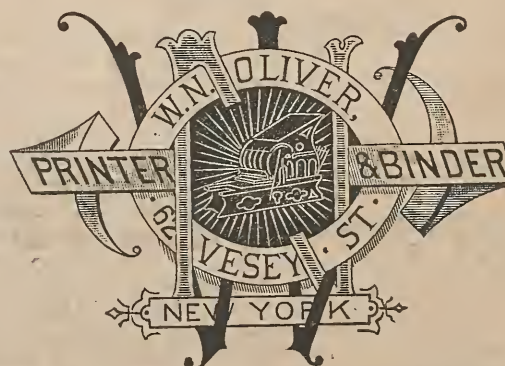
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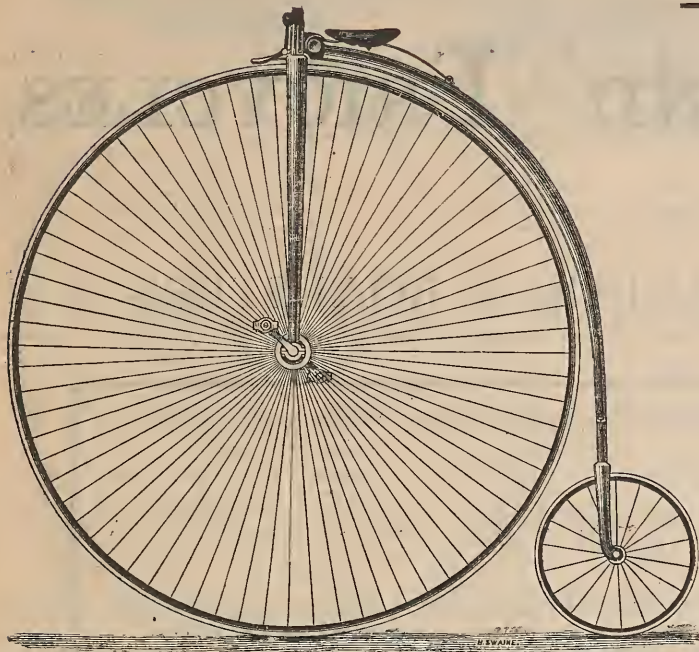
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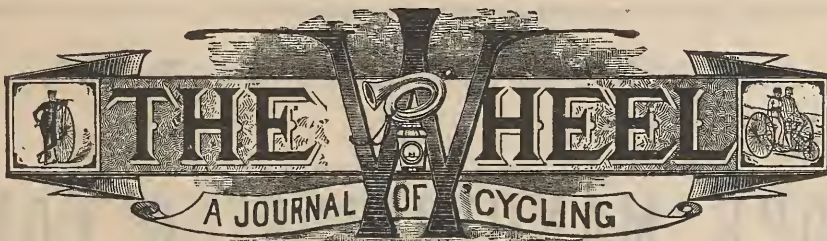
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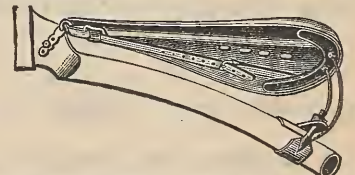
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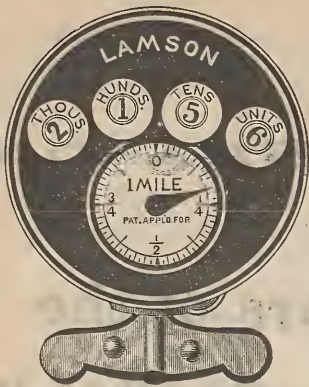
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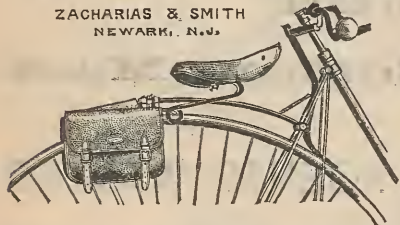
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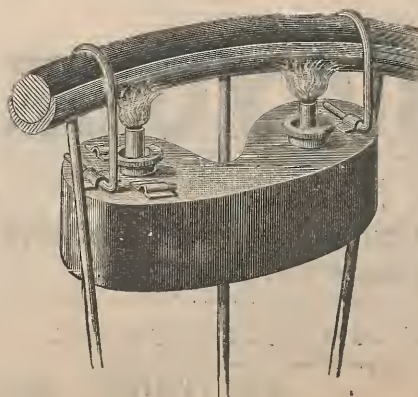
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