

THE SPRINGFIELD WHEELER'S GAZETTE.

A JOURNAL OF CYCLING.

PUBLISHED MONTHLY.

PRESS OF SPRINGFIELD PRINTING COMPANY.

VOL. II.—NO. 5.

SPRINGFIELD, MASS., SEPTEMBER, 1884.

PRICE 5 CENTS.

IT IS ON BACK PAGE.



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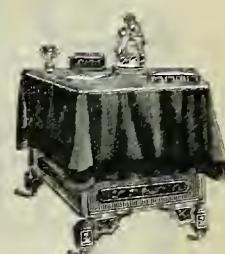
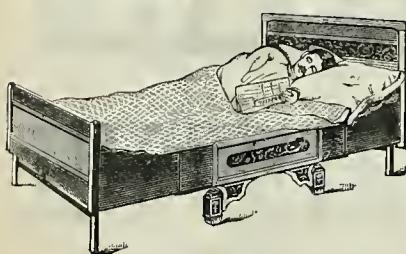
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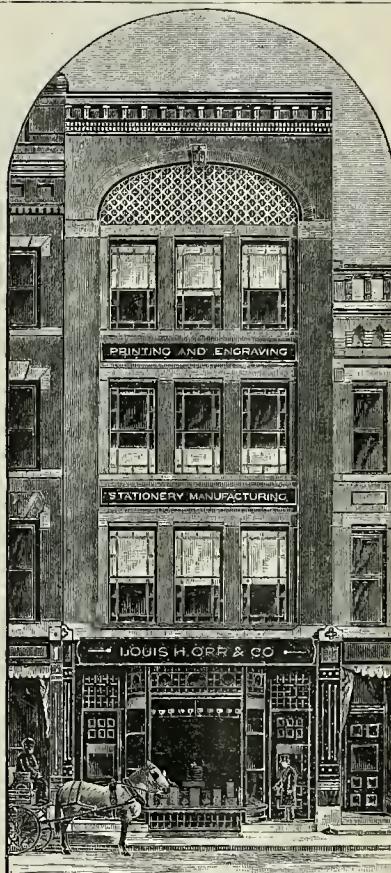
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Burnham won Two-Mile Amateur, lowering the record.

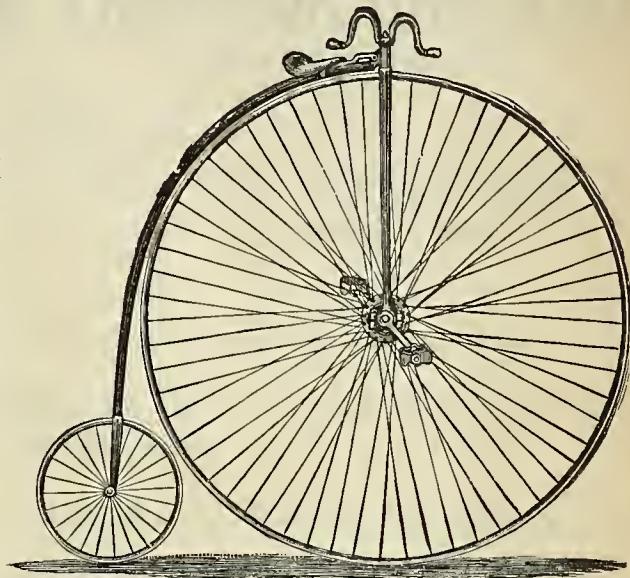
Burnham won Five-Mile Amateur.

Powell won Two-Mile Philadelphia Championship.

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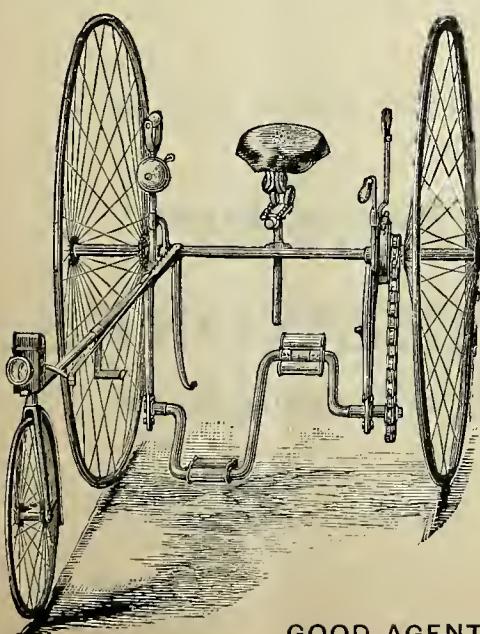
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BELLS ON BICYCLES.

Not long since we noticed in the New York *Times* a complaint against bicycle riders, because they do not carry bells or some other means of signaling pedestrians. The *Union* of this city has uttered a similar complaint in these words:—

There are very few people now who question the right of the bicycle or tricycle to the streets the same as any other wheeled vehicle. People who do not know how to ride the bicycle take real pleasure in watching the swift gliding wheel as it passes along the street with apparently very little effort on the part of the rider. There is one thing about bicycle riding, however, that sooner or later will be regulated by law, for it is already plainly apparent that all bicycle riders should be required to give notice of their approach to street crossings. A bicycle does not make any more noise than a sleigh in winter, and yet the law requires that there shall be bells upon a sleigh or on the horse attached to it, to warn people that it is coming, and parties using a sleigh without complying with the statute are liable to be fined for doing so. The bicycle moves swiftly through the streets, and hardly a day passes that some pedestrian does not have a narrow escape from being run down with one. This is more especially the case on Main street in the evening when there are a good many riders and pedestrians abroad. It is not to be supposed for a moment that any bicycle rider would willfully run against a pedestrian, and if he should do so the danger of injury to the rider would be as great as to the person on foot. There can be no disputing the fact, however, that as a bicycle is entitled to all the rights of the road that are accorded other vehicles it should be made to comply with the same requirements.

We have no doubt that riders of the bicycle or tricycle will be ready to do in this respect whatever the public may desire. In some cities, bells are required, in others, not. In this city it was the custom for a while to ring the bell or to blow the whistle, but as many people complained of the bells as now complain of the want of them, and the custom was dropped. Many bicycles are still supplied with bells and wheelmen only want to know what is wanted of them. Many people have said that they prefer to be spoken to rather than be belled or whistled at, and, as far as our observation goes, this is generally satisfactory. If the human voice is not more capable of giving a warning in a polite and pleasant manner than a brass bell or a silver whistle we may as well grow brass cheeks and iron tongues and ring instead of speak.

There is a polite way of speaking to a pedestrian and there is an impolite way, and when the caution is given politely we think the sound is vastly more pleasing than the bell's sudden clatter. A foot passenger will perhaps resent it, if a wheel-

man shouts "Look out!" but if he adds one little syllable that is very easy to utter and says, "Look out, please!" it makes all the difference in the world. Besides, the voice is capable of more intelligible use than the bell. Sometimes a wheelman will meet a pedestrian who is in doubt which way to go to avoid a collision. If a bell is rung, he (or more likely she) is only the more bewildered and very probably goes just where the wheelman intended to go. If the latter speaks kindly, "To the right, please," or gives some other polite direction, confidence is at once restored, and the bell couldn't do as well as that.

Now that people have become familiar with the bicycle, we hear fewer complaints than formerly, and there are no more collisions with bicycles than with horses and carriages. The wheelman dreads a collision as much as anybody. Ten chances to one, if he runs down a foot passenger, he will be the greater sufferer. If the bell or the whistle would prevent accidents better than the voice, he would willingly adopt one or the other. But the experience of riders shows that a caution politely spoken is much better received than, and fully as efficacious as, the rattle of a bell or the blast of the whistle.

MORE ABOUT COSTUMES.

Since our remarks, last month, about the decency of costumes requested of those who enter the races at our September tournament, an event has occurred which shows the delicacy of feeling which exists in the bosoms of the American people regarding this very subject. Out in Illinois, the people have become incensed at the display on the part of certain progressive young women, of that beautiful and childlike style of dress, known at the East, for some years, as the Mother Hubbard, but which, with an agony of regret, we believe to be fast going out of fashion, except for children. The authorities of several rural Illinois communities have issued edicts forbidding women to appear in the Mother Hubbard costume on penalty of being lodged in jail; arrests have been made, and, in one town, a woman who persisted in sporting the obnoxious fashion, was actually incarcerated. We thought we were pretty puritanical in New England, but Illinois fairly holds over us. It is difficult for us, who have been so long accustomed to the Mother Hubbard style, to understand how the dress can be regarded as indecent, or anything more than ridiculous. But the Illinois folks seem to have remembered that the historical cupboard of Mother Hubbard was bare, and inferred that the dress put the wearer in the same disreputable condition. Of course, we civilized people of New England know better, and cannot help sympathizing with the women of Illinois who consider their tastes and their rights terribly outraged.

We refer to this matter merely to show that the American people, even in the rural and unenlightened districts of Illinois, are sensitive regarding

the matter of dress in public. We have called attention to the fact that the thousands of people who will attend the September tournament, will expect to see the wheelmen who enter the races appear as gentlemen should in the presence of ladies, and we reiterate our wish that they may not be disappointed. At some of the tournaments this year, less care has been used in this regard than is desirable, but we fully expect to sustain the well-earned reputation of the Springfield tournaments in this important matter.

COLONEL HIGGINSON ON A TRICYCLE.

Col. T. W. Higginson, of Cambridge, has a good many untrue things said about him, which he does not take the pains to correct; but not long since he was reported as having been seriously injured by being thrown from a tricycle. This is too much for him, and he makes the following correction:—

I must really disavow, for the sake of a safe and healthful exercise, the charge of having been "seriously injured by being thrown from a tricycle." There is a well-known story of a pupil of Cuvier's, who defined a crab as a red fish that walked backwards. The courteous preceptor explained that there were certain defects in the deposition: that the crab was not a fish, was not red, and did not walk backwards. "In other respects, monsieur," he said, "your description is perfectly correct." So the defects in the above statement are that I was not severely injured, and that the moderate bruise which kept me in the house for a few days was not caused by being thrown from a tricycle. "In other respects," as Cuvier would say, the above statement is correct.

It may be well, however, to take this opportunity to advise those who ride the "Coventry rotary" tricycle—the best of all these machines, so far as I have tried—that it is well to dispense with a certain "rest" for the right foot, which is placed inconveniently near the foot itself, so that a heedless motion of the leg at starting may easily bring one in unpleasant contact with a sharp iron edge. I have now had this "rest" taken off my machine, and can ride with a pleasant sense of security. The object of the "rest" is to support the foot in going down hill, but there is a side bar upon which the leg can be just as well placed.

DOWN MT. WASHINGTON ON BICYCLES.

Three St. Louis bicyclists, C. F. A. Beckers, John S. Rogers, and Arthur Young, on Thursday, July 31, safely coasted down Mt. Washington on ordinary bicycles. The feat has been accomplished before on the tricycle and on safety bicycles, but not on the ordinary crank machines. At about 9 o'clock Thursday morning they jumped on their wheels, and encouraged by assurances from the people who witnessed the start that they would never reach the bottom alive, started on their perilous ride. The roads, from the previous heavy rains, were very soft and wet. Less than a hundred yards from the start they struck an unusually soft place, resulting in a grand header for all three. They soon, however, regained their saddles by taking the "pedal mount." The pedal mount, and at the same time throwing the legs over the handle-bars, is the only safe way to mount a machine on a steep down grade. They quickly got both legs over the handle-bars, and, leaning far back, "let her go." The double-brake levers were

found to be of great service in resting the hands; for, being applied together, but little power was required to keep the brake pressed to the tire. For the first mile they kept well together, but then Beckers began to gain on the others, and in another mile was entirely lost sight of. A number of headers had by this time been taken by each of the riders, but none proved of consequence, except a fall received by Rogers, while trying to coast a foot deep washout across the road, when the wheel struck him on the head. The wheel also received some damage; so that quite a long stop was necessary to repair it. Young and Rogers did not mind this much, however, for they felt confident that Beckers would take good care of the record. Soon after they started again they began to find, strewn along the road, novels, comb and brushes, ties, scarf pins, mountain souvenirs, etc., and at the curve at the half-way house flew by the "M. I. P." bag belonging on Beckers's machine. They were, of course, very much frightened at this, for they thought that perhaps he had jumped off the cliff. It was found out afterward, however, that Beckers's bag had become open without his knowledge, and finally dropped down into the bicycle wheel, but with no more serious result than a header for the rider. After leaving the half-way house the rest of the distance was accomplished with ease, as compared with the road they had to ride over for the first five or six miles. In many of the steepest places the road was very narrow, not more than eight feet in width, with a yawning chasm or ravine on one side to heighten the pleasure of the ride. They, however, finally all arrived safely at the Glen House, where they found gathered a large crowd anxiously waiting for them. Betting had been heavy that they would not come down alive. Beckers made the descent in exactly forty-nine minutes to the base, and fifty-one minutes to the Glen House. The others did not hurry, and came down in one hour and fourteen minutes. The feat is certainly one of the most remarkable ever accomplished on the bicycle, and it is not likely there will be many imitators. A count of the headers taken shows that Beckers received seven, Young ten, and Rogers fourteen.

FOOLHARDY FEATS.

In our desire that the interests of the wheel should be delivered from severe and undue criticism, we wish to utter a word of caution against reckless and foolhardy riding of every kind. We have heretofore insisted that wheelmen should not overexert themselves in long runs and muscle straining and heart-endangering attempts to beat records. There are men who have the physical stamina to endure almost any strain, but there are many wheelmen whose courage and pluck are better than their strength, and they should constantly be on their guard against overtaxing their powers. Nothing would tend more to make the wheel unpopular in the community than for some bright young man to use himself up and become an invalid for life, or go to an early grave, because of his foolish overexertion in riding.

But there are other ways in which wheelmen may do foolish things and endanger the good reputation of the fraternity. It is a very pretty thing to tell your friends that you have ridden over the stringers of an unfinished bridge, or along the narrow top of a high wall, or between two railroad tracks when trains were approaching from both directions, climbed impossible hills, and coasted

down dangerous declivities, and performed sundry other useless and foolhardy feats of this kind. But the glory one gets from such efforts only lasts as long as the shivers are running down your friends' backs. A case in point is reported in the London *Cyclist* as follows:—

A man of the name of Oldroyd, in a spirit of fun, tried how close to the edge of the Battery pier, Douglas, he could ride. He went too close, and, either becoming dizzy or failing in the exact manipulation of his machine, ran over the edge, and falling down on the sharp rocks below, a distance of about thirty feet, was picked up insensible, and in less than half an hour died at the Isle of Man Hospital. We are told that he was the eldest of a family of eleven, which makes it all the more deplorable. This is an instance in which pluck is exceeded and becomes foolish temerity.

Such things seem brave, but they are more foolish than brave, and ought to be everywhere disengaged. The public will form a verdict in their minds that wheeling is dangerous business, without stopping to remember that such feats are the exception rather than the rule.

Even base ball, which ought not to be regarded as a dangerous game, has of late been the subject of much adverse criticism in the newspapers, because so many players have been disabled. Both of the crack pitchers of the champion Boston league nine broke down a while ago, and the club suffered much in consequence. The proposed introduction of the spring bat will make the game more dangerous than ever for the in-field players. One of our exchanges says:—

There are many signs that the American ball players, in their love of excitement and their rivalry, have made the national game too severe for any but the toughest and most reckless professionals, and there must be a reaction if the game is to maintain its general popularity.

We don't want the same criticism to be launched against the wheel. If professionals and crack amateurs do "big things," let them have the glory of them. But let the ordinary wheelman save his strength and increase it by judicious riding, and not seek glory by any dangerous feats that may imperil his health or his life.

A GROWING EVIL.

That the practice of pool-selling and book-making is getting to be the main feature of horse races, fairs, etc., no one can deny, and we are sorry to say this same element is working its way into the bicycircular ranks. At the Philadelphia tournament, according to the Boston *Globe*, betting was carried on unrestricted. This is a shame and slur on bicycling, and if justice should be meted out to those tournaments which permit pool-selling, we should hope that one and all would meet the fate of the Quaker City tournament, financially. The Springfield Bicycle Club tournament of 1883 was a failure financially; but we feel proud of the fact that we refused \$3,000 for the privilege of selling pools (which would have made us whole), and our conscience is easy, while our pocket is light. We hope that the time will never come when we shall be so tempted by a few glittering dollars as to sell our honor, or to be one to lower the standard of bicycling. The racing board should forbid it, and all of our racing men should leave the track of any club openly permitting gambling of any kind. The Boston *Globe* sounds the key-note of warning, and says:—

Fortunately public betting does not as yet prevail to any great extent at the amateur bicycle races in this country; but in England it has for a long time been extensively carried on, and has now reached such a point as considerably to affect the tone of the sport. In some parts of the country, indeed, amateur races have come to be looked upon by the general

public with as much distrust as most of the professional races are held in America. The arrival of the betting book is greatly regretted by the higher class of amateur riders, and although they have, together with the assistance of the cycling press, endeavored to check the growing evil, they have met with but little success. With the increased interest taken in the sport in this country, and the greater number of races that are being held every year, it is not unlikely that before long we may be as badly affected as our cousins across the water are, unless a determined effort is made to check its growth. It will, of course, be exceedingly difficult to do this, as the practice has already secured a foothold here. Something might be gained, however, if pool-selling or book-making be forbidden on the grounds at an amateur race meeting. The League of American Wheelmen should have a clause in its racing rules to that effect. At the tournament held at Springfield last September, the Springfield Bicycle Club recognized the injury likely to result to the sport from book-making, and refused large sums offered for the privilege of selling pools on the grounds. At the recent Philadelphia tournament, however, betting was carried on unrestricted.

When betting takes the form of pool-selling or book-making, it is the curse of amateur sport, for a so-called amateur who rides in the interest of betting may at any moment be sorely tempted to lose a race instead of winning it, as the former course is always the more easily insured. Much has of late been said regarding the employes of the different makes of machines competing in races as amateurs, but they do not do half as much harm to the sport as betting does, for these paid amateurs always ride a race to win, and the public does not see the seamy side as it would were the all-powerful inducement of "odds on" held out successfully to a rider with a grand chance in any given handicap.

THE SPRINGFIELD WHEELMEN'S GAZETTE for August contains thirty-six pages. Seventeen and two-thirds pages of advertisements, eighteen and one-third pages of reading matter, and we had nearly six pages which we left out. We fail to see how any live paper would be called upon to insert the following in its columns:—

"The summer months are usually the dullest of the year as far as news is concerned, and we trust our correspondents at a distance will hunt around and drive some into the editor's letter box."—*The Wheel*.

Few papers can boast of the popularity that THE GAZETTE enjoys. It is sought after in all quarters, and we mean to improve with age. We have completed arrangements with Mr. J. Wallace Diss, of San Francisco, to take charge of the Pacific coast items. Canada, England, New Zealand, and the West are to be represented by the best we can find. We have started in to beat the record on cycling papers, and our readers may rest assured that they will have a first-class paper in THE SPRINGFIELD WHEELMEN'S GAZETTE.

THE POETRY OF IT.

C. R. D. IN "A SHADOW LOVE."

To you, non-cycling readers, these words recall no sunny memories of trips a-wheel. Do you know how many volumes of poetry and prose are contained in the thought? Do you know what is meant by the society of this modern Atalanta, this graceful, fleet-footed, splendid companion, ever ready for a romp out into the purer air and brighter sunshine of the world of nature? There is sentiment in a sunrise, but brick walls and a smoke-laden atmosphere are so unpoetical. Spring into the saddle; seize the bridle of this magic steed which flies while you are mounting—take a long breath and look around you. *Presto*, change! the brick walls have vanished into thin air; lovely landscapes sweep away in every direction; the road winds in and out, and up and down, beside green meadows, and skirting dark old forests, or falling into quiet vales, with new surprises at every turn. And then the struggle to reach the hill-top, the victory, and the glorious sunrise bursting into the splendor of a new day, like a heavenly inspiration.

THE NEW HAVEN MEET.

Fifth annual races of the New Haven Bicycle Club at Hamilton Park, New Haven, Conn., on Tuesday and Wednesday, September 23 and 24, 1884. Prizes to the value of \$1,000.

GENERAL PROGRAMME.

Tuesday, 2 P. M.—Races at Hamilton Park.

Wednesday, 10 A. M.—Parade through principal streets.

Wednesday, 2 P. M.—Races at Hamilton Park.

Wednesday, 8 P. M.—Fancy riding and club drills at Dwight street skating rink.

PROGRAMME OF RACES.

Tuesday—One-mile novices' race; two-mile club championship; one-mile scratch race; five-mile tricycle; one-mile boys' race, 50-inch wheels and under; five-mile handicap; one-mile 3.20 class; ten-mile scratch race; two-mile handicap.

Wednesday—Three-mile state championship; five-mile scratch race; one-mile tricycle; three-mile handicap; twenty-mile scratch; one-mile consolation.

Wednesday Evening—No. 1, entree N. H. Bi. Club; No. 2, competitive club drills; No. 3, competitive fancy riding (amateur); No. 4, competitive fancy riding, Burt Pressy and Fred Lester; No. 5, presentation of prizes.

Admission—Single ticket to park, 50 cents; single ticket to rink, 50 cents; season ticket, \$1.00.

Entries—One dollar to each event, to be returned to all riders finishing races, and those prevented from finishing by accident or injury. Entries to be sent to Theo. H. Macdonald, box 1135, New Haven, Conn. Entry list closes Saturday, September 20, at 8 p. m. All competitors will receive season ticket free. Entry fee must accompany application as a guarantee of good faith.

Special Prize—We will present to the visiting club having the largest number of riders in line in our parade a silver cup.

Record Medals—Record medals will be given to all riders who succeed in lowering best American record in winning any race. ~

Special Record Medals—Specially fine record medals will be presented to the winners of the one, five, ten, and twenty-mile scratch races, provided the one-mile record is lowered, the five miles made in 15 minutes or less, the ten miles in 30 minutes or less, and the twenty miles in one hour or less.

Score Cards—Official score cards will be furnished by Henry Goodman & Bro., of Hartford.

Music—The American (2d Reg't) band of New Haven will be in attendance both days.

MANAGEMENT.

General Manager and Starter—F. H. Benton.

Clerk of the Course—Wm. H. Hale; assistant, N. P. Tyler, M. D.

Scorer—T. H. Macdonald.

Judges—Charles Richards Dodge, Capital Bicycle Club, Washington, D. C.; A. L. Fennessy, treasurer Springfield Bicycle Club, Springfield, Mass.; Dr. T. S. Rust, captain Meriden Wheel Club, Meriden, Ct.

Time Keepers—J. De S. Brown, F. A. Jackson, E. D. Hendee.

Referee—Dr. N. M. Beckwith, President L. A. W.

COMMITTEES.

Executive—Captain F. H. Benton, Lieutenant W. H. Hale, Secretary T. H. Macdonald, Bugler W. H. Thomas, Standard Bearer W. M. Frisbie.

Management and Prizes—F. H. Benton, chairman.

Tickets—Wm. H. Thomas, chairman.

Entries—T. H. Macdonald, chairman.

Printing and Advertising—Wm. H. Hale, chairman.

Park and Privileges—Wm. M. Frisbie, chairman.

Communications—All letters should be addressed to the committee, P. O. box No. 1135, to which each member has a key.

The Park—Hamilton Park track is a nearly regular parallelogram with rounded ends, slightly raised at the turns, fenced on both sides, and measures, eighteen inches from the inner fence, 2,640.79 feet, or nine inches over a half mile. The track was originally built for trotting, but proving so long on a three foot measurement (2,646 1-2 feet), and the turns being so short, it has always been unpopular for trotting and lately but little used for that purpose. The surface of the track is a mixture of clay and loam with a thin top-dressing of coarse sand, forming a race course that is perfectly smooth and entirely free from that clinging that is the peculiarity of clay and asphalt tracks. There is a slight down grade on the back stretch, and the consequent up grade is distributed between the home stretch and the two turns. The grand stand and the judges' pavilion afford a perfect and uninterrupted view of the whole course. Enthusiastic admirers of the cinder path will find here its equal in every respect.

Fancy Riding—The celebrated fancy riders, Profs. D. J. Canary, Burt Pressy, and Sewell and Armaindo, will enliven the evening at the Dwight street skating rink, by their wonderful skill and difficult movements.

Transportation—You can reach New Haven by any of the following railroads or steamboat lines:

Railroads—New York, New Haven & Hartford, New York & Boston Air Line, New York & Boston Shore Line, New Haven & Northampton, New Haven, Derby & Ansonia.

Steamboats—New York & New Haven Line, Starin's Transportation Line..

Hotels—The principal hotels and their locations are as follows: New Haven House, corner Chapel and College streets; Grand Union Hotel, Chapel street, opposite Yale College; Elliott House, corner Chapel and Olive streets; Austin House, corner State and George streets; Tontine Hotel, corner Church and Court streets; Tremont House, corner Orange and Court streets; Selden House, 438 and 440 State street.

Restaurants—The principal restaurants are as follows: G. S. Barkentin, corner Chapel and Temple streets; J. Deibel, Chapel street; A. C. Traeger, 72 and 74 Center street; Sam Mann, 67 Orange street; Athenæum Dining Rooms, Center street; Park Restaurant, Chapel street.

Club Headquarters—The New Haven Bicycle Club room is at 708 Chapel street, Masonic building, room 7.

CONN. BICYCLE CLUB.

FIRST ANNUAL MEET, SEPT. 9.

HARTFORD, CONN., August 16, 1884.

Editor Springfield Wheelmen's Gazette:-

Of course there are but two absorbing topics agitating the minds of Hartford bicyclists just now,—the coming tournament of the Connecticut Club at Charter Oak Park, September 9, and the great four days' meet at Springfield. The enthusiastic interest taken in these events is by no means confined to the members of the Connecticut Club, but is participated in by all of our local wheel-

men, and extends to our citizens generally, who will undoubtedly turn out *en masse* on the day of the Connecticut's meet; and, judging from present indications, there will be a general emigration from these parts to Massachusetts, September 16.

Although the Connecticut Club has been in existence nearly five years, up to the present time it has held only local race meetings, and, beyond sending good delegations to various meets and assemblies held in other cities (of course its taking two first prizes for "attendance" and "best appearance" at Springfield last year should not be forgotten), it has done very little to attract general attention outside of Hartford. But its members have gradually grown enthusiastic on the subject of racing, and a first-class race meeting would work wonders in Hartford in the way of promoting general interest in cycling, and you will see by the list of races, and the variety and value of the prizes to be distributed, at the coming meeting, that the Connecticut boys propose to conduct their first affair of the kind on a very liberal scale. Several additions have been made to the list of prizes already published in THE GAZETTE, which will bring the value up to about \$1,000, which is certainly a large amount to be awarded in one day. The entries already received could hardly be more gratifying, and include some of the most famous names known in the annals of amateur cycling. Hendee, Burnham, Frazier, Dolph, Hamilton, and other flyers have given positive assurance of their appearance here, which alone guarantees brilliant contests. Every racing man who has been "interviewed" by our representatives seems to be going into the September tournaments with a determination to win every time if possible; and I think that the belief which prevailed quite extensively last year that certain men were on the path principally to exhibit the products of several bicycle manufacturers, without the requisite amount of personal ambition which can alone spur a man to do his utmost, will find fewer adherents this year; and this fall's races, if any, will settle the question of superiority between several men, who, up to the present time, have been so evenly matched as to leave the question a decidedly open one, and I venture to predict that before the first of October next we shall witness some wonderful contests and astonishing record breaking, and we hope to see some of it done in Hartford.

Our entry list is filling rapidly. If the entrance fees for the 3.20 class alone continue long to come in at the present rate, they will do much to insure the whole enterprise against possible financial loss; and if some of the 3.20 boys don't back out before the great day arrives, we may have to add a day or two to our meeting in order to give all of them a fair chance at the gold medal. The two-mile tricycle event promises to be of more than ordinary interest, from the fact that the two principal contestants have long awaited an opportunity to get at each other, and between whom the spirit of friendly rivalry is of the most "intense" variety. Of the half-mile for boys under sixteen, it may be said that we have good reasons for knowing that many a fond parent will witness the contest from the grand stand with much anxiety for family glory, as well as for the personal safety of the contestants. The interest in the one-mile, for members of the Connecticut Club only, will of course be largely local, and several of our races will exhibit what we hope will be a very creditable show of "home talent." Some of those "dark

horses" alluded to by "J. E. Y." in his July letter to THE GAZETTE are progressing finely, and the mysterious air of secrecy which envelopes them when they return from the track in the evening implies a suspicion that unheard-of things are in existence, the nature of which will be revealed only on the day of the tournament, in the presence of the dignified judges and admiring spectators. Men who formerly amply satisfied their desire for "time" by consulting the City Hall clock once or twice a week, have suddenly developed a habit of wearing chronograph watches, and the wildest rumors are afloat as to how this one has done that, and that one has done this, and if our meet were to occur at a later date than September 9 a score or more of individuals would in all probability literally explode with suppressed enthusiasm before the day arrived.

In connection with the five-mile open race, I learn that Frazier has taken a great fancy to that "elegant Colt's double-barreled shot-gun, finished to order for this occasion," from which it may be inferred that somebody will have to get pretty "tired" in order to succeed in the humane attempt of saving the small game down Jersey way from the death-dealing effects of one of the deadliest weapons ever invented. Our tug-of-war race has three prizes to be struggled for, and, as the home club proposes to compete, let me say in a friendly way that it may be well for you to send down your best team; I hope that my philanthropy won't render me liable to a charge of disloyalty towards my own club, but I feel that we, individually and collectively, owe a large debt to the Springfield Club for the glorious time we had in your city last year, and if the above "steerer" shall prove in any way beneficial, I shall feel that I have only done my duty in discharging a portion of my own indebtedness. The remaining races on our programme, as well as those I have noted, promise to be of rare interest, and an additional attraction will be the fancy riding of Prof. Canary, whose seemingly impossible feats were so enthusiastically witnessed at our entertainment last winter; and I learn that the professor has lately added to his *repertoire* several new exploits on the unicycle, which surpass anything he has before accomplished. Could the author of the Hans Breitmann ballads, years ago, have been visited by a prophetic vision of Canary on his unicycle when he wrote about that famous "Philosopede"?—

"—one of der pulliest kind,
Dot vent midout a wheel in vront,
Undt hadn't none pehind;
One wheel vas in der mittle drough,
Undt dot vent sure as ecks,
Undt Breitmann straddlet der axeldhree
Mit der wheel between his lecks."

Now a word more about the Connecticut Bicycle Club: It was organized in 1879, and each succeeding year of its existence has shown increasing interest and prosperity; its members have always been thoroughly united in their efforts to promote its welfare, and its meetings have been marked by harmonious action and general good-fellowship; and the good result of this dwelling together in peace and good will is shown in the present flourishing condition of the club, and the good reputation it sustains as one of the representative clubs of the country. You will find its club rooms pleasantly situated near the sky, in the top story of the Hartford Fire Insurance Company's building on Trumbull street; they are commodious and amply furnished, and were it not for the long

climbing process necessary to reach them, they would be all that could be desired. In prominent places you will find the bugle and clock presented by the Springfield Club last year, and among the numerous periodicals to which the club subscribes will be found THE SPRINGFIELD WHEELMEN'S GAZETTE, and thus far we have found the new volume of THE GAZETTE very interesting, and think it is to be congratulated upon its general handsome appearance, and particularly upon its freedom from typographical errors and evidences of careless proof reading, which seem to be the sole distinguishing characteristics of several bicycling publications.

If our coming tournament proves a great success financially, we shall probably do something towards erecting a club-house very soon. The matter has been under discussion for some time, and it has been decided that with a trifle more "balance on hand" the project would be feasible; and when you come down to our *second* annual race meeting, it is possible that you may find us safely housed in a comfortable building of our own. The proposed site for the same, which has been looked upon with much favor, is adjacent to and directly south of the state capitol, in full view of the "Genius of Connecticut" as she stands upon her lofty perch over the dome engaged (apparently) in a game of pitching rings at the flag-staff on the Union depot, across the river on Asylum street. Were it possible to get a close view of the rings they would probably be found to be bronze laurel wreaths, though this would never be suspected while they occupy their present position.

I ought to add a word about Charter Oak Park. You know Hartford is blessed with all conceivable forms of "Charter Oak"; in fact, we are beginning to get a little tired of "Charter Oak," both in the abstract and concrete, and, if I remember rightly, the man who at the organization of the Connecticut Bicycle Club proposed to name the new club the "Charter Oak Bicycle Club" came very near being pitched through a second-story window. We have Charter Oak insurance companies, shirts, banks, saloons, schools, hills, avenues, lawn mowers, and streets, besides several hundred cords of wood in the shape of relics of the original tree; but the driving park really does honor to the famous old oak from which it takes its name. It is beautifully situated about three miles from the city, directly on the line of two railroads, and is easily accessible by smooth carriage roads, affording excellent bicycling. The grand stand, music, and judges' stands are finely appointed, large, and commodious, and the view from the grand stand, particularly when the park is thronged with people and carriages, is a most attractive one. Beyond the limits of the park, with its scenes of bustle and activity, extends a varied and beautiful landscape, shut in by Talcott Mountain on the west, and to the northeast Hartford may be seen in the distance, a prominent feature being the gilded dome of the new capitol.

On the day of the bicycle races no objectionable person will be allowed to enter the park, and no pool selling or other form of gambling will be permitted; there will be no chance for sportive youth to "buck" the wheel, and it is to be hoped that all wheels will kindly refrain from "buckling." If "Old Probabilities" will kindly help us out by furnishing the day with a clear sky and still atmosphere, we have every reason to anticipate a most delightful and successful meet, at which, Mr.

Editor, we hope to see you, your family, your club, and as much of your local population as may find it possible to get an afternoon "off"; and if Hartford fails to send a rousing delegation to Springfield later on, then your correspondent loses his guess.

Now, if you will allow me space enough to relate an anecdote which seems too good to keep, I will close. While riding recently in the uttermost parts of the backwoods of Hartford County, I stopped at a small farm-house for a drink of water; presently the "inhabitant" appeared, and as I sat beside him on the stone wall we entered into quite an extended conversation, in which he related many details of his personal history. Like Job of old, there "had been born unto him seven sons and three daughters"; and the exploits of the seven sons furnished ample matter for a half hour's talk. As I rose to leave, he began a critical examination of my bicycle, and went through the regulation inquiries from "Does it make you tired?" up to "How far can you ride in a week?" and then commenced a series of questions relating to the turning of the front wheel, he being unable at first to comprehend how the wheel could be propelled by the cranks and at the same time bear upon the numerous points incident to ball-bearings. I explained as well as I could, and, noticing the lateness of the hour, started rather suddenly to mount, when he stopped me with: "Stop a minute, can't yer! What on airth makes the *little* wheel go raound?"

Truly yours,

H.

SPRINGFIELD TOURNAMENT.

HAMPDEN PARK, SEPTEMBER 16, 17, 18 AND 19, 1884.—FULL LIST OF PRIZES AND FIREWORKS—LINE OF PARADE.

LIST OF PRIZES.

September 16—First Day.

- No. 1—One-mile professional, bicycle: first prize, \$50 cash; second, \$30 cash; third, \$20 cash.
- No. 2—Ten-mile amateur, bicycle: first prize, Springfield Prize Cup; second, tea set, chased, gold inlaid and gold lined, value \$90; third, ice water set—ice urn, two goblets and slop, value \$62.50.
- No. 3—One-mile, 3.20 class: first prize, gold medal, value \$50; second, gold medal, value \$30; third, silver stop watch, value \$20.
- No. 4—Two-mile tricycle: first prize, prize cup, chased, etc., gold inlaid, value \$62; second, silver stop watch, value \$37; third, toilet set, three bottles, chased and gilt, value \$25.
- No. 5—Three-mile tandem: two first prizes, two umbrella racks, extra fine and gilt, value \$75; second, two berry dishes, one special and gilt, one silver, value \$45; third, two stop watches, value \$30.
- No. 6—One-mile, 3.16 class: first prize, statuette—Mars, old copper, value \$50; second, epergne, silver, glass dishes and two vases, value \$30; third, vase lamp, gold and silver, value \$20.
- No. 7—Three-mile professional: first prize, \$75 cash; second, \$45 cash; third, \$30 cash.
- No. 8—Three-mile tug of war: three first prizes, statuettes, "buffalo hunt," old silver, value \$75; three second prizes, three cigar boxes, bicycle tip, old copper, (holding fifty cigars,) value \$45.
- No. 9—Two-mile, 6.25 class: first prize, Stevens rifle, value \$62; second, jewel stand, gold inlaid, enameled glass, value \$40; third, statuette, "dying gladiator," old silver, value \$25.

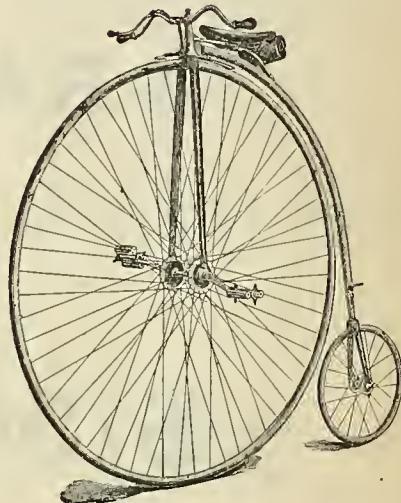
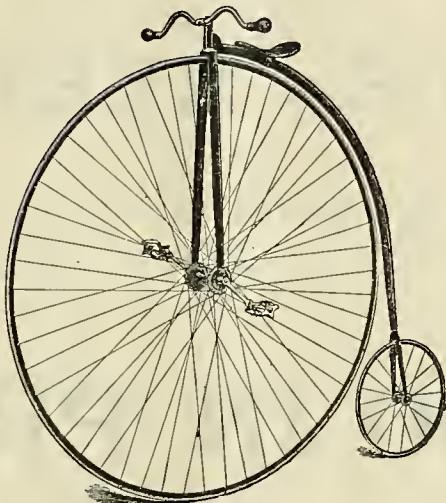
Sept. 17—Second Day.

- No. 1—Ten-mile professional: first prize, \$250 cash; second, \$150 cash; third, \$100 cash.
- No. 2—Two-mile open: first prize, tea service, embossed, chased, gilt, S. & C., six pieces, value \$62; second, toilet vases, silver and gold inlaid, value \$37; third, silver stop watch, value \$30.
- No. 3—One-mile without hands: first prize, gold watch chain, value \$50; second, epergne, silver, three glass dishes, value \$30; third, bicycle rifle, value \$20.

WHEELMEN, ATTENTION !

All the records, from ONE to TWENTY miles, broken on a

RUDGE.



AMERICAN RUDGE.

THE ONLY
FIRST CLASS ROADSTER
AT A MODERATE PRICE.

Rudge's Unequaled Ball Bearings to both wheels.
Hollow Forks and Backbone.
Direct Spokes (eighty to front wheel).
Curved Handle-bars.
Parallel Pedals, nickeled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickeled, \$105.

Price, 50-in., Enameled and Nickeled, \$140.

RUDGE RACER.

ONE MILE RECORD OF THE WORLD,
2 Min., 40 $\frac{1}{2}$ Sec.

Net Weight 53-in. Rudge Racer,
23 POUNDS.

Price, 50-in., Enameled and Nickeled, \$140.

RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.
The only Regular Bicycle ever ridden up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

Weight, 36 pounds.

Price, 50-in., Enameled and Nickeled, \$140.

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RELIABLE AGENTS WANTED EVERYWHERE.

P., C., and P. BI. C.

PHILADELPHIA,
Saturday, September 13, 1884.

— RACE * MEETING —
OF THE
Philadelphia, Germantown, and Pennsylvania
BICYCLE CLUBS.

— \$1500 IN PRIZES —

JOINT RACE MEETING of the PHILADELPHIA, GERMANTOWN, and PENNSYLVANIA BICYCLE CLUBS at the GENTLEMEN'S DRIVING PARK (near Belmont Mansion, Fairmount Park), PHILADELPHIA, SATURDAY, SEPT. 13, 1884.

RACES commence at 2:30 P.M. and will be as follows:—

Twenty-Mile Race for the "Columbia Bicycle Prize Cup," valued at \$1000, to be won three times unless winner covers distance inside of one hour, when it becomes his property.

State Championship Races, One-half-Mile, One-Mile, and Five-Mile Bicycle, and One-Mile Tricycle.

Invitation Races, Three-Mile and One-Mile Bicycle, One-half-Mile Boys' Race, One-Mile and Two-Mile Novices' Race, and Pennsylvania Club Race.

One-Mile Tandem Tricycle Race, by clubs, each team carrying club colors.

Fancy Riding and Polo on Bicycles features of the occasion.

TRACK (Half-Mile) will be in the hands of a competent contractor for some time previous to the event, and under the direct supervision of a member of the L. A. W. Racing Board. It will receive such daily care and attention as will guarantee its being one of the best in the country for speed.

One of the most interesting events will be the Twenty-Mile Race for the \$1000 "Columbia Bicycle Prize Cup," which has never but once been contested for. Handsome and valuable prizes will be given in each event.

GRAND STAND (which is covered) accommodates 1500 people. Faces the east, and there will therefore be no discomfort from the afternoon sun. Music has been engaged for the occasion.

GENTLEMEN'S DRIVING PARK reached by Chestnut and Walnut, Market, Race and Vine, and Girard Avenue street-car lines to Belmont and Elm Avenues, where coaches will be in waiting to convey passengers direct to grounds. Trains from Broad-Street station, stopping at Girard-Avenue station (just beyond Belmont Avenue), will also be a prompt means of reaching coach stand.

The grounds are commodious, and those wishing to make them an objective point for a drive will find ample accommodation for their carriages, which will be admitted free. Ample police surveillance will be provided for, and perfect order maintained.

SECOND ANNUAL MEET, PENNSYLVANIA DIVISION L. A. W.

Will take place on the morning of same day.

PARADE of Division and invited guests will start about 10 A.M. and pass through some of the most attractive parts of Fairmount Park.

Parties contemplating a visit to State Fair or International Electrical Exhibition, to be held in Philadelphia during September, can arrange trip to include above Meet and Races. It is hoped the ladies will very generally lend their presence, as they have heretofore done on similar occasions, to the gentlemanly sport and recreation of Amateur Cycling.

COMMITTEES:

Finance, CHARLES M. MILLER, Chairman.
Press and Advertising, G. N. OSBORNE, Chairman.
Programmes and Prizes, GEORGE D. GIDEON, Chairman.
Grounds and Track, E. L. MILLER, Chairman.
Conference, H. R. LEWIS, Chairman.

EUGENE M. AARON, Chairman.

CHARLES M. MILLER, Secretary and Treasurer.

P. O. Box 1108, PHILADELPHIA, PA.

No. 4—Three-mile, 9.50 class: first prize, gold watch, value \$75; second, gold medal, value \$45; third, diamond pin, value \$30.

No. 5—Five-mile Victor tricycle: first prize, Victor rotary tricycle (presented by the Overman Wheel Co.), value \$160; second, tea service, chased, six pieces, gold lined, S. & C., value \$60; third, ice urn, three quart, chased and gilt, value \$40.

No. 6—Half-mile dash: first prize, umbrella rack, terra cotta, silver and gold mounted, value \$25; second, cigar box, old copper with dogs on cover, value \$15; third, toilet set, value \$10.50.

No. 7—One-mile professional: first, \$50 cash; second, \$30 cash; third, \$20 cash.

No. 8—Five-mile record: first prize, Springfield Prize Cup; second, smoking set, stand and lamp, smoking table, old copper and hammered, value \$65; third, Stevens rifle, value \$40.

No. 9—Two-mile tandem: two first prizes, gold medals, value \$75; two second, two vase lamps, hammered, old copper, value \$50.

Sept. 18—Third Day.

No. 1—Three-mile professional record race: first prize, \$75 cash; second, \$45 cash; third, \$30 cash.

No. 2—Half-mile, 1.40 class: first prize, gold medal, value \$25; second, berry dish, fine cut glass, gold and silver inlaid, value \$15; third, toilet set, silver, 3 bottles, value \$10.50.

No. 3—One-mile ride and run: first prize, folding triplicate mirror, mounted, silver and gold, value \$50; second, ice water tilting set, chased, value \$30; third, diamond pin, value \$20.

No. 4—Five-mile, 16.40 class: first prize, gold watch, value \$100; second, prize cup, special design, silver and gold finish, value \$60; third, prize cup, special design, silver and gold finish, value \$40.

No. 5—Five-mile professional: first prize, \$100 cash; second, \$60 cash; third, \$40 cash.

No. 6—One-mile tandem: two first prizes, 2 épergnes, 1 silver, 1 gold inlaid, value \$64; two second, 2 dessert sets (each set berry dish, sugar and cream), value \$40.

No. 7—Ten-mile record: first prize, Springfield Prize Cup; second, tea service, handsomely chased, gold inlaid, 6 pieces, value \$90; third, gold watch chain, value \$60.

No. 8—One-mile tricycle: first prize, plaques, hammered, copper and gold finish, value \$50; second, tea urn, chased, value \$30; third, flower vase stand, silver and gold inlaid standard, fine engraved glass, value \$20.

No. 9—One-mile open: first prize, French marble clock, value \$50; second, gold medal, value \$30; third, cigar box, holding 100 cigars, dog tip, old copper, value \$20.

Sept. 19—Fourth Day.

No. 1—Five-mile open: first prize, Springfield Prize Cup; second, smokers' set, smoking table, hammered, old copper, value \$65; third, tea service, silver, gold lined slop and cream, value \$40.

No. 2—Five-mile professional: first prize, \$100 cash; second, \$60 cash; third, \$40 cash.

No. 3—Half-mile, 1.32 class: first prize, India chased, Russian gold inlaid vase, value \$25; second, stop watch, value \$15; third, gold ring, value \$10.

No. 4—One-mile tug of war: three first prizes, 3 jewel stands, gold inlaid, satin lined, value \$59.50; three second, 3 flower vases, gold inlaid standard, decorated vases, value \$30; three third, 3 individual sets, silver, value \$21.

No. 5—Three-mile record race: first prize, Stevens rifle, Lord model; second, Stevens rifle, hunter's pet; third, Stevens bicycle rifle. Presented by J. Stevens & Co.

No. 6—Five-mile professional record race: first prize, \$100 cash; second, \$60 cash; third, \$40 cash.

No. 7—Three-mile tricycle: first prize, gold watch, value \$75; second, ice water set, embossed, chased, 5 pieces, value \$47.50; third, prize cup, special, silver, chased, gold lined, value \$30.

No. 8—Three-mile, open: first prize, gold watch chain and charm, value \$75; second, art piece, Cleopatra figure, finished in silver and gold, value \$45; third, épergne, value \$30.

No. 9—One-mile consolation: first prize, tea service, chased, gold lined, S. and C., value \$50; second, umbrella rack, terra cotta, silver and gold standard, value \$25; third, toilet set, 3 bottles, silver, value \$20; fourth, jewel stand, jewel table, engraved, gold inlaid, value \$16; fifth, cigar box holding 25 cigars, dog tips, old copper, value \$10.

The Record races are run as follows: The one winning the greatest number of intermediate one-half miles wins the race, and if the winner breaks the record he receives, in addition to

the regular prize on a three-mile race, a \$50 watch; in addition, on a five-mile race, a \$75 gold watch; on a ten-mile race, a \$150 gold watch.

PROGRAMME OF FIREWORKS.

Thursday Evening, Sept. 18.

No. 1—Signal shell, with heavy petard explosion.

No. 2—Display of rockets, with golden trails and clusters of colored stars.

No. 3—"Our Greeting to Our Visitors." (Containing over 4,500 square feet.) We will make it a "warm one."

No. 4—Shells, with showers of gold rain.

No. 5—Chinese umbrella wheels, with sprays of golden fire.

No. 6—Asteroid rockets, with pendant floating rubies and emeralds.

No. 7—Saucissons, with brilliant trains and marron explosions.

No. 8—Darting golden meteors.

No. 9—Device, "Kaleidoscope"; a beautiful representation of the rapid color changes and combinations of the kaleidoscope in brilliantly-colored fires.

No. 10—Display of parachute rockets, each detaching a star of double changes.

No. 11—Great quadruple shell, displaying, with repeated explosions, a succession of colors.

No. 12—Grand cluster of rayonnant tourbillions, of great size and power.

No. 13—Serpents' nests and mine explosions.

No. 14—Japaoese umbrella wheels.

No. 15—Device, "Our Badge"; an immense representation in brilliant lance, of appropriate colors, of our badge. Every detail carried out with the greatest care and finest effect.

No. 16—Parachute and asteroid rockets of the largest caliber.

No. 17—Display of varied garniture, in great quadruple corn-horn bombs.

No. 18—Heavy rockets, with sparkling rain and will-o'-the-wisp stars.

No. 19—Great bombs, with palm-tree effects.

No. 20—Whirling golden dragons.

No. 21—Device, "Bee Hive"; the emblem of busy industry wrought in golden lance, and suddenly surrounded by swarms of bees in rapid motion.

No. 22—Heavy rockets, fired so as to blend the varied tints.

No. 23—Duration stars and trailing serpents, dropped from a great height.

No. 24—Artillery discharge, with golden rain and colored clusters.

No. 25—Japanese rockets, with golden duration stars.

No. 26—Giant shells, with English cracker effects.

No. 27—Whirling serpents from heavy shells.

No. 28—Device, "Peacock Tail"; a fanciful combination of lance, colored *pots de feu*, and cases heavily charged with brilliant fire.

No. 29—Towering rockets, with silver showers.

No. 30—Display of brilliant Japanese umbrella wheels.

No. 31—Parachute rockets, with pendent stars changing from red to green.

No. 32—Aerial bouquets, with clouds of glittering golden and colored points.

No. 33—Swarmers in golden fire.

No. 34—Meteor flights, ending in star clusters.

No. 35—Device, "The Bicycle Wheel," in sparkling lance, bearing in ornamented letters "L. A. W.", with the triple wings, the latter mutating to a central wheel revolving vertically.

No. 36—*Pots d'Aigrette*, with diamond, ruby, topaz, and emerald clusters.

No. 37—Great triple shells, with porcupine quills and duration stars.

No. 38—Discharge of heavy rockets, with tailed stars and sparkling rain.

No. 39—Grand flight of silver meteors, with double and triple explosions.

No. 40—Device, "Sun of Glory"; a number of heavily charged cases arranged in concentric rings, and interspersed with jeweled points. Great sprays of diamond light surround the piece, which terminates amid heavy explosions.

No. 41—Japanese aerial golden wheels.

No. 42—Heavy shells, with meteoric garniture.

No. 43—Grand battery discharge from an extended line of powerful Union batteries.

No. 44—Discharge of asteroid rockets, with floating stars.

No. 45—Caprices, rising and falling, with golden spray.

No. 46—Whirling serpents, dropping from high in air.

No. 47—Device, "Cercle Splendide"; the largest vertical wheel ever fired in the United States; the arms richly decorated with jeweled points.

No. 48—Display of heavy rockets, with floating stars.

No. 49—Great bombs of five explosions, showing silver, emerald, ruby, amethyst, and topaz colors.

No. 50—Dragons' nest, surrounded by golden dragons darting through the air.

No. 51—Mosaic tourbillions, with golden circles.

No. 52—Device, "The C. T. C. Badge," outlined in highly-colored lance fires, and bearing the letters "C. T. C." Dedicated to the Cyclists' Touring Club.

No. 53—Honorary rockets, towering to a great height, and displaying clusters of will-o'-the-wisp stars.

No. 54—Whirling dervish wheels.

No. 55—Japanese rockets, with twinkling effects.

No. 56—Chinese fire parasols, rising and falling, with brilliant fire circles.

No. 57—Darting comets of golden flame.

No. 58—Device, "Serpent and Butterfly"; a pyrotechnic triumph, both in design and mechanical execution.

No. 59—*Pots d'Aigrette*, with discharges of jeweled points of dazzling radiance.

No. 60—Giant triple shells, with blazing meteoric globes.

No. 61—Heavy rockets, with duration stars.

No. 62—Grand *Pots de Brins*, with serpent and dragon flights.

No. 63—Mammoth bombs, with five explosions and successive color displays.

No. 64—Silver meteors, with colored showers.

No. 65—Device, "Etoile Magique"; a large six-pointed star blazing in golden fire, which mutates to two large wheels, contra-revolving.

No. 66—Heavy rockets, with brilliant trails and garniture of colors.

No. 67—Discharge of fiery whirlwinds.

No. 68—Display of asteroid rockets, with pendent jewels.

No. 69—Great quadruple shell, showing a brilliant succession of colors.

No. 70—Rockets, with driven stars, showing duration colors.

No. 71—Device, "Revolving Sun"; broad bands of rainbow color, between which whirl colored and golden globes.

No. 72—Mosaic tourbillions, with brilliant fire sprays.

No. 73—Display of heavy rockets, detaching stars of changing color.

No. 74—Darting meteors of golden flame.

No. 75—Silver meteors, with colored showers.

No. 76—Display of golden saucissons.

No. 77—Great Japanese shells, with palm-tree effects.

No. 78—Tailed stars and sparkling rain, dropping from a great height.

No. 79—Device, "Taking a Dive." Every bicyclist will understand without description.

No. 80—Whirling serpents and colored globes from heavy shells.

No. 81—Caprices, rising and falling, with silver sprays.

No. 82—Union bombs, showing in successive explosions the Union colors, red, white, and blue.

No. 83—Heavy Japanese rockets, with twinkling effects.

No. 84—Meteor flights, ending in star clusters.

No. 85—"The Jewels of the Shah"; a delicate lance combination, with wheel effects, showing wonderful color effects.

No. 86—Parachute rockets, with suspended changeable stars.

No. 87—Heavy shells, with golden trails, ending in beautiful star clusters.

No. 88—Display of brilliant Japanese umbrella wheels.

No. 89—Grand illumination, with crimson and emerald fires.

No. 90—"The Falls of Niagara"; an immense body of flame, 60 feet long, falling to the earth from a great height, followed by a grand "Bouquet Aerial" of 500 rockets.

PARADE, WEDNESDAY, SEPT. 17.

For the parade clubs will receive two blanks, one to be filled out and returned at once to W. N. Winans, adjutant, and the other (No. 2) to be filled out on arrival in Springfield and given to the adjutant; these have been printed and will be sent to all clubs of which we have addresses. Any club that does not receive one will do us a great favor by sending for same. The parade will form on Hampden Park at 8.30 o'clock, and be ready to start at 9.30 o'clock, sharp. Division No. 1 will form on the east side of the mile track, with the head resting at the south-end gate; division No. 2 will form on the west side of the mile track, with the head resting in front of the grand stand, and division No. 3 in the rear. The parade will leave the park and pass through the following

streets: Clinton, Main, Carew, Chestnut, Washington, Main, and countermarch up Main street to the park.

Adjutant's headquarters will be at the Springfield Bicycle Club rooms all day Monday and Tuesday forenoon; at the park, Tuesday afternoon and Wednesday forenoon.

◆◆◆
P., G., AND P. BI. C. RACE MEETING.

SEPT. 13, 1884.

The joint race meeting of the Philadelphia, Germantown, and Pennsylvania Bicycle Clubs will be held at the Gentlemen's Driving Park, Philadelphia, on Saturday, September 13, 1884, in connection with the second annual meet of the Pennsylvania Division of the League of American Wheelmen, which will take place during the morning of the same day. The parade of the division and invited guests will start about 10 A. M., and pass through some of the most attractive parts of Fairmount Park, and no better opportunity could be afforded for a fine view of the Park than this occasion will present.

The races, which will commence at 2.30 P. M., are twelve in number (full particulars will be found in our advertising columns), including the 20-mile race for the Columbia prize cup now held by A. C. Bates, of Cleveland, Ohio.

The track (which is 1-2 mile) will be in the hands of a competent contractor for some time previous to the event, and under the direct supervision of Mr. Ewing L. Miller, of the L. A. W. racing board. It will receive such daily care and attention as will guarantee its being one of the best in the country.

The grand stand (which is covered) will accommodate 1,500 people. It faces the east, and there will, therefore, be no discomfort from the afternoon sun. Music has been engaged for the occasion.

The Gentlemen's Driving Park can be reached by the Chestnut and Walnut, Market, Race and Vine, and Girard avenue street car lines to Belmont and Elm avenues, where coaches will be in waiting to convey passengers direct to the grounds. Trains from Broad street station, stopping at Girard avenue station, which is just beyond Belmont avenue, will also be a prompt means of reaching the coach stand.

The grounds are commodious, and those wishing to make them an objective point for a drive will find ample accommodation for their carriages, which will be admitted free.

Ample police surveillance will be provided for, and perfect order maintained.

Parties contemplating a visit to the State Fair, or International Electrical Exhibition, to be held in Philadelphia during September, can arrange their trip to include the above meet races.

Correspondence.

BRATTLEBORO, August 19, 1884.

Editor Springfield Wheelmen's Gazette:—

The Brattleboro Cycling Club had its first annual races on Saturday the 16th inst., which was a very hot day, and the track (1-2 mile) was very soft on both ends, and therefore riding, under the circumstances, was no fun. The first race was for the three-mile club championship, and the Child's medal (which I mentioned in my July letter). Sherman, Reid and Crosby appeared when the bell rang, Sherman drawing the position next the pole, and at the start took the lead, which he kept, winning in 12m. 31s. The next was a mile race for machines under fifty-inch. Atherton, Crosby (nephew of the before-mentioned), Stedman, and Thompson, placed in the order named, appeared on deck for this. Atherton took the lead at the send-off, which place he held for the mile, finishing in 4m. 15 3-4s.; Crosby made a spurt for second place, when on the home stretch coming in the first time around, and he passed Stedman, but could not get by Thompson, and at the finish Thompson only cleared himself, with Crosby close on his (w)heels. When the bell rang for the next, a half-mile dash without hands, Crosby and Sherman were the only ones to come to the scratch. Crosby drew first position and took the lead until nearly three-quarters of the way around, where he nearly lost control of his machine in the sand, and had to take second place, Sherman coming in in 2m. 3s. The excitement from the time Sherman pushed to the front, until the finish, which was very close, was more marked than at any other time during the races. The two-mile amateur, open to all, had four entries, Schuster, Alexander, Crosby, and Streeter, who were placed as here named. On the start, Streeter left the others far behind, but just above the home stretch, on the first lap, the right crank worked loose, and he was obliged to dismount, when Crosby stopped and gave his machine to him, and Streeter rode about one eighth of a mile, when he again stopped; Crosby, now nearly a lap behind, took his machine and rode out the two miles. Alexander won in 7m. 34s., Schuster second, Crosby third. After this a half-mile scrub race was got up, more for amusement than anything else, in which there were eight starters. Alexander won, closely followed by Reid, Drown third, Schuster fourth, Atherton fifth, Crosby sixth, and Taylor seventh. The latter took a header on the back stretch, but by so doing got enough "sand" to enable him to finish. (Those who wish to live, please omit the above when reading.)

The prizes, besides the medal, consisted of bicycle sundries.

Judges, O. A. Marshall, W. S. McKenney.

Timer, J. W. Drown.

Since I wrote you, the club has decided to become a League club, all being members of the L. A. W., which, "according to law," will hereafter keep out those under 18, a thing that will give the club a good foundation. I understand they have lately made some other alterations concerning the admission of members. They are now on the lookout for a club room, a very necessary addition. The tourney in September is now looked forward to, and, if any attend from here, as there very surely will, when you hear the "One, two, three, B. C. C. 'Rah, 'Rah, 'Rah," of the Vermont boys, one of them will be the writer of this, or

"THE TRAMP."

SALT LAKE CITY, UTAH, July 25, 1884.

Editor Springfield Wheelmen's Gazette:—

At the bicycle races, held July 24, 1884, under the auspices of the Salt Lake Bicycle Club, the following programme was carried out:—

The first race was a five-mile handicap for a silver cup as first prize, and one year's subscription to some wheeling paper as second prize. William Wood was placed at the scratch, F. G. Brooks one-fourth lap ahead, and H. Cartwright and J. Silver two laps ahead, it taking seven laps to a mile. W. Wood won the first prize; time, 18m. 35s. Cartwright took the second prize.

The second race was a combination, consisting of one lap one-pedal race, one lap without handles, and a half-lap slow race. Mr. Wood won the former, and Mr. Jennings the two latter races. Jennings, winning two out of the three, took the prize, a gold watch fob.

The third race was a half-mile handicap for a silver goblet. This race was won by Mr. Silver.

The last race was one mile between Mr. Jennings and Mr. Brooks, the former to ride without and the latter with handles. This was considered the most exciting race of the day, as the contestants were scarcely a length apart during the whole race. The race was won by Mr. Brooks. The time of Mr. Jennings was taken, as he rode without handles, which was 3m. 35s. The track was rather heavy, and a strong wind was blowing from the west; therefore the time made was not as good as it might have been.

Between the races a little fancy riding and a few fast spurts were given by the boys to fill up the time.

Altogether the day was passed pleasantly, and everybody expressed themselves as satisfied.

W. JENNINGS,
Sec'y S. L. Bi. Club.

THAT HEADER.

Two visiting wheelmen in our town from Burlington. Word was passed around to the boys to come out that evening, and give them a whirl about town. Six wheelmen massed in front of a confectionery store, waiting for four more. After fretting and speculating as to the cause of the tardiness of the aforementioned four, we concluded to take a short roll to while away the time. Passing up the main street of the city in a flock, without any regard to uniformity, we came to a strip of broad, smooth, level road. The leaders, being in good spirits, put on a spurt of speed; I, bringing up the rear on my little forty-nine, had to do some tall kicking, you may believe, to keep the gap narrow in front of me. Suddenly I heard a half dozen Hill and Tolman alarms ring violently. Looking ahead, I saw the boys dodging this way and that, evidently trying to avoid something, which proved to be three small boys seated upon three small velocipedes. The sounding of the alarms, and the dodging about them, so alarmed the boys that they were about ready to stampede as I came up tromping the forty-nine for dear life, making directly for one small boy just as he was making directly across the street for the curbstone. That boy had a fascination for me, and I seemed bound to meet him there, in fact, we did meet, but I couldn't stay long. Oh, no! I went on about twenty feet further and the forty-nine after me in hot pursuit. I finally took to the ground, and so did the forty-nine. I felt bewildered, sort o' shook up like, but

Rev. Sylvanus Stall, of Lancaster, Pa., Rev. Wm. P. Evans, of Columbia, Pa., and Mr. Geo. D. Gotwald, of Gettysburg, Pa., called upon Messrs. Zacharias & Smith at Oraton Hall, Wednesday, July 30. These gentlemen started July 28 on a two weeks' trip on their bicycles, and expect to visit New York, go up the Hudson to the Catskill Mountains, from there to Schoharie, Sharon Springs, Cooperstown, Delaware Water Gap, and back to Easton. There is no doubt about bicycling being one of the best, if not the best, way of spending one's vacation, and these gentlemen fully appreciate it.

after getting myself up, dirt and all, I looked back and saw the worst scared boy I ever saw in my life. He sat on his machine crying for dear life, but when asked where he was hurt vainly strove to find the spot. The forty-nine came out of that scrape pretty lucky, only one broken spoke, and I, well I had an eccentric motion in one of my legs, and a be-careful place on my wrist. Jumping on top again, the tardy four just coming up, we started for the other side of the river, for a ride down the river road. The evening was cool and pleasant, and a very enjoyable ride we had. After going down, say perhaps five miles, and looking vainly for the friendly moonbeams, we concluded to return. Among our number was a timid rider, who, with myself, brought up the rear. All went well until within about two miles of town, when the timid rider took a tumble just across my path. That was enough. I know a thing when I see it. I tumbled, you bet, over the handle-bar, on to my poor, lame wrist. That fixed the forty-nine; four more spokes broke, the wheel would not run between the forks, and the handle-bar drooped gracefully like a mad donkey's ear. Here was a fix! two cripples and a timid rider two miles from town, and the shades of evening a little too shady. There was nothing for it but to lay the forty-nine tenderly upon the fifty-two, and to push the ambulance to town. Two sorry looking lads, endeavoring to balance the ambulance and wounded, beguiled the time *en route*, with cycling experiences. When within about half a mile of home we were met by a party of two scouting wheelmen, evidently trying to find out if we had fallen into the enemy's hands. But as all such experiences must end, so did ours. We arrived home without a mishap, and put the forty-nine tenderly away, a forlorn cripple, and, after settling the dust with a bumper of lemonade, we parted for the night. And that is how I took that header.

OTTUMWA.

A DAY ON THE WHEEL.

At 5 o'clock on the morning of July 4, a party of Nashville bicyclists left for Eldorado Springs. There were among the number members of both the Nashville Bicycle Club, the Rock City Bicycle Club, and some of the outside wheelmen. Their names were J. B. Burdette, Jennings Dorch, J. S. Ross, L. N. Jesunofsky, J. G. Gibson, F. H. Welburn. J. B. Hayes, T. H. McNish, J. G. Morgan, J. Edwards, Joe Weakley, Edward and Henry Morris, Henry and George Harting, Joe Northern, Eugene St. Clair, and John Luck.

The party did not reach Eldorado till about 9 o'clock, though most of them lingered on the way, stopping at several places. The majority of the riders stood the 25-mile run very well. One of the younger ones, however, sustained several disastrous falls. In one of them his upper teeth were driven through his lip. The bruises about his head and face were so numerous that he resembled a tattooed man. He was still game, however, and would have undertaken to ride home had not one of the boys taken off one of the pedals of his machine and persuaded him that it was lost, so as to force him to remain overnight. The boys were met at the foot of the ridge by a wagon from the hotel, sent to carry the wheels up the steep incline. The arrival of the wheelmen at the hotel soon attracted nearly all the country people in the vicinity, curious to see so many of "them things" together.

The party was welcomed by a lively serenade

from the band, and during their stay were extended every hospitality. At dinner time the bicyclists did wonderful execution. An invalid member, who had supposed that he had lost his appetite, and was advised by his physician not to undertake the run, proved his own mistake and the fallibility of his physician's advice by monopolizing one of the best waiters about the hotel.

Most of the party stayed over to enjoy a grand hop tendered them the same night, seven returning in the afternoon. This detachment left the Springs at 3:30 P. M., and made the run home by 6 o'clock. Two imprudent ones added to the woe-begoneness of their condition by stopping at a plum orchard on the way home, and eating unsparingly of the half-ripe fruit, despite the entreaties of the doctor of the party.

FLESH VERSUS METAL.

"Poor Doc!" We all called him Doc; why we never knew exactly, only it was rumored that his grandfather's mantle had enveloped an M. D.; hence, presumably, the derivation,—they both were of the same name.

Well, as I have just remarked, he's gone now, or rather he would be only for the intervention of influential friends. There was no mistake about it, and no one in the little old-fashioned office of the country squire felt his heart thump more violently than did mine when the village magistrate followed the descent of his gavel with the ominous sentence: "Thirty-fifty." That meant fifty dollars to pay and thirty days of labor on the public highway in regulation costume, zebra suit, chain, and balls thrown in, free of charge.

Better tell the tale in Doc's own words before the squire:—

"Yes, your honor, I am a member of the Expert Bicycle Club; am very fond of riding,—in fact, am an enthusiast on the wheel,—and the afternoon in question was returning home in particularly jubilant spirits, having just succeeded in gaining a victory in a hotly contested race. Little did I ween, however, of the race before me. You see, your honor, I'm a very particular fellow, and always take the best when available; and so, in this case, I chose your smooth, well-kept pavements for a road-bed in preference to the rough streets. I had proceeded but a few rods, when the close approach of wheels from behind induced me to look back and observe who the occupant of the vehicle might be. To my great pleasure and astonishment it proved to be my intimate friend Elliot, riding behind the sorriest-looking specimen of the equine tribe I had ever yet seen. Now, squire, for the last two years my hobby has been bicycle, *alias* the metal steed, and my friend Elliot's *vice versa*, horse, *alias* horse flesh. Time and time again have we argued and boasted of the superior advantages of our relative steeds. To decide it only lacked an opportunity of exhibiting their qualities; that opportunity had now arrived. The derisive smile on Elliot's countenance I immediately accepted as a challenge; in a trice we were abreast, and then at it hammer and tongs. Your honor, I determined to ostracize that egotistical smile, or die in the attempt. Talk about your limited express trains! They were as a crawling babe competing with a professional pedestrian compared to us,—we, the P. P. of course. My! the amount of progressive ability I did possess astonished me; but the horse,—well, the powers of the brute were something wonderful to behold; greased lightning was nowhere."

"Squire, there's not much more to say. I'll assure you it was no fault of mine, my flying leap through the store window, and you will certainly agree with me that my wrongs and bruises, assisted by my money, will be sufficient to atone for the slight disturbance created in your village."

"Before I close, your honor, let me remind you once more that I'm very particular always to take the best to be had; so, by kindly putting the best face possible on this matter, you will gain the everlasting thanks from an unfortunate bicyclist."

The magistrate, somehow or another, twisted things the other way, and, instead, gave Doc the best dose the law allowed, which, however, he magnanimously suspended on condition that the club as a body faithfully agree to obey the following, now conspicuously posted

WARNING!

All riders of bicycles are hereby warned that, by riding through this village, they are liable to indictment for murder in the first degree.

And the club respect it.

WILLHELM.

OUR SKELETON CLUB.

There were five of us in the neighborhood who enjoyed no club connection, and from that fact and because our time for recreation came in the same hours, we drifted into a skeleton organization that was nameless, that knew no such thing as a constitution or by-laws, and that was cohesive only through a wise arrangement by which four-fifths were provided with offices. The remainder felt so well commanded and disciplined that he was pleased to have the whole company centered in himself. The superintendent, a business man who for many years was trained in executive force through control of the largest Sabbath-school in the State, was chosen captain in an impromptu election, held one bright October day as we were resting on the fence under the shade of an apple-tree. With that generous desire that no man shall outdo him in deeds of courtesy, which is his distinguishing trait, the superintendent was no sooner elected than he returned the compliment by nominating the doctor of divinity for first lieutenant. As a peace offering to another important department of theology, the rector was unanimously declared second lieutenant; while the Nestor of our party was forced to content himself with the honorable, if not exalted, position of orderly sergeant. The remainder of the members, in the person of the editor, was tendered the appointment of commissary sergeant, but feeling that he would be more conspicuous, and attract more attention from his superiors as the chief of privates rather than the least of officers, he firmly refused promotion, and obeyed orders with a singleness of purpose and a unanimity of movement that no bicycle club in the world could excel.

During many days in the summer and fall, when the weather and roads gave consent, we threw sermon-making, cash-books, and goose quills to the winds, and by common impulse met in some convenient corner, "mounted in hot haste," and went flying into the country, with the sunlight flashing on our polished spokes, with brightness and freshness in the air and on the verdure about us, and with life renewing and strengthening itself in our frames at every stroke of the pedal. We rode fast as we felt moved to it; we rode slow when we wished; we wheeled into the shade and occupied the fence when tired of the saddle; we turned our faces homeward when we desired; we

discovered easy roads, located chosen orchards, and marked in memory the pleasant halting places. We cultivated friendship with suburban policemen, so that an occasional paved sidewalk could be taken in safety when the roadway was heavy with sand or mud. We recorded a few tumbles, but, blaming ourselves for carelessness rather than the wheel for a vicious purpose, we brushed off the dust, and mounted with vows of greater caution in the future. We wheeled all through the season, added thirty pounds weight to the party, killed one case of the dyspepsia, and throttled many a fit of the blues; and unanimously stand to-day on the broad platform, that, whatever else must "go," the bicycle has come to stay.

This curious thing we soon noted, that in communities where the stranger, coming on his personal merits, would meet nothing but respect and polite attention, the man on the bicycle was a marked figure, on whom good-natured comments could be showered with no intention of offense, and no expectation that offense would be taken. Many a hearty laugh has been given us by the un-studied and therefore unique comment of some child of nature who would look up suddenly from his work or meditation, to see the five black figures go gliding by. It was a "stabbed" little Irishman who took a sharp glance at our Nestor and shouted, "See the ould chap wid the gray in his hair! he rides wid the best of them!" The superintendent varied his plan one day and rode a tricycle, and as it rattled past, a chap at work by the roadside roared out, "See the man on the mowing machine!" Another comment on the same occasion was, "Oh, here comes a man on a donkey bicycle!"—with reference to the "donkey carts," that were yet a novelty in Cleveland. Since the creation, or rather importation, of that not yet clearly defined word "dude," we have had it hurled at us more frequently, perhaps, than any one appellation of disfavor. A jolly and rotund, but irreverent stoker on a pony engine looked up as we dashed by, and with a gesture indescribably comic cried out, "Come off, yez dudes, or I'll brush you from thim things with a feather." The doctor of divinity was so overcome with the grotesqueness of the motion, and the impudent conceit of the language, that he almost fell from his saddle with laughing. On another occasion we were treated to as characteristic a sample of young America as one could find in a year's search. We were riding by a country toll-gate—the rector, stern and stately, in the lead; the doctor, erect and dignified, next; the superintendent moving along in grave meditation; and Nestor and the editor debating some question of political economy, when an apparition burst upon us from the lee-side of the toll-house, in the form of a five-year-old urchin in bare feet and knickerbockers, and with his hair forcing a ventilator in the crown of his hat. He gave us one sweeping look, and then throwing his head back yelled with all the shrill power within him:—

"Boys! boys! come down here! Come down here quick, and see these five dudes on their bicycles!"

There was one tie of experience that bound us closely together. We had all learned to ride on a certain loose-jointed, perverse, and dilapidated "48," that was kept by the managers of the riding school, ostensibly for beginners to learn upon, but in reality to show what obstinacy and trickery could be packed into one combination of rubber and steel. Each man had some reminiscent scar

in honor of the "48"; and it was the one subject upon which we could talk and vote as a unit.

"I never mounted that wheel," said the doctor, "without remembering my days on the Western plains, and if there is such a thing as the transmigration of souls, the spirit of a mule at some time passed into that wheel."

"No matter how much lee-way there was to the right or the left," said Nestor, "whenever a tree loomed up in my path, that wheel made straight for it, and no power or skill of mine could head it, or hold it in another direction."

"When I had it for trial," said the editor, "it rubbed me against every tree and fence in my ward, and threw me over every stone-heap in that end of the city. My wife finally came to feel that in case I should be lost, there would be no trouble in identifying me by the scars located on all parts of my body."

"And after all," said the conscientious rector, as we remounted, and headed our wheels toward Rocky River, where a savory lunch was in waiting, "that poor machine has excuse for its perversity—for the most awkward and unreasonable person in the world is a timid man who makes his first attempt to ride a bicycle."

J. H. KENNEDY.

"NEWARK DUST."

On July 3, the Essex Bicycle Club of this place called a run to Long Branch, N. J. The day was all that could be desired, if the *riding* was not good the *walking* was, and they returned by train in the evening well pleased with the trip. Great preparations were made by the New Jersey Wheelmen, to escort a number of visiting clubs over our fine roads on July 4, but owing to the threatening weather only one club, the Harlem Wheelmen of New York, put in an appearance. They started off gayly enough, but about 11.30 the rain descended, the nickel rusted, and the boys spent the greater part of the afternoon polishing their wheels and drying their clothes. It is feared the visitors returned home with a worse opinion of Jersey than ever. The New Jersey Wheelmen expected to send a large delegation to the annual meet of the New Jersey division L. A. W. at Red Bank, N. J., July 5, but the experience of the day before took all the "spunk" out of the boys and the weather being unpropitious only four members attended. They report a very enjoyable time, however.

A Chinese lantern parade was held by the New Jersey Wheelmen, on Thursday, August 7, in which the Essex Bicycle Club of this place, the Elizabeth Wheelmen, the Hudson County Wheelmen, the Passaic County Wheelmen, the Plainfield Bicycle Club, and the Orange Wanderers were present and participated, in all, over one hundred and twenty wheelmen being in line. After parading the principal streets in Newark they rode through Orange to West Orange where a lunch and refreshments were reserved. The affair created a great excitement here, the procession being viewed by over 50,000 people. The New Jersey Wheelmen will hold a fifteen-mile road race for the club championship on Saturday, September 13. Three elegant prizes will be given. A large number of entries has been secured. The boys have gone into active training and fast time will undoubtedly be made.

Finding his business would not allow him to properly discharge the duties of the office, Captain C. W. Northrop, of the New Jersey Wheelmen,

resigned, and Mr. W. S. Johnson was appointed his successor.

C. R. Zacharias, of Zacharias & Smith, and C. W. Northrop, the ex-captain of the New Jersey Wheelmen, start on a three weeks' tour through New York and Massachusetts on September 3, and of course will stop over at Springfield during the tournament. We all wish we could be there!

"JAKE."

Among the Clubs.

THE MANCHESTER CLUB.

The club has been on the move this year, and has moved from a membership of eighteen to the present number of thirty-five, over thirty of whom are active riders. The latest good thing the club did was to subscribe for THE SPRINGFIELD WHEELMEN'S GAZETTE for each member.

We have had but few "events" this year, the best one being the 4th of July run. It was started by the Manchesters as a club run, and expanded into a gathering of the New Hampshire division of the L. A. W. The Manchesters' party numbered twenty-eight, nearly forty per cent. of the whole attendance. The run into Portsmouth from Rye, after dinner, was enlivened by the music of three bugles, one being backed up by the Springfield Club's artist, Foss.

Touring is gaining in popularity with our club men. The longest of the season has just been completed by Lieut. Moses Sheriff, who has done Vermont and Canada during the past month to the extent of seven hundred miles. The best roads were found in western Vermont. He met the "Niagara to Boston" party at Montreal.

C. H. Wilkins and S. C. Kennard put in four days this month along the coast from Portsmouth to Cape Ann, "doing" all the beaches and other points of interest *en route*. They had for company a good lot of fellows from Massachusetts clubs for parts of their trip. John N. Pearson, our long-distance man, has not taken any long rides yet, as business does not allow him the necessary time. He is going for a record before the season is over, and it will be a good one, for his new 60 Expert is a much better fit than his old 56. Our other 60 man, Warren Higgins, visited Boston and Lynn with his wheel last week for a few days. As an example of roading, we present the recent ride of C. F. Sawtelle, who did 85 miles across our New Hampshire hills one day in ten hours, and came back a few days after in eight and one-half hours. He says the roads outside of the Merrimac valley are good enough. Lots of coasting can be done on these hill roads. In addition to these rides, every week sees a number of our men out for runs of 25 to 50 miles. It is a busy week with Captain McQueston when he don't do it, taking along one or two "road toughs" with him. The New England Fair will not have any bicycles this year. One reason is, the poor track; another is, the local club will not touch it; and still another is, the racers don't want any more such medals as were given last year. So we all go to Springfield.

NEW CLUB ROOMS.

The Nashville Bicycle Club has furnished its new apartments in a manner that indicates that it possesses a most creditable amount of taste and judgment.

The club-room is about forty feet long by twenty in width, and in every particular is handsome and

COLUMBIA BICYCLES// TRICYCLES.

STANCH AND RELIABLE ROADSTERS.

COLUMBIAS.

In 1883 there were, according to the careful report and table of Mr Hazlett, seventy successful participants in all-day runs of one hundred miles and upwards, with bicycles and tricycles, on American roads; and they covered in all 7,773.47 miles,—an average of 111.5 miles in the day, each. We find that fifty-six per cent. of the machines used were Columbias, and over fifty-five per cent. of the distance

COLUMBIAS.

2

covered was done on Columbias; and further, that of those who rode more than the average distance more than sixty per cent. were on Columbias, and that those riding above one hundred and ten miles, and on Columbias, made the fastest rates of speed and the shortest riding times, and that the two longest distances, each two hundred and one sixteenth miles, were made on Columbias.

One of the many advantages of possessing a Columbia Machine is that these Machines are made upon the

INTERCHANGEABLE SYSTEM,

and in case of breakage (the best mechanical contrivance, whether bicycle or carriage, is liable to meet with accident), the owner can immediately procure a duplicate part of the Company, or of their Agents, located at all important points.

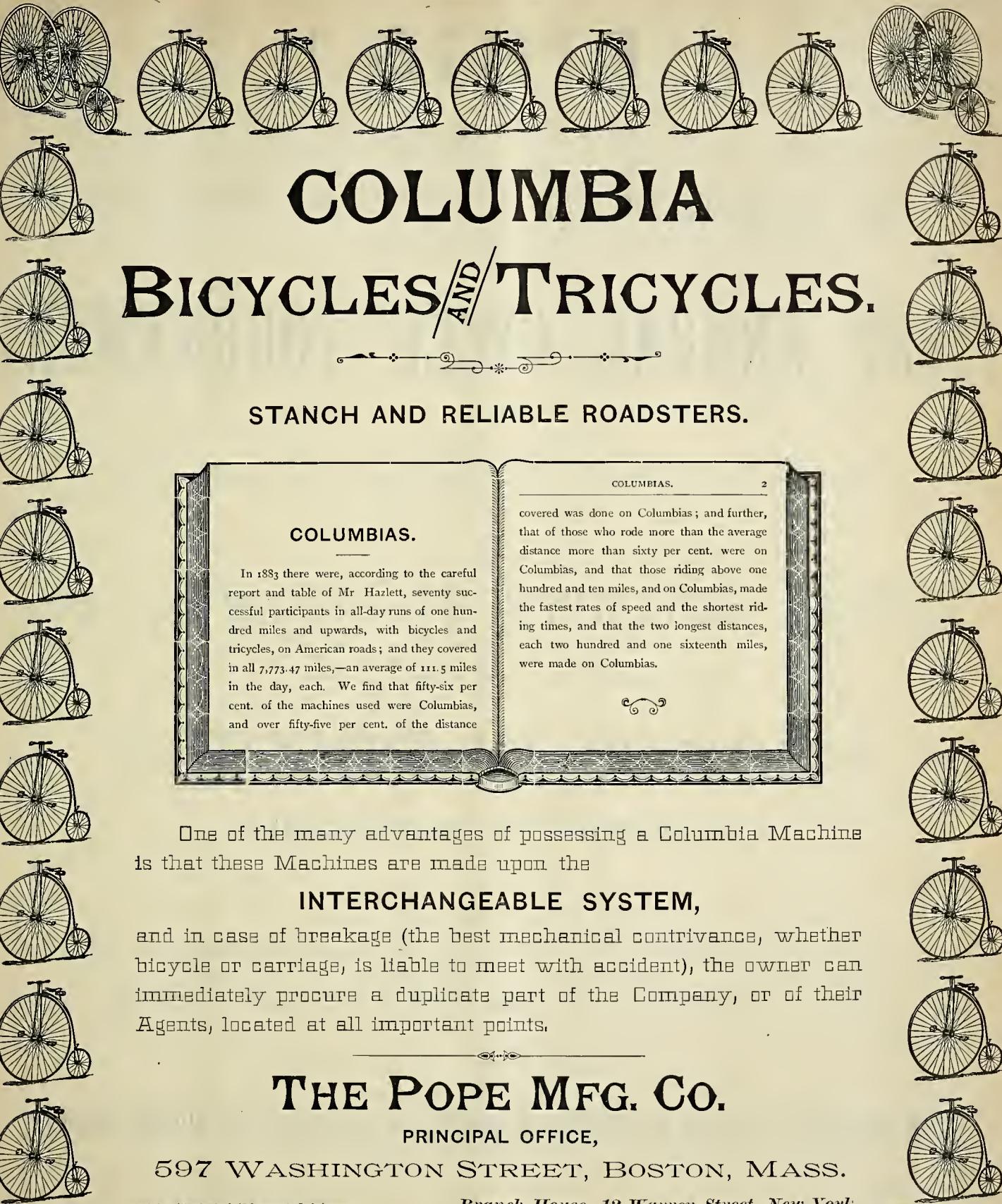
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"FINIS."

The Concluding Chapter of the Season's Tournaments

WILL BE THE

FIRST ANNUAL CYCLE TOURNAMENT

OF THE

BOSTON UNION ATHLETIC COMPANY

—AT—

BOSTON, SEPTEMBER 25, 26, and 27, 1884.

ON WHICH OCCASION WILL BE AWARDED UPWARDS OF

—\$3,500 IN PRIZES—

TO AMATEURS AND PROFESSIONALS.

All the MOST NOTED RIDERS of the Old and New Worlds, including the NEW FAST MEN at SPRINGFIELD and NEW HAVEN, will positively appear.

The Races will be held on the EXHIBITION GROUNDS of the Boston Union Athletic Company.

Entries close September 20 with CHARLES S. HOWARD, Station A, Boston, Mass.

For full list of Prizes, Races, Programme, etc., etc., address

BOSTON UNION ATHLETIC COMPANY (Cycling Department), Boston, Mass.

luxurious. The floor is covered with an exquisite pattern of flowered velvet carpeting; the wainscoting is rich and antique; the walls decorated with softly-tinted papering designs, while chandeliers of variegated coloring cast a gay glow over the whole apartment. At one end stands a grand square piano; at the other is located the luxurious presidential chair, the gift of Weakley & Warren, of Nashville, and before the door and grating are the handsome rugs, which owe their presence to the kindly generosity of Benson & Co., of that city.

Beside the tasteful walnut chairs, there are also in this easy room two large and well-made desks, one of which will be used for the club archives, and also a library, which, though as yet in but its incipient stages, bears token of a judicious selection.

One very attractive feature is the framed portrait groupings which are hung upon each side of the wall. One is composed of the honorary members of the club, who are Hon. Morton B. Howell, Morton B. Howell, Jr., Duncan R. Dorris, J. T. Mason, D. McMillin, A. J. Grigsby and George Lehman. Another represents the officers, who are: A. E. Howell, president; V. L. Cunnyngham, vice-president; A. J. Dyas, secretary and treasurer; J. B. Burdett, captain; S. S. Briggs, lieutenant; J. and S. Ross, standard-bearer; and H. A. French, bugler. On the opposite side of the wall there is another group of club members.

Adjoining the regular club apartment are committee and wheel-rooms; in the former a billiard table is soon to be placed, and in the latter lockers are now in course of construction.

While the new quarters are a credit to the enterprise of the club members, collectively, yet to Messrs. Burdett and H. A. French, perhaps, with the perseverance and good taste which they displayed, is more than an ordinary share of honor due.

The club held its first meeting in the room on the night of Thursday, July 31, and intends having a regular "house warming" in about one week.

THE GOLDEN CITY BICYCLE CLUB is the name of a new wheelmen's organization formed in San Francisco a few weeks ago. The following officers were elected: President and captain, W. C. Hull; secretary, treasurer, and first lieutenant, Charles Biederman; bugler, A. K. Gambitz. The club is comprised of the following named gentlemen: Messrs. C. A. Biederman, S. F. Booth, G. R. Butler, E. W. Brewer, A. K. Gambitz, I. L. Hill, W. C. Hull, J. J. Hull, L. W. Lovey, A. J. Luckhardt, W. McNulty, and Charles Thompson.

THE BOSTON RAMBLERS BICYCLE CLUB will hold its second annual fall race meeting on the grounds of the Union Athletic Company, September 5, the date of the annual meet of the Massachusetts division of the League of American Wheelmen. The programme of events will include a half-mile, a one-mile and two-mile races, best two in three heats, open to all amateurs; a one-mile race, open only to amateurs who have never beaten 3:25, and a five-mile race for the championship of the Boston Ramblers Club.

THE HOLYOKE BICYCLE CLUB has leased the third floor of the Hadley Falls Bank building, and is fitting up two large rooms as headquarters for wheelmen. The club has twenty members, and is in a better condition than ever before. There are about sixty-five wheels owned in town, besides three tricycles, and the number is rapidly increasing. The largest wheel in the city is a sixty-inch, used by Capt. E. C. Clark. The club is planning for a run to Hartford and return.

THE MERIDEN WHEEL CLUB recently received additions in membership, and now numbers forty. The club room has recently been carpeted and put in fine order; every night there are a large number of the club members present, talking up the Springfield, and also New Haven and Hartford races, all of which will receive a large delegation of Meriden wheelmen.

THE PHILADELPHIA AND GERMANTOWN CLUBS have now annex club-rooms at Hart's Park rink, West Philadelphia. The Penn City Wheelmen have their headquarters there, and the Pennsylvania Bicycle Club a club-house at Forty-first street and Elm avenue. West Philadelphia looks like becoming the cycling center of the city.

THE WASHINGTON CYCLE CLUB received an accession of nine new members Tuesday, August 5. Mr. Kruger, a fine rider, has been elected captain, to serve until the regular fall election. Messrs. Fizer, Flemmer, Moulton and Pettingill made a trip to Frederick on their machines on the 3d instant.

THE GOLDEN CITY BICYCLE CLUB made its initial run on the 17th of August, choosing San Jose as the terminus of the journey by rail. After a run to Alum Rock, and a visit to Santa Clara, Los Gatos, and Saratoga Springs, the club returned by evening train.

THE MISSION BICYCLE CLUB, of San Francisco, contemplates a grand bicycling tournament at the Recreation Grounds in that city, in the night time, under the glare of electric lights. It will take place in the near future.

THE BOSTON CLUB has set aside Wednesday evening during August for "smokers." Musical and other entertainments will be furnished on these occasions.

THE MISSION BICYCLE CLUB, of San Francisco, has in contemplation the building of a six-lap cinder track, presumably the first one yet built on this coast.

THE SAN FRANCISCO BICYCLE CLUB has in contemplation the adoption of a new club uniform.

THE MONTGOMERY (ALA.) BICYCLE CLUB offers \$400 in prizes at its races on September 10.

UNCLE ZEKE AND A BICYCLE MAN.

Old Zeke came along where a party of bicyclists, "nickel platers," stood about their machines. One of them winked for some fun and said: "What have you got there, old man?"

"Sassfras, boss."

"What's it good for?"

"Hit good for med'cine in de spring, boss. Take all dem pimples off'n your face, sho.' Kin I sell you a bunch? Jes er nickel."

He didn't sell any, and after hesitating a moment spoke up:

"Kin I ax yer some'n, boss?"

"Go ahead."

"What dat ar thing yer straddle uv jes' now?"

"Oh, that's a bicycle."

"Sah?"

"A bicycle—bicycle."

"Yes, sah, boss, thankee, sah." Then a silence, followed by: "Boss, what do you do fur livin'?" This in evident trepidation.

No answer.

Then actually retreating: "'Case ef yer wuks es hard at yer biznes es yer does to run dat 'ar thing yer mighty quick ha'—nuff to get a sho' nuff hoss."—*Detroit Free Press.*

News Notes.

Fisk and Brooks have ordered Royal Mail racers.

Morgan is riding a Royal Mail in his Canadian races.

A new club will shortly be organized in Alabama.

W. D. Wilmot is traveling in Maine and Vermont.

Warren Wood is anxious to have another contest with Canary.

Atlanta, Ga., is alive to the bicycling interest, and is catching the fever.

A trip to the Geysers and back was recently made by two Oakland wheelmen.

Holland is said to have the worst roads of any country in the world for the touring cyclist.

A number of ladies in San Francisco and Oakland have purchased tricycles and use them daily.

Why is the word bicycle like a cat blind with one eye? Because it has one f (eye) and c's (sees).

D. J. Canary, the champion trick bicyclist, was married at Meriden, Monday evening, August 4, to Sallie Hathaway of that city.

Barney M. Thayer, No. 5 Middlesex street, Chelsea, Mass., has been expelled from the club for conduct unbecoming a member.

"Cycling spirits of social and literary tendencies" have formed a club in Philadelphia and call themselves the "Tavern Talkers."

The *Cycling Times* asks: "Why should ladies race?" We reply by asking what would become of the race if it were not for them?

The Pope Manufacturing Company has presented Thomas Stevens with a bicycle, in recognition of his plucky ride across the continent.

D. J. Canary has accepted an engagement with the Anthony and Ellis roller skating and bicycling combination, at a salary of \$125 a week.

A new Victor tricycle of the pattern of 1884 arrived in San Francisco two weeks ago, being the first of this pattern to appear on the coast.

John S. Prince's mount is the Royal Mail, and he will ride it in all his races, the report that he is to ride a Rudge in future being erroneous.

A Liverpool bicyclist, who was riding down a steep hill near that city, was shot through a cottage window by the breaking of his machine.

Cycling is as popular in some parts of Ireland as in England, and many clubs are established, with regular meets and some pretty good records.

The *Bicycling World* has just issued some score sheets, which bid fair to meet a long felt want in establishing a uniform style of reporting race meetings.

Good English wheelmen are much annoyed because of the growth of betting on the races. At one meet it is stated that fifty "book-makers" were present.

William Collins, of Meriden, has made the trip from New York (Forty-second street depot) to Meriden, starting at 4:30 A. M., and arriving in Meriden at 8:20 P. M.

Second-hand bicycles are in great demand on the Pacific coast at the present time, and but few chances to get them. There seems to be a sudden growth of would-be riders.

The 'orse versus the w'eel is becoming a popu-

lar diversion on the other side. They make better time over there than in America because they drop their h's before starting.

The Macon *Telegraph* translates *tempus fugit*: "From the way old Father Time is humping himself, we are inclined to think he has swapped off his sickle for a bicycle."

The bicycle races at New Castle, Pennsylvania, Wednesday, August 6, at the fair, were a grand success. The races were run amid the greatest excitement, fully 5,000 people being present.

A. H. Overman, of the Overman Wheel Company, has received a patent in England upon his excellent saddle, seat spring, and ribbon steering, now used on the '84 pattern of Victor tricycle.

F. R. Cook and W. J. Munro, of the San Francisco Bicycle Club, rode from San Francisco to San Jose and back, a distance of about 103 miles, in 10h. 20m., starting on Saturday evening, Aug. 9.

September 9, admission day, will be celebrated by the Merion Cricket Club, with a field day on the grounds of the Olympic Club in Oakland. A number of interesting bicycle events are promised.

Philadelphia has four schools for teaching the use of the tricycle and bicycle, and it is a common sight to see in the course of an afternoon dozens of riders on hired machines taking a run through Fairmount.

As showing what *vile* uses the tricycle may be put to, a patent medicine firm in Boston is using one to advertise a never-failing corn cure, by parading up and down Tremont street with a placard on either side.

F. Sutton, the English flier who was to visit the Springfield meet, was violently thrown from his bicycle, breaking his shoulder bone, which will probably prevent his appearance this side for the present season.

The *Wheel World* for August presents as a frontispiece a finely engraved portrait of Robert Cameron, president of the West Lancashire Club. He looks as if it wouldn't take much to make a Yankee of him.

Fourteen States have now divisions of the League. In point of membership, New York leads, with a roll of over 1,000 names. It is uncertain whether Massachusetts or Pennsylvania takes second place.

The Dublin *Evening Telegraph* has introduced tricycles for the purpose of carrying the papers to the various city stations. The rough paving of Dublin, however, is likely to interfere with the success of the enterprise.

"English as she is spoke" in England sometimes quite gets away with us. The employes of Iliffe & Sons' Cyclist Printing Works had, one day in July, what they call a "Wayzgoose." It was something like a picnic with variations.

On Sunday, July 20, the San Francisco Bicycle Club held its first run to the suburban village of San Rafael. Captain Eggers and Messrs. Gibson, Cook, Day, Finkler, Munro, Feintuch, Ehrenberg, Neil and McLaughlin participated in the trip.

The *Bicycling World* is following in the footsteps of the leading English wheel papers in offering prizes for the best composition. The *World's* offer is \$25, \$15 to the first, \$10 to the second, for the best article, for this "novices' column," said article to contain about fifteen hundred words.

Suri, a single wheel rider of Italy, is about to visit the United States. It is said that, as a boy, he was unable to walk, being crippled in his legs; but, by practicing on a small tricycle, he gradually developed the defective limbs, and is now an athlete.

The *Century* for September contains an interesting article on tricycling from Coventry to Chester. It is handsomely illustrated by Joseph Pennell, an enthusiastic wheelman, and vindicates the usefulness of the wheel as an adjunct to entertaining literature.

Fred S. Lafferty, a son of Captain Lafferty, of San Francisco, has been compelled to give up his wheel, of which he was very fond, because of an appointment to the United States Military Academy at West Point. He starts for the Point early in September.

The *Wheel World* for August has an illustrated and descriptive article on wheeling, entitled "A Peep into the Past," with illustrations of B. Smythe's traveling car, invented in Liverpool, January 25, 1817, a quaint machine, having one large and one small wheel.

A bicycle club has been formed at San Jose with the following officers: Captain, J. E. Gibson; lieutenant, Lloyd Moulton; secretary and treasurer, H. D. Boschken; bugler, A. Lotz. The club has a dozen members with fair prospects of a much larger number in a short time.

The cycling phenomenon of Washington is young Seely, aged 16, who can be seen nearly every evening flitting about the city on one wheel. He pays no attention to car tracks or grades, and takes curbstones without difficulty. He rode over three miles the other evening without dismounting.

They must have some crooked roads in Australia. It is reported from that far-off land that a cyclist riding rapidly, upon turning a sharp curve, became aware that there was a machine, or at least the hind wheel of one, in front of him. Upon dismounting he found it was his own hind wheel.

Tricycle road race, nineteen miles straightaway, up hill and down, in 1h. 14m. 40s. This is another laurel for the Victor tricycle, ridden by E. P. Burnham, of Newton, Mass., in the Boston Bicycle Club's tricycle road race, August 11. Mr. Burnham also holds the record in this country for one and two miles.

Buffalo Bill's late exhibition at Washington, typical of Western life, has set all the small boys of the capital city crazy over the "mighty lasso." Each boy of any spirit now possesses one of these motion arresters, and for want of better game has taken to roping in every stray cyclo who comes around a street corner.

Truly, either Governor Cleveland or the "Star" bicycle must feel flattered at the following parallel drawn the other day in a strong Republican newspaper: "The Democratic ticket resembles a 'Star' bicycle, with the little wheel in front." If Hendricks reads this, it will console him for having to play second fiddle.—*Ex.*

The appearance of two cyclists on Kearney street, San Francisco, one night a few weeks ago, with lamps lit, caused considerable unfavorable comment. The street was crowded and the cyclists, notwithstanding this, continued their endeavor to force their way through the crowds on the sidewalks, until they were taken in hand by the police and obliged to dismount and trundle their wheels before them in the street.

A number of Royal Mail light roadsters were in the Chicago party in their run to Boston, and received much commendation for their lightness and strength, meeting with no accident, and standing the journey over rough roads even better than the heavy machines. This wheel is certainly making a fine record this year, and is gaining in popular favor.

The latest novelty in the wheel line, says the *Cyclist*, is an arrangement by which an ordinary bicycle can be used at will as the means of propelling a couple of canoe-shaped boats secured side by side. The large wheel, acting as a fly wheel, communicates motion to a screw propeller, or to paddle wheels. The patentees will shortly exhibit their invention in London.

In speaking of the Springfield tournament, the *Mirror of American Sports* says: "The bicycle tournament to be held September 16, 17, 18, and 19, at Hampden Park, Springfield, Mass., under the auspices of the Springfield Bicycle Club, promises to be not only the chief cycling event in America this year, but in point of interest and novelty bids fair to eclipse the famous gatherings of wheelmen across the water."

Abbot Bassett, representing the New England district of the L. A. W. racing board, has, with the authority of George D. Gideon, chairman of the racing board, sent a formal protest to the National Cyclists' Union of England, stating the facts in the ease of the championship race at Springfield which A. H. Robinson won, afterwards pawning the medal. He has asked that Robinson be not recognized as an amateur wheelman.

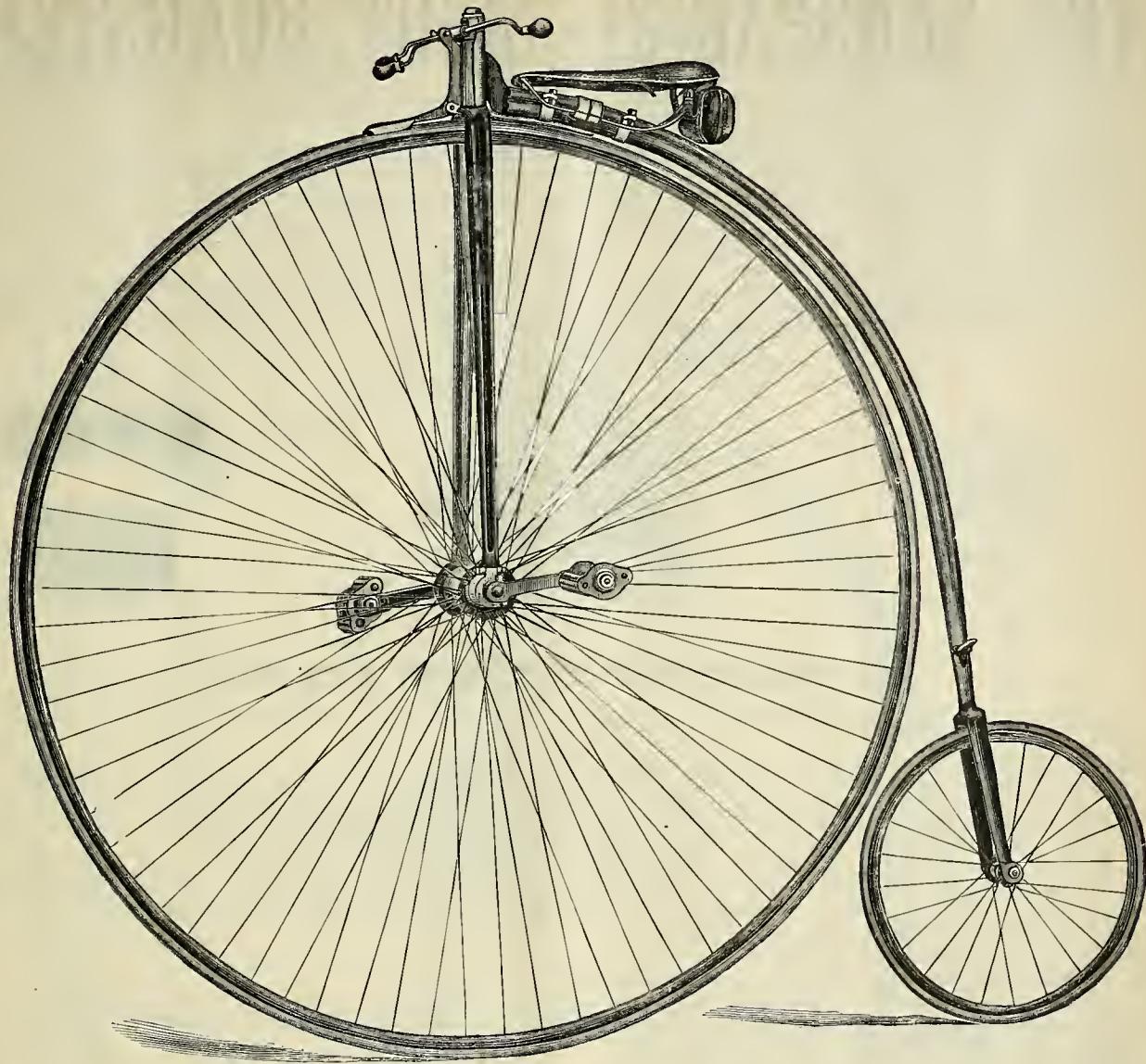
After all are rested from the exertions of September's meets, the Scranton (Pa.) Bicycle Club will give its first annual race meeting and third annual entertainment and hop, October 16. The track at the Scranton Club's city is one of the best, and fast time can be expected. Those who fail to secure a prize at the races in the afternoon may secure one at the hop in the evening. Go to the coal region of Pennsylvania, if you can, on October 16.

Mr. George F. Fish, a prominent American physician, has been for several months touring through Europe, and recently accomplished over one thousand miles of continuous riding about Leipzig, Dresden, etc., on a 48-inch Expert bicycle; he also competed *en route* in a number of races, and at Leipzig won a first prize. His greatest feat was 203 English miles inside of twenty-four hours; he has thus beaten every country's record—barring England.

The *Springfield Republican* scored a point in favor of bicycling. In speaking of the recent earthquake it says: "Not a single bicyclist, so far as heard from, who was on his wheel during the earthquake, felt the slightest shock. The machine was unknown when the last disturbance of this sort visited the city, and now that it has become no novelty in other relations, its successful resistance under this crowning test proves its practicability and worth under all circumstances."

Among the events which will take place at the Golden Gate Fair, early in September, is a bicycle race—free for all, one-mile dash; purse, \$100; first, \$50; second, \$30; third, \$20. This fact is particularly noticeable inasmuch as all other events on the programme are equestrian, and clearly demonstrates that the wheel on this coast is coming into prominence more and more each

SEPTEMBER, 1884.



THE SANSPAREIL LIGHT ROADSTER.

THE STRONGEST AND LIGHTEST BICYCLE IN THE WORLD.

Weight of 50-inch Machine, ready for the road, 36 pounds.

SPECIALTIES: Tangent Spokes, Fluted Forks, Fluted Elliptical Backbone, Single Ball Bearings, Warwick Hollow Felloes, Andrews Head, $\frac{7}{8}$ and $\frac{3}{4}$ Moulded Rubber Tires, Dropped Handle-Bars, **DETACHABLE CRANKS**, Duryea Combined Spring and Saddle.

FINISH.

B—Head, Handle-Bar, Brake, Cranks, Bearings, and Hubs nickelated on copper; Wheels, Forks, and Backbone, Harrington's enamel (by Harrington), either plain black or delicately striped in gold and color.

C²—Wheels enameled; balance nickel-plated.

PRICES :

Machine complete, as above, with Handy Tool Bag containing oil can and spanner,

50-inch, "B" finish, \$130 00

Each rise of 1 or 2 inches, \$2.50 extra.

50-inch, "C²" finish, \$142 00

EXTRAS—Ball Pedals, nickelated, \$7.00; Rubber Handles, \$1.00.

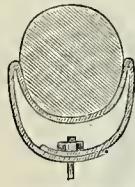
Sizes in stock—48, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, and 60 inch.

THE SANSPAREIL LIGHT ROADSTER.

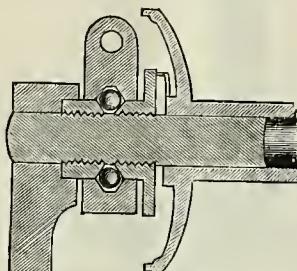
Light wheels no longer require to be pushed on the American market. The success of the SANSPAREIL LIGHT ROADSTER and other light wheels which followed it has been unprecedented, and in many instances, where ordinarily good roads exist, they have entirely superseded the heavier and more lumbersome full Roadsters.

By light wheels we mean those that weigh, say, from 35 to 40 pounds; by heavy wheels, those that weigh from 45 to 50 pounds. Such a difference in weight can be appreciated only by those who, having ridden a heavy wheel for a season, try a light one for their second mount. Hills that formerly were insuperable are ridden with comparative ease, journeys that formerly were accomplished only with fatigue are finished with a freshness scarcely credible, and a speed may be attained and continued which on a heavy Roadster would have been impossible. These are axioms. So also is the fact that a light wheel can be built as strong as the heavier one; but, to accomplish this, radical changes in construction are indispensable. The solid rim must give way to the hollow; the direct spoke to the tangent or laced; the large and heavy gun-metal hub to the thin steel flange with hollow axle; the inch tire to the $\frac{7}{8}$;—thus several pounds of unnecessary weight are saved and the machine is none the less strong.

Besides these general principles, enjoyed in common with other light machines, the SANSPAREIL LIGHT ROADSTER possesses features which appear in no other machines, and to these are due, in great part, its superlative excellence, superior strength, and adaptability to use on American roads. A careful perusal of the annexed specification will enable one to judge of the superiority of the SANSPAREIL LIGHT ROADSTER.



HOLLOW FELLOE.



SECTION OF BEARING.



SECTION OF BACKBONE.

SPECIFICATION.

- 1.—**Warwick Patent Hollow Rims** (see cut). These Rims are the lightest and strongest of all the Hollow Rims, and are proof against buckling.
- 2.—**Tangent or Laced Spokes**, 72 to front and 24 to rear wheel, of specially prepared steel wire, No. 14 B. W. G. These Spokes are laced at an angle of 35 degrees, thus crossing other Spokes before reaching the Rim. Where the Spokes cross they are firmly soldered to prevent rattling. At the Rim they are firmly secured by lock nuts, thus rendering the removal of a broken Spoke and the substitution of a new one an easy matter. This makes an exceedingly light and strong frame, on which are cemented $\frac{7}{8}$ and $\frac{3}{4}$ Moulded Para Rubber Tires.
- 3.—**Detachable Cranks**, $4\frac{1}{2}$ to $5\frac{1}{2}$ inch throw. The importance of Detachable Cranks cannot be over-estimated.
- 4.—**Single Ball Bearings**, dust-proof and noiseless, to both wheels. Those to the front wheel (see cut) are made on the well-known Columbia principle, and are the same as those on the Expert except that the axle and cones are threaded and the adjustment cone is held in place by a spring plunger. Perfect adjustment may be secured in five seconds. These Bearings are marvelously easy-running, durable, and steady.
- 5.—**Parallel Pedals**, with Hancock non-slipping rubbers.
- 6.—**Andrews Patent Head**, with long centers.
- 7.—**Fluted Hollow Front Fork**, (see cut,) of the best weldless steel tube.
- 8.—**Fluted Hollow Backbone**, (see cut,) of the best weldless steel tube. This section of Backbone is the strongest now in use, and is most elegant in appearance. It is proof against twisting and spreading. This is the only Machine on the American market that possesses this feature.
- 9.—**Handle-Bar**, tough steel, 26 inches long, dropped $1\frac{1}{2}$ inch.
- 10.—**Cyclist D. L. S. Brake**, short fulcrum and long spoon.
- 11.—**Duryea Combination Spring and Saddle**, made especially for this Machine. This is the most comfortable and easy Saddle now made, as attested to by hundreds of riders. It permits a larger Machine to be ridden with ease, does not chafe the rider, and places him in the right position for hill climbing. The Combination Duryea is not uncomfortable for coasting, as was the case with the old style Duryea.

Every part of this Machine kept in stock.

Each Machine is fitted with Handy Tool Bag containing Spanner, Spoke Nut Key, and Oil Can.

TERMS:

CASH WITH ORDER.—When cash accompanies order on retail purchases we will prepay freight to destination anywhere east of the Mississippi River.

C. O. D.—By Express, with privilege of examination, on receipt of \$10 to cover transportation charges both ways in case Machine is not accepted.

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SOLE IMPORTERS,

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Reliable Agents wanted everywhere.

Terms on application.

THE SPRINGFIELD WHEELMAN'S GAZETTE.

THE

American Club Bicycle,

THE HANDSOMEST AND MOST ELEGANTLY FINISHED FULL
ROADSTER IN THE WORLD!



Patentees and Sole Manufacturers,

THE COVENTRY MACHINISTS' COMPANY, LIMITED,
COVENTRY, ENGLAND,

Makers to H. R. H. the Prince of Wales.

SAMUEL T. CLARK & CO.

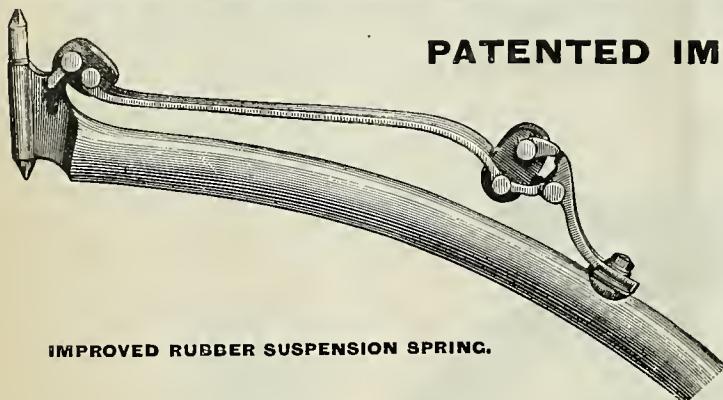
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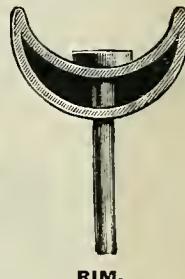
THE AMERICAN CLUB.

The annexed engravings will show the general appearance of this truly magnificent Bicycle, and the patented improvements which are owned exclusively by the COVENTRY MACHINISTS' COMPANY, LIMITED, and are to be found only on machines of their manufacture. It is safe to say that no machine in England enjoys a more enviable reputation than the celebrated Club. It combines the results of the vast experience of the oldest and largest bicycle manufacturers in the world, and is unequalled for **perfect workmanship** and finish. It is in no sense a cheap Bicycle. On the contrary it is the highest priced machine on the American market, but it is perfection of its kind in style, material, workmanship, and careful attention to detail. These points, together with the patented improvements, make the American Club the most desirable bicycle on this or any other market for those who want elegant mounts.

PATENTED IMPROVEMENTS.

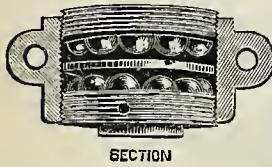


IMPROVED RUBBER SUSPENSION SPRING.

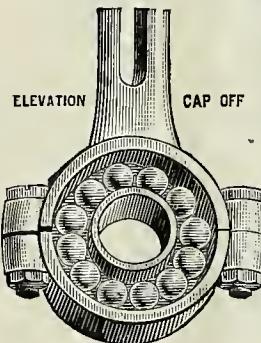


RIM.

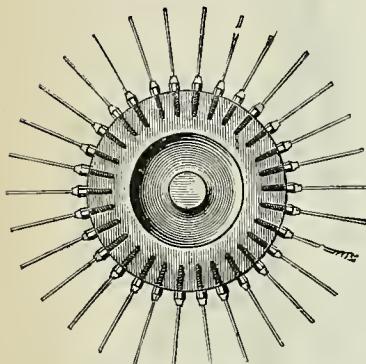
DUST PROOF BEARINGS.



SECTION



ELEVATION CAP OFF

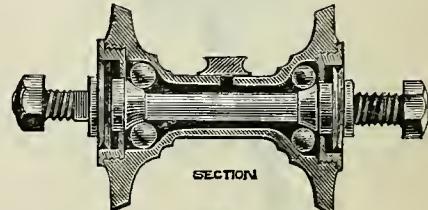


STEEL HUB,

Showing direct action, large ended spokes with patent lock nuts.



PATENT CRANK.



SECTION



SPOKE.

SPECIFICATION.

- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| 1. Improved Patent Rubber Suspension Spring, securing isolation from metallic vibration. A marvel of ease and comfort. | 6. Improved Patent Hollow Felloe, rendering buckling impossible. |
| 2. Fluted Hollow Front and Back Forks of best weldless steel tube. | 7. Hancock Non-Slipping Tires. |
| 3. Elliptical Backbone of best weldless steel tube. | 8. Direct, Enlarged Ended Spokes, screwing into Steel Hubs and secured by patent Lock Nuts, rendering a loose spoke almost impossible. |
| 4. Andrews Head, long centers and deep neck. | 9. Patent Detachable Cranks, doing away with the unsightly tangent pins. |
| 5. Adjustable Double Ball Bearings to front wheel and Adjustable Single Ball Bearings to back wheel, both of improved pattern, perfectly dust proof, noiseless and easy running. | 10. Straight Handle Bar, 26 and 27 inches, horn ends. |
| | 11. Grip Lever Spoon Brake, shaped to prevent slipping of fingers. |
| | 12. Handy Tool Bag, containing tools and oiler. |

IMPROVEMENTS

Used only on this machine and patented by the COVENTRY MACHINISTS' COMPANY :

CLUB HOLLOW RIMS, CLUB DOUBLE BALL ADJUSTABLE BEARINGS, CLUB SINGLE BALL ADJUSTABLE BEARINGS, DIRECT LOCKED SPOKES, PATENT DETACHABLE CRANKS, RUBBER SUSPENSION SPRING.

FINISH.

- B² Usual bright parts **nickel** on copper, balance (including spokes) **enamelled** plain black, full polished by **John Harrington**.
 B³ Same as above, except that **spokes** are **nickel**ed.
 C Full **nickel**ed, except rims.

EXTRAS.—Club Ball Pedals, nickel, \$7.00. Rubber Handles, \$1.50.

PRICES:

Machines crated F. O. B.		
50-inch Machine, B ² or B ³ finish,		\$145.00
C " " " " "		155.00

Each rise of two inches \$2.50 extra.

SIZES in stock, 48, 50, 52, 54, 56, 58.

TERMS:

C. O. D. by express, with privilege of examination on receipt of \$10 to cover transportation charges both ways, in case machine is not accepted.

CASH WITH ORDER.—When cash accompanies order we will prepay freight charges to destination, anywhere east of the Mississippi River.

Cabinet Photographs, 15 cents each.

year. For years the speed programme at this state fair has been confined to exhibitions by horses.

The latest development of tricycle traveling, as recorded by the captain of the City of London Bicycle Club, is somewhat astounding. A gentleman traveled, it seems, from London to Bath with his two children and certain luggage in a wicker basket, and their weight of 144 pounds "facilitated rather than hindered speed." On this principle a man with a large family has only to heap up his tricycle with children, and pile his wife and mother-in-law on top, to increase his speed indefinitely.

George M. Hendee showed his prizes, medals, and silverware, to the New Haven wheelmen and others at his brother's house in New Haven the other night, giving the rooms the appearance of a jewelry store. He has twenty prizes, all first except the second prize won in the race with Frank Moore here, September 20, 1882. He won his first medal at the New England Fair in Worcester in 1882 for fancy riding. His second was won at a club race in this city the same year. They aggregate in value nearly \$4,000.

The managers of a number of district fairs and agricultural associations throughout the interior of California have issued circulars to all prominent riders asking them to compete in their bicycle races. They overlook the fact that amateurs cannot compete in a race for money prizes without rendering themselves liable to suspension or expulsion from amateurdom. They should send a list of such races to George H. Strong, who is the representative in San Francisco of the racing board of the League of American Wheelmen.

Referring to the expenditure of energies in big feats, the London *Saturday Review* very sensibly considers these to be without the province of legitimate sports, declaring the legitimate range of athletic sports to be limited at that boundary where the natural forces of an ordinary individual begin to be overtaxed. "Sensational feats or trials of mere physical strength may be applauded by the multitude; but probably the most sensible and satisfactory rule is to draw the limit about where we have drawn it," a rule that is very generally observed in this country.

The *Wheel World* for August gives an account of a manumotive carriage, exhibited in England in 1839 by a Mr. Revis, which embraced principles which were patented only about fifteen years ago as applied to the modern cycle. An account is also given of another machine, called the "British Facilitator," which was invented in Liverpool in 1819, which involves the principles contained in several English patents granted within three years. Cuts illustrating both machines are given, and the cyclist will say, in looking at them, that after all "there is nothing new under the sun."

A year ago there was much talk in England about "two-speed gears." Several companies were going to revolutionize the tricycle business by the application of these so-called improvements. To-day they seem to be a thing of the past. Cycling papers say nothing of them, and none of the large English makers are using them. The reason is not far to seek. Greater complication, more lost motion, increased weight and friction, decreased momentum, dead centers multiplied,—all this for the purpose of making a rider think he is doing less work, when in reality he is doing far

more, on account of this two-speed gear. We live and learn.

Roland G. and Arthur A. Gamwell, of Providence, have arrived home from a pretty thorough trip on wheels through Europe. The trip included a voyage to the Azores and Madeira Islands, and a run through Portugal, Spain, Southern France, Italy, Switzerland, and by way of Paris and Havre to England. Their route, many times, was pursued through a country devoid of railroads, and hence untraveled by the average tourists, and full note books attest the great amount of profit gained from their pleasure. They had a good time, and their mishaps were just sufficient to spice their travels and give them something to laugh over at the recollections.

F. R. Cook, of San Francisco, not satisfied with holding the half-mile record for the Pacific coast, announces his intention to beat the record for the United States, which means that he intends beating Hendee. This is certainly a very laudable endeavor for so young a wheelman. At the same time it does not mean that he will succeed in accomplishing his purpose. Riding a half-mile in four or five seconds less time than a person has ridden it in before, cannot be accomplished by the paltry training of three or four months, no matter how hard a man may work for that time. The trial will take place on admission day at the field games of the Merion Club.

We should judge from the following, that the editor of the *Mirror of American Sports* is about to join the cycling ranks. Witness his declaration: "Chicago has the fastest trotting track; the finest race-course; the most enterprising business men; the greatest sport-loving population of any city in the United States; but no bicycle track. However, we are endeavoring to impress this fact upon the receptive minds of our local wheelmen, and live in hopes. We give notice to Springfield, Philadelphia, Boston, Pittsfield, Cleveland, Albany, Buffalo, and other cycling centers, that in 1883 Chicago will have a track and a tournament. Then we can crow."

William Collins, of Meriden, has the longest American straightaway record for twenty-four hours. July 8, at 12 o'clock midnight, he started from Meriden for Nashua, N. H.; left Hartford at 2.45, Springfield 6.15, Palmer 9.40. Dr. Rust, of the Meriden Wheel Club, received postal cards signed by parties at the various cities and towns on the route. Mr. Collins arrived at Pepperell, N. H., ten miles from Nashua, at 10 o'clock, but lost his way in going from there to Nashua, and did not arrive in Nashua until ten minutes past twelve. The whole distance covered in that time was 155 miles. He made over 150 miles inside the twenty-four hours, measured by an Excelsior cyclometer.

Good road riding in California commences in spring and continues until about the middle of harvest, say the first of July. Before that time the rains keep everything in a muddy condition. After, until the fall rains set in, it is too hot for comfort, and by continued use the roads as a general thing become cut up and full of deep, loose dust. Riding through the interior is only pleasant west of the first range of mountains nearest the ocean. The sea breezes which creep in from the Pacific render the atmosphere in this section delightful, and the roads are unexcelled. East of the range of mountains alluded to, which extends up and down through the entire State, it is hot. There are as a rule no protecting trees to afford a

shelter to the cycler from the burning sun, and, owing to the poor roads, three-quarters of the riding is walking.

The novel sight of a Chinaman riding a wheel was seen in Napa a few weeks ago. The Mongolian hugged his saddle like grim death. Every once in a while his blouse or baggy pantaloons would catch in the machine and he would take a header. After brushing the dust off and examining himself to see if he was fatally injured, he would grin at the crowd of youngsters who had gathered around him to see the sport, and would tackle it again. He started from one end of the town to go to the other, and with that purpose in view took the broadest and smoothest street that there was. But before he arrived at his destination, it is reported that he covered every square inch of the roadway and the sidewalks on either side of it.

Consumers generally give little thought to the magnitude of the tobacco business, and it is only by actual figures that they can be made to comprehend its importance. Even then the average mind is bewildered at the figures. P. Lorillard & Co., manufacturers of the celebrated Climax, Red Tin Tag Plug Tobacco, and the largest manufacturers of tobacco in the world, produce about one-sixth of all the tobacco consumed in this country, although there are 773 other manufactures in the United States. The total consumption in this country, according to actual statistics for 1883, was 139,783,782 pounds, of which P. Lorillard & Co. furnished 24,747,289 pounds as follows: plug tobacco, 19,028,456 pounds; fine cut, 2,239,444; smoking, 2,375,994; snuff, 1,103,395. This is equivalent to about 8,300 pounds per day for every working day in the year. The tax paid to the government on this product by the above firm the last year was \$2,581,999.65, or \$8,606 for each working day of the year. Astonishing as these figures appear, the firm is annually increasing its product, the increase for 1883 over that of 1882 being 5,341,000 pounds. Who will claim in the face of these figures that tobacco has not become a necessity instead of being a luxury, as it has been so long regarded?

The Columbia swing spring combines the best combinations of three different inventors toward the solution of the difficult problem in bicycle seat springs. The jar incident to all riding must be either vertical, lateral, or fore and aft, or a combination of two of these. The wheel itself and its freedom of motion relieve sufficiently the lateral jar, it has been found; and lateral yield in the spring, to any considerable extent, gives an unsteadiness of the seat which has condemned for most riders several otherwise good springs. The ordinary bolted clip spring is, where well made, sufficient relief from the vertical jar. But the fore and aft jarring caused by meeting obstructions to the large wheel, and the constant vibration of the small wheel, has hitherto found no efficient relief except with springs otherwise very objectionable. This last difficulty the Columbia swing spring overcomes by means of two pendent links combined with other parts in a peculiar way, so as to allow a fore and aft motion of the seat to a limited but sufficient extent to stop vibration, and to ease the rider over considerable obstructions. In averting headers it is a safety device beyond any other in the market. This spring is only applicable to the Expert Columbia bicycle, and on that machine is readily interchangeable for the one usually sold with it heretofore.

Cycling in California seems to be on the increase, notwithstanding club enthusiasm at the present time is decidedly lukewarm. The bicycle is a mode of locomotion which in its application resembles the horse and buggy. A man owning a machine can go over nearly every road accessible to a horse. If he joined a club when he first learned to ride he soon forgets his club and strikes out by himself. If he be at all a good rider, or adventurous, the confining restraints of a club ride are soon shaken off. He does not care to go over a route with mechanical accuracy. He would rather strike off here and there into some pretty by-road, and loiter along, stopping when he pleases, going on again as his inclination prompts him. Such a spirit seems to characterize California wheelmen. They are naturally of an inquiring turn of mind and a marauding disposition, and more inclined to roam off in twos and threes, to the ultimate dissolution of the clubs. The prime objects of the organization of the clubs in the large cities having been accomplished in the obtaining of the use of the roads in Golden Gate Park in San Francisco, and the streets in Oakland, their dissolution is imminent unless they wake up and bestir themselves. When a new club is organized it is enthusiastic for about three months. Thereafter the members generally adopt a privateering career.

There is a young man in San Francisco who promises to become one of the "little giants" before the year is out. His name is F. R. Cook and his age is about 18. Six months ago he mounted a wheel for the first time. Experienced men at once sized him up as having the stuff in him to make a first-class rider. He made his first appearance in public at the annual spring meeting of the Olympic Club at Oakland, where he was entered to ride in the one-mile maiden, the half-mile scratch (open), and the five-mile handicap (open). Cook won the first event in 3m. 19 1-2s., beating W. H. Gibbons and J. A. Sheldon, easily. His opponents in the half-mile scratch race were Harry Tenney, F. W. Gibson, H. C. Finkler, and E. Mohrig, all old and experienced riders, and the last named two being particularly strong on the Olympic track. The race was in heats. For the first heat, Tenney had a walk over, his opponent not putting in an appearance. The second heat was won by Finkler in 1m. 31 1-4s. For the third heat, Cook had a walk over, his opponent, H. C. Eggers, president of the San Francisco Bicycle Club, not putting in an appearance. The fourth and deciding heat was won by the maiden, after a brilliant struggle, in 1m. 29 1-4s.; Tenney second, and Finkler third. This time is now the best amateur time for that distance on the Pacific coast, and is only beaten by the best professional time, made by T. W. Eck at San Jose last April, by 1 3-4 seconds.

Bicycling is to-day the most popular sport in this country, and nothing creates so much enthusiasm as a gathering of wheelmen. The *Newark Advertiser* says about a recent gathering of wheelmen in that city: "The bicycle clubs, Essex of Newark, Orange Wanderers, Elizabeth Wheelmen, Passaic County Wheelmen, Aeolus Bicycle Club of Paterson, Staten Island Wheelmen, Plainfield Bicycle Club, Hudson County Bicycle Club of Jersey City, Knickerbocker Bicycle Club of Brooklyn, and visiting wheelmen from all parts of New Jersey met in this city last night to have a moonlight and Chinese lantern parade. Had the wheelmen been permitted to retain their

formation it would have been one of the most beautiful sights ever seen, but the populace crowded upon them so closely that it was with difficulty they could proceed even in single file, and many of the men had to dismount altogether. The people who had gathered on Broad street below Market to witness the parade were entirely disappointed, as the crowd packed the junction of Broad and Market streets in such numbers it was impossible for the wheelmen to get through. The way was blocked with baby carriages and with men and women with children in their arms. They acted like idiots, one and all, for when it was evident that there could be no display on account of the pressure, they crowded still closer. It would be a good idea to give the parade again, and have a squad of mounted men to keep the streets clear. There must have been 25,000 people in the streets at one time last evening. The parade was under the direction of the New Jersey wheelmen of Newark. About one hundred and fifty wheelmen assembled at Zacharias & Smith's Bicycle School, corner of Bridge and Broad streets, where they were furnished with lanterns and attachments. At 8.30 o'clock the wheelmen formed in the upper part of Military Park, and then came down Broad street to Market, and went up Market to High, to Central avenue and on to Orange. There were about fifteen ladies riding tricycles in the parade in Orange. The wheelmen were served with a fine collation at Riker's restaurant, Orange, after which they returned home."

On the 15th of July, H. C. Finkler, of the San Francisco Bicycle Club, accompanied by A. M. Wapple, and carrying 25 pounds of luggage, started on a 52-inch light roadster for the initial tour about California. San Jose was reached at 4 P. M., where a halt was made. Total distance wheeled for the first day, 56 3-4 miles. Half of the next day was spent in examining the New Almaden quicksilver mines in Santa Clara County, the greatest in the world. Starting again in the afternoon the cyclers wheeled through Gilroy and took the easterly road to San Felipe, where the night was spent beneath the hospitable roof of Mr. Chester Wood, the resident bicycler. Distance for the second day, 41 miles. Accompanied by Mr. Wood, the wheelmen started on Wednesday morning for Hollister. Here they were met by the Hollister Club, captained by Dr. George Wapple. Distance for the third day, 24 1-4 miles. Here Mr. Wood and Mr. Finkler's partner were left, and the latter gentleman commenced his fourth day's journey alone. The San Benito river was forded and San Juan reached in time for breakfast. After spending an hour or two in viewing the old mission San Jose church, the road was again taken. At the base of the San Juan mountain, Mr. Finkler dismounted and walked over. Again mounting, Salinas was reached in time for lunch, the odometer registering a total of 148 1-2 miles traveled. After lunch the road was again taken. The Salinas river was forded and the seashore at Monterey was reached. Distance for the day, 55 1-2 miles. Starting the next morning Castroville was reached. Distance for the day, 21 3-4 miles; the entire distance traveled, 199 1-2 miles. With a strong wind at his back the cycler renewed his march the next morning. Gilroy was soon reached. Madrone was the stopping point for that day. Distance traveled for the day, 48 1-2 miles; total distance thus far, 247 1-2 miles. Saturday showed the roads in this vicinity superior to any in the State. After running into San

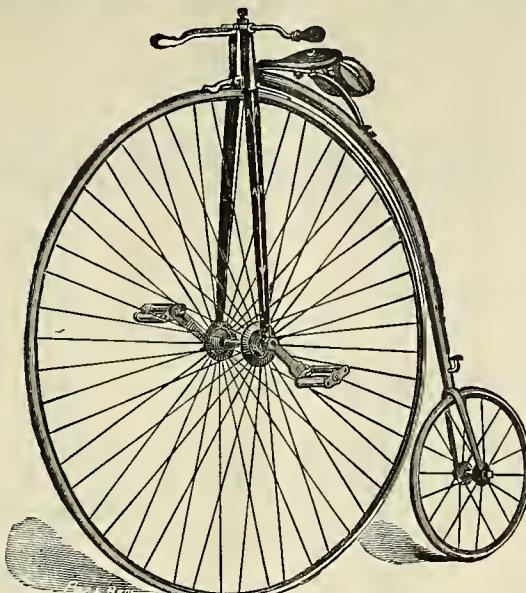
Jose, a tremendous climb ensued, and although the roads were smooth at the beginning, their steepness soon became very apparent, and had it not been for the lightness of the wheel (34 pounds), the distance of 25 1-2 miles to reach an altitude of 4,440 feet in 1 1-2 hour, including numerous stops, the last 6 3-4 miles of which being 2,270 feet, could never have been accomplished. When the Lick observatory on the top of Mt. Hamilton was reached, a tempting spread was prepared through the courtesy of Mr. C. M. Plum, Jr., son of one of the trustees. Total distance for the last day of the week, 50 1-2 miles. The ride down the mountain to the Junction was very rapid, particular attention being paid to the brake, as a light, drizzling rain was falling. The start for home was made the next morning; Milpitas, Washington Corners, San Lorenzo, San Leandro, the Olympic Club grounds, were successively passed through and Oakland piers finally reached. At 5 P. M. the starting point in San Francisco was reached, making a total distance of 380 3-4 miles wheeled. The journey for the last day was 83 miles. After a short rest the boat to Petaluma was taken. That town was left at six o'clock on the morning of June 24, with a strong head wind blowing from the north. Before halting for breakfast 16 1-4 miles were covered. From Santa Rosa to Healdsburg the roads were found to be in fine condition. Total distance thus far, 416 1-4 miles. Tuesday evening the cycler stopped at Healdsburg. Distance traveled, 434 1-4 miles. Next morning the start to Hopetown, 16 1-4 miles distant, was begun. Owing to the rugged adobe roads and steep hills most of that distance was traveled on foot. Approaching Ukiah, the Russian river was forded and the wheelman found himself in the most beautiful scenery in California. Ukiah was reached after a journey for the day of 42 1-4 miles and for the trip of 476 1-2 miles. The next day the cliffs surrounding the Blue Lakes, 12 miles from Ukiah, were reached. With fair roads and a down grade Lake Port (502 3-4 miles) was entered at midday. Leaving in the afternoon, Kelseyville, Coal Creek Farm, and Glenbrook were successively passed through. The day's journey of 46 3-8 miles was terminated at the last named town. Total distance traveled, 522 5-8 miles. Friday's trip was begun early in the morning and Healdsburg was reached at 6 o'clock in the evening in the midst of a heavy rain storm. Next morning the roads were too muddy to ride, so the start was delayed until 2 o'clock in the afternoon, by which time they had sufficiently dried to make riding possible. The return trip to Sacramento and the Feather river was accomplished by the last day of the second week. Total distance traveled for the trip thus far 686 1-4 miles. At Sacramento Mr. Finkler was met by the Sacramento Bicycle Club, captained by Mr. R. A. Flint with Lieutenant Lindly and Lampert in position. Messrs. Rideout and Cowen accompanied Mr. Finkler about half the distance of the latter half of his trip. Mr. Finkler reports having gained 5 1-2 pounds during his trip. The riding on the last day of the trip was remarkably good. Starting from the corner of Twenty-fifth and Mission streets, San Francisco, after having ridden down on the cars from Sacramento, the cycler took the Santa Clara Valley roads and covered 100 3-4 miles, to Hollister, in one-half day and fifteen minutes. Total distance traveled during the vacation, 787 miles. Total number of revolutions of the wheel for the trip, 304,569. This trip clearly demonstrates the feasibility

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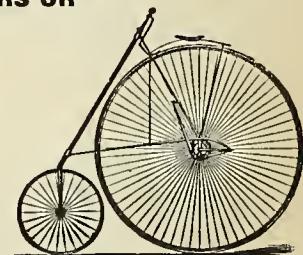
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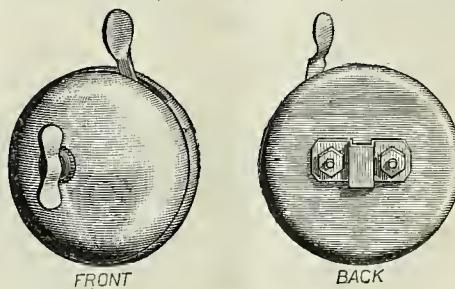
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bility of the use of the bicycle as a mode of locomotion for tourists throughout the State, and it is to be hoped that other California riders will follow Mr. Finkler's example and spend their vacations on the road. The sights to be seen and the physical good done by such a trip cannot be described.

ITEMS OF INTEREST.

An electric tricycle is being imported from England.

The Boston Bicycle Club was organized February 11, 1878.

D. J. Canary is only twenty years old and his bride seventeen.

W. R. Pitman won the championship, July 4, 1878, in 3m. 59s.

Fred DeCivry and H. O. Duncan have ridden five miles in 16m. 32s. on a tandem.

Scotland has forty-two bicycle and tricycle clubs; Ireland twenty-four, and Germany eighteen.

Messrs. Marriott and Bird rode 231 miles in twenty-four hours, July 26, on a Humber tandem.

Mr. C. H. Ross, of the Albany Club, has recently accomplished 109 miles within twenty-four hours.

John A. Landers of Lynn, made a 100-mile bicycle road ride on July 17, in 10 hours 25 minutes.

J. S. Whatton, at Cambridge, England, recently rode the last quarter of a two-mile race in 37 1-5 seconds.

Liles, who recently won the five-mile tricycle championship of England, rode the last quarter in 40 1-5s.—a 2.40 4-5 pace.

Among the classified members of the Cyclists' Touring Club are ten noblemen, 342 ladies, 1,047 professional men, and 7,357 tradesmen.

B. F. Fields, Jr., of the Nashville Bicycle Club, recently rode ninety-two miles on his bicycle from Nashville to Murfreesboro, and fourteen miles farther and return.

The July 1 statement of the Cyclists' Touring Club shows the total membership to date to be 14,787; hotels and recommended inns, 1,341; councilors, 93; consuls, 763; repairers, 759.

A tour round the Lake of Geneva has been accomplished on a tricycle in a day by Mr. Hutchinson, member of the Alpine Club. The time occupied was 11 hours, distance 112 miles.

F. DeCivry and H. O. Duncan have established a tandem tricycle record for France, by covering five-miles in 16m. 32s. The time is astonishingly fast and is the best on record for any country.

Karl Kron's daily average of bicycle riding in 1883 was 31 1-2 miles, or a total of 3,534. His longest record on a single machine was 3,840 miles, on old "No. 234," during the twelve months ending April 14, 1884.

Charles L. Wiggin, of the Maverick Wheel Club, East Boston, has joined the list of century makers, having covered 101 1-2 miles on July 28. Total time, 15h.; actual time, 11h. 25m. Longest ride without a dismount, 17 miles; time, 1h. 35m.

The record races at Springfield, this year, will prove the most interesting races ever held, making a ten-mile race full of excitement, as a struggle comes every half-mile; no waiting race, but all going for what they are worth.—*Bicycling World*.

How the records stood at the end of the year 1878: One mile, George R. Agassiz, 3m. 21 1-2s.; two miles, H. E. Parkhurst, 8m. 32s.; three miles, W. R. Pitman, 11m. 54s.; five miles, W. R. Pitman, 21m. 7s.; twenty miles, George R. Agassiz, 1h. 46m. 45s.

The racing machines used by the foremost professional riders of England and France are as follows: Howell, Rudge; Wood, Humber; Keen, Eclipse; James, Rudge; Battensby, Humber; Terront, Rudge; DeCivry, Rudge; Lees, Humber; Duncan, Rudge; Newton, Rudge.

H. J. Metcalf of the Boston Ramblers and Bijou Bicycle Clubs made a run of 107 1-4 miles within a day. His route was from South Framingham to Boston, thence to Brockton, back to Boston and then by a circuitous route to South Framingham. The entire distance was covered in eleven hours, including all stops.

Sydney Lee, amateur, on July 14, essayed to eclipse Nixon's performance of riding a tricycle 100 miles in 7h. 23m. 52 2-5s., on the Crystal Palace track, London, England. A stiff wind was greatly against the accomplishment of so stupendous a task, and Lee was compelled to abandon the undertaking after riding sixty miles in 4h. 37m. 15 3-5s. He will try it again.

The English champions for 1884 are as follows: H. A. Speechley, one-mile bicycle, won June 21; R. Chambers, five-mile bicycle, won June 28; R. H. English, twenty-five-mile bicycle, won July 26; F. R. Fry, fifty-mile bicycle, won July 19; C. E. Liles, one-mile tricycle, won July 12; C. E. Liles, five-mile tricycle, won July 12; C. E. Liles, ten-mile tricycle, won July 14; C. E. Liles, twenty-mile tricycle, won June 21.

The following statistics of the Chicago tourists have been compiled: Average size machine, 52 27-55 inches; largest machine, 60-inch Expert, ridden by Captain W. E. E. Peirce; smallest machine, 40-inch Facile, ridden by H. Allerton. The machines ridden were nineteen Experts, ten Rudges, nine Challenges, five Royal Mails, three Yales, two Stars, two Premiers, two Clubs, one Facile and one Invincible. The oldest member was President Bates, who is 51 years, and the youngest was W. L. Armstrong, who is 16. The heaviest weight was C. F. Vail, who had 182 pounds to his credit, and the lightest was F. G. King, who tips the scales at 100.

The fifty-mile amateur championship of England under the management of the National Cyclists' Union of England, was run at Crystal Palace, London, and won by F. R. Fry of the Clifton Bicycle Club by a yard; C. S. Wady, second; J. Nichols, third. Following is the score:—

Miles. H. M. S.	Leader.	Miles. H. M. S.	Leader.
1 3 07	Fry.	26 1 23 29	Fry.
2 6 15	Fry.	27 1 27 06	Fry.
3 9 25	Tacagni.	28 1 30 25	Fry.
4 12 25	Tacagni.	29 1 33 40	Cole.
5 15 44	Fry.	30 1 36 57	Cole.
6 18 53	Tacagni.	31 1 40 26	Fry.
7 22 05	Cole.	32 1 43 45	Fry.
8 25 17	Tacagni.	33 1 47 13	Fry.
9 28 28	Fry.	34 1 50 35	Fry.
10 31 41	Tacagni.	35 1 54 03	Fry.
11 34 59	Fry.	36 1 57 44	Fry.
12 38 15	Tacagni.	37 2 01 32	Fry.
13 41 20	Fry.	38 2 5 31	Wady.
14 44 39	Fry.	39 2 9 23	Wady.
15 47 52	Cole.	40 2 12 50	Fry.
16 51 01	Cole.	41 2 16 54	Fry.
17 54 17	Tacagni.	42 2 20 35	Fry.
18 57 24	Fry.	43 2 24 19	Fry.
19 1 00 34	Tacagni.	44 2 28 10	Fry.
20 1 03 52	Fry.	45 2 32 00	Fry.
21 1 07 14	Cole.	46 2 36 06	Fry.
22 1 10 29	Fry.	47 2 40 05	Fry.
23 1 13 43	Fry.	48 2 43 57	Fry.
24 1 17 5	Cole.	49 2 47 46	Fry.
25 1 20 28	Fry.	50 2 51 16 3-5	Fry.

RACE MEETINGS.

PROVIDENCE BICYCLE CLUB.

The first annual race meeting was held at Narragansett Park, Providence, R. I., August 2, and was attended by several hundred persons. The weather was delightful, the track in fine condition, and the racing generally close. Results:—

Half-Mile Race.

	MIN.	SEC.
G. S. Walker, 1st,	1	33 1-4
J. M. Magoon, 2d,	1	33 3-4
J. W. McAuslan, 3d.		

One-Mile Race.

	3	21 3-4
V. W. Mason, 1st,	3	21 3-4
J. W. Watson, 2d,	3	22 3-4
G. R. McAuslan, 3d.		

Three-Mile Race, Open.

	10	48
Fred Binford, 1st,	10	48
A. B. Mann, 2d,	10	49 1-4
J. M. Magoon, 3d,	10	50 1-2

Five-Mile Race, Championship.

	18	58 3-4
J. W. Watson, 1st,		
J. M. Magoon, 2d.		
G. R. McAuslan, 3d.		

One-Mile, Consolation.

	3	37 3-5
J. W. McAuslan, 1st,		
C. S. Wady, 2d.		
G. R. McAuslan, 3d.		

SOCIAL CHARACTER OF ATHLETIC SPORTS.

Bodily exercises imply society and a social disposition; for, if a solitary person, like Robinson Crusoe or Enoch Arden, were to be found daily practicing with the bars and rings, we should suspect him, not of social, but of ominously selfish and morbid tendencies. The pleasure of being strong lies in the fact that others are strong around us, thereby furnishing us with companionship and competition, which are the fuel of life. Health is, or should be, incidental to this pleasure; that is to say, I question the propriety of making health the deliberate object of exercise. Let it come if it will; but it will come none the slower if you forbear to be on the watch for it. To make yourself strong for the sake of your private health is the analogue of obeying the decalogue for the sake of your private crown; there is something unpleasantly unsympathetic about it. But be strong because mankind at large will be better if all men become physically more efficient, and the other blessings shall be added to you. Moreover, apart from the stimulus of example and fellowship, it is doubtful whether one man in twenty will take the trouble regularly to exert himself. Unless there be some motive outside himself he will soon cease to think it worth while. Dr. Winship used to say that he never would have made himself the man he was but for the purpose he had formed to thrash a certain offensive upper-class man in college; and Mr. William Blaikie began his athletic career an apparently hopeless consumptive. Dr. Winship lifted three thousand pounds, and Mr. Blaikie pulled stroke of the Harvard crew in their great race with Yale; but it would be useless to tell me that the desire to thrash a man or heal a diseased lung had more than the minutest share in bringing these results about. If it had not been for the gymnasium, with its jolly society of zealous and emulous young gymnasts, Winship would never have lifted his own weight, and Blaikie would have been, at best, a valetudinarian. The fame of the Olympic and Isthmian games

still echoes in our ears; but it was not the games that made Greece go to see them; it was Greece going to see them that made the games. In the same way I have noticed that the university crews of Oxford and Cambridge, for example, profess to be superbly indifferent as to whether the British public on the day of the race lines the river-bank from Putney to Mortlake; indeed, they have lately undertaken to intimate that they would prefer to have the public keep away. But no one knows better than they themselves that were the public some day to take them at their word, not only would the crews never find the energy to get themselves into condition, but, were that difficulty overcome, they would never find it in their hearts to pull further than Hammersmith Bridge, near which there is a very good ale-house. I do not wish, however, to run this theory into the ground; I only wish to indicate that athletics are essentially a popular pursuit, conducive to good citizenship, and the cultivation of which, therefore, good citizenship should imply.—JULIAN HAWTHORNE, in *Harper's Magazine* for August.

TRICYCLE RIDERS.

Turn corners slowly.

Ride with most weight on pedals.

Keep steering apparatus always tight.

Put brake on slowly.

Lean forward to go either up or down hill.

Oil often, and keep machine clean.

Never rush. A moderate pace is always enjoyable, and can be maintained all day.

Generally speaking, a level gear—or about 48 or 50—will be most satisfactory.

Look often to all working points, and see that parts are kept tight—*no rattle*.

Learn the mechanics of your machine.

Remember it takes two wrenches to tighten a lock method bolt.

Don't blame the makers of your machine for breakages if you lend it.

In climbing a hill, go it steadily, keeping the spurt for the top. A strap over the shoulders, attached to the frame, is said to be the best device to aid in hill climbing.

There is an art in pedaling to advantage. It is learned only by practice.

Endeavor to put a steady rhythmic power on the pedals, ceasing with the left only as the right begins to apply power. Avoid jerky motions.

It takes three months of constant riding to become a *tricycler*.

IN MYSTIC LIGHT.

GLORIOUS CYCLING BY THE PALE RAYS OF THE MOON.

A moonlight wheel! Wonder if the man in the moon, from his perch on high, can see half the solid enjoyment he gives the cyclists here below, as he smilingly throws a silvery light over hill and valley, and kindly guides the wheelman as he plunges into the lights and shadows of the night. The heat of the day is tempered and cooled by the shades and dew of evening, and at this season of the year, particularly, the wheelman chooses the semi-darkness of the moonlight to the brightness of the day. The moonlight is just sufficient to assure the cyclist against "headers" and other accidents, and just insufficient to cover up those little obstructions in the road which the daylight magnifies into supposable obstacles, and which the rider so vainly and unnecessarily strives to avoid.

Whether the difficulties of riding a bicycle are

imaginarily heightened when shown in the bright light of day, or whether the moon exercises some subtle influence on the cyclist, increasing his strength and courage, it is hard to say. It is, however, a well-known fact among wheelmen that by moonlight a rider wheels over a road with little trouble that by daylight would cause much difficulty; the obstructions that by day appear very formidable, at night being glided over with scarcely a thought. It is the same with hill-climbing; a cyclist oftentimes ascending a moderately steep hill without being aware that he was not still riding on the level.

On a club run is this particularly noticeable, for on an after-dark run the riders usually keep well together, while on a similar run during the day they often become widely separated, from the inability of the poorer riders to keep up with the leaders. All the prominent clubs have frequent moonlight runs, and they are always well attended. These runs usually do not exceed in length twenty or twenty-five miles, occupying between three and four hours, and are ordinarily made to some place where an hour or so can be passed in a social way. With many clubs "supper runs" are very popular, the members riding to some hotel at a distance from the city for supper, and returning home by moonlight. Newton, South Natick, and Waltham are famous resorts for local wheelmen, but probably the most popular of all is Chestnut Hill reservoir in Brookline, where, every pleasant evening during the summer season, large numbers, often exceeding one hundred, congregate to gossip about cycling affairs while reposing on the grassy banks opposite the smaller reservoir. Around this is a perfectly smooth course of a mile and a sixth, frequently used by cyclists for trials of speed. It is here, and by moonlight, too, that some of the fastest times on record have been made, and many is the rider who has done his training on this track for races in which he subsequently was the victor.

When riding at night wheelmen usually carry lanterns attached to the heads of their bicycles, or, more frequently, suspended from the axle inside the large wheel, and a more pleasing sight is seldom seen than that of a long line of wheelmen noiselessly gliding over the road, the different colored lights reflecting on the glittering spokes of the highly-polished wheels, and lighting up the path like so many giant fire-flies.—*Boston Globe*.

THE ROYAL MAIL.

The manufacturers of the Royal Mail Works having the past year been fully introduced to the American market by their American agents, William Read & Sons, Boston, who are well known throughout the sporting world as probably the largest dealers in the United States in *strictly high-grade* guns and sporting supplies, and their "Light Roadsters" having so thoroughly and rapidly come into highest favor, winning many first prizes in races at Philadelphia and elsewhere, a few facts concerning them will be interesting. The Royal Mail Works are one of the largest and most progressive cycle establishments, having a great name in all parts of England and the colonies. Their aim has always been to turn out the highest *quality* of work rather than the greatest quantity, and their reputation has been earned by strictest care in all fittings and by keeping their productions up to the highest standard. In no article is this *desideratum* more necessary than in bicycles, too many of which, especially light machines, are in the market, poorly fitted and cheaply

made, and thus constantly needing repairs. To meet the demand for a *strictly first-class* light wheel, the Royal Mails have been brought to this country, as light roadsters and racers especially have always been the specialty of this firm. Their light roadsters weigh about thirty-six pounds, and, owing to their perfect fittings, these wheels have stood the severe usage of rough roads better than heavier machines. On the late Chicago tour were several Royal Mails, which came through without accident, while heavier wheels needed repairs, and they received much praise from the company, several of whom ordered them on their arrival in Boston. While speaking of quality, we notice these extracts from the English bicycling papers:

This famous firm fairly eclipse themselves; the machines are beautifully made and finished at all points. The new racers are superb in every respect, being in our opinion one of the few really good light racers in the market. In tricycles certainly a very novel and good machine is their two-track front-steering double driver, which meets a long-felt want.—*Bicycling News*.

Also:

Examine as critically as one may, it is impossible to pick a hole in the workmanship or find a flaw in the material. The Royal Mail bicycle is one of the *sounds* roadsters made, whilst on the path it has scored several grand successes. The tricycles are *neat* and *serviceable* looking machines, and the "Royal Mail Sociable" is a *splendid* double driver, and looks as easy as a gig. The firm, we are glad to hear, are doing a very large and increasing trade in all classes of machines. *They deserve their success.*—*Bicycling Times (Special Number)*.

Thus, though new to this country, the Royal Mail has earned its reputation by many years of popularity in England, and ranks with the highest. The light roadsters are certainly elegant pieces of workmanship, their coiled spring being very tasty and easy. This year it has won fifteen first prizes in this country, while many of the leading events in England have been taken by it. The fact that Burnham, Prince, Dolph, Morgan, Brooks, Sabin, and Fiske have ordered Royal Mail racers speaks their appreciation; while Chambers, who has won many races in England, winning also the five-mile English championship, rides only this make. They have tangent spokes, which are tied as well as brazed (being the *only* wheel having this desired point of strength); Warwick hollow rim; Andrews head, with long center; detachable cranks; oval backbone; cow-horn handle-bars, finely enameled, with bright parts nickelized; a very handsome, close-built wheel, and extremely rigid. It is claimed that the Royal Mail for perfect workmanship and strength excels any other light wheel, though others of same weight are in the market. Messrs. William Read & Sons are constantly receiving large lots of them, and they say the trouble so far has been to keep up with their orders. A visit to their spacious warerooms will well repay the visitor. They now have in their window on exhibition the superb vase which is to be contested for as the first prize of the five-mile amateur race at Springfield.

Another special production of this firm is their two-track tricycle, which is very popular in England for its easy running and good hill-climbing qualities. They have just applied the two-speed gear to it, and claim it is the most perfect tricycle out. The small wheel being in front of the large one, but two tracks are made, stones and obstacles being easily passed over, and the machine easy of access, especially for ladies. Many have already been sold here by the Messrs. Read, and we congratulate them in having become identified with so thoroughly a first-class firm as the Royal Mail.

TRICYCLED INTO GOOD HEALTH.

A PERSONAL EXPERIENCE.

One cannot avoid a feeling of envy as he sees the riders of the "wheel" sweep by so swiftly and gracefully. Possibly the feeling may lead one to attempt to sit astride the wheel, but after sundry "headers," with aching head and groaning limb, one may give up the attempt, or, if one's bump of perseverance be large, he may stick to it and o'ercome. Bicycle riding is not a mere boy's sport,—it is a manly exercise; it is not a mere athletic game,—it is a model means of physical culture. But to many, particularly to many of the cloth, bicycle riding may seem out of the question; though there are a large number of ministers who prefer the steel steed to one of flesh and blood and smell. I wish, however, to speak of a form of riding which has almost all of the advantages of bicycle riding, scarcely any of its disadvantages, and many good traits which bicycle riding cannot furnish. If one is anxious for speedy, fancy riding, the bicycle is the wheel for him; but if one is content to go at a slower, safer pace, the tricycle is the wheel for him. It takes almost no time at all to learn to ride the tricycle. A man with the ordinary amount of "gumption" can mount the saddle and ride straight away, without an accident. Of course, increased experience brings increased facility. At first the muscles above the knee will feel just a little sore, but the tired feeling wears off, and a sense of power comes instead.

On an ordinary tricycle, handled (or pedaled) with ordinary care, an accident is almost impossible. You can hardly say this of the bicycle, because the most careful and skillful rider may strike a snag, a stone, a rut, and over he goes, falling from so great a height that, unless he alights upon his feet, something is bound to snap.

The stabling of a tricycle is not to be spoken of, while it is a matter of much consequence with a horse. The grooming of the horse, with all the attendant odors, which one may not notice as much as his friends, has nothing to compare with in the care of the wheel. Again, you ought to give your horse regular exercise, lest he become restive in the stall, and run away with you when you do take him out; but your tricycle will do without exercise as long as you may wish. If you are called from home, your pony must be cared for. If you want to take the roads on a short journey, and desire to return by rail, you can hardly manage it with a horse; but you can tuck your bicycle or tricycle in the baggage-car with little trouble or cost.

I am writing after an experience of eight or nine months, and after riding some hundreds of miles on a tricycle. I had not known what it was to obtain a good night's sleep, nor to enjoy, with a good appetite, my daily food, nor to feel, in other respects, in good health, for many months. Walking wearied me, and other forms of exercise were just so much tread-mill work—Indian clubs, dumb-bells, and dear knows what all—that I soon wearied of them. Just at this time a thoughtful friend put me in the way of getting a Victor tricycle. I did not take to it very enthusiastically at first. There was just a little prejudice as to the mode of propulsion, and, as this was the first tricycle owned in our city, there was just a little more of conspicuous publicity than I relished. Then, too, we live in a very hilly region, and it seemed as if the wheel were better adapted to level roads than our hills and mountains.

I began in cool, shady weather. The first thing I noticed was that, with very light clothing, my

body (my chest particularly) was covered with perspiration, while the lower limbs were not more than properly warmed. This was evidence that the whole system was getting, in every part, a fair share of the benefit of the exercise. There came, gradually, a toning up of the whole body. The muscles lost their flabbiness, and became firm. The blood circulated clear to the finger-tips. The digestive organs worked admirably; the appetite was, to the consternation of the house-mother, greatly increased, and the daintiness which turned from the best of food was replaced by a hearty zest for the substantials. When night came, almost as soon as the head touched the pillow, sleep came, and came to stay until morning. Headaches were gone, never since to return, except for well-understood causes. In every part of the frame it seemed as if new forces were set at work, with the result of bringing back good health. Good health is never more welcomed than after a long siege of ill-health, and when good health is well-nigh despised of. These physical improvements have continued until, to-day, I am judged by my physician to be in robust, vigorous good health.

Together with these physical benefits come some good results of another sort. There is a cheerfulness, a feeling of good spirits, that the returning tides of health bring with them. There is greater joy in the daily work of study and parish and pulpit. There is a feeling of restful, cheerful content. I may be mistaken in attributing these to God's gracious gift of good health, but I think not. Moreover, my wheel has taken me upon almost every road in and about our city. I have seen views of such surpassing beauty that I had not dreamed to find. I have become acquainted with many of the people of the surrounding country, and their ways and character. Whether it be another of the results of a cheerful form of open air exercise, I know not; but it seems to me that I have rarely met a kinder, a neater, a thrifter, a more cheerful set of farming people anywhere. I have made the acquaintance of many birds, flowers, ferns, and the like. My wheel takes me to the fields, to the woods, to the hills, and all their beauties are before me.

You say, when do you find time for this? A few miles, say three or four, almost every day, in the early morning before beginning the day's work, or in the evening, when it is all over; a spin over the roads to the home of some member of the congregation, a few miles out of town; a quick ride to the post-office, or on some other errand; these furnish the ordinary exercise. There are no "ministers' conferences," or like gatherings, with us here; what better way, anyhow, of spending a Monday than to pack up a light luncheon, and ride away to the woods or over the hills; to come back with the lunch-basket filled with ferns and wild flowers? The longest trip I have yet made—I have never tried to see how far I could go—was made a few weeks ago, occupying a little over three hours of an afternoon, when I went to see a parishioner living about ten miles off. Eight, ten, sixteen miles one can go with little trouble, when he has an afternoon to spend in restful exercise; but a pleasant thing is the briefer ride of three or four miles, followed by a cool bath and a change of clothing. I really think that there is no form of locomotion so enjoyable, so safe, so profitable as tricycle riding.

FRANK S. DOBBINS.

ALLENTOWN, PA.

WHEELING'S PRIZE ESSAY.

BICYCLING ON SUNDAY.

There never has been invented a pastime more innocent, or more virtuous, or better capable of developing the noblest instincts of a man than wheeling; yet the Pharisee is not wanting, in many centers of wheel activity, to denounce Sunday riding as immoral, and as a breach of a well-known command regarding the observance of the Sabbath day. To the modern Pharisee it is not unlawful to ride in carriages and omnibuses, or by trains and steamboats; but the man who mounts his bicycle or tricycle, which has not required the attention of servantman, or servantmaid, which can neither feel pain nor weariness, and requires no rest, is denounced as a Sabbath-breaker. The only argument for such a man is laughter and ridicule, and the subject is hardly worth while dealing with so far as the Pharisee is concerned; but for the sake of those thousands who find they can serve God, and obey the injunctions of conscience as well on a bicycle as in an omnibus, and as well on a tricycle as in a railway train, the subject is worth discussing. The present age is notoriously one in which the prejudices of more illiterate ages are being cast aside. It is an age when the Pharisaic observance of law is not suffered to displace the rule of conscience; when spiritual life is cultivated in place of physical genuflections. Pharisees say, "You can only worship in brick and stone buildings called churches and chapels." The Nazarene replies, "My heart is in sympathy with my Creator, upon my wheel." The Pharisee opens public houses to the poor upon the Sabbath, and keeps closed its museums and picture galleries; and he would make solitary places of our parks if he had the power. This Sabbatianism infects even now some of our churches. At the present moment a devout Scotchman is kept out of the ministry because he habitually "took a walk for health's sake upon the Sabbath." To thousands the wheel has furnished a luxury which no other vehicle could bring, that of running off into the bright, clear air of the country, to recruit muscles and mind after the worries of a week of toil; to feast the eye upon rolling hills, and tender valleys, and gladden the ear with the songs of birds, in place of the continuous roar inseparable from town or city life. Can a man who has been poring over a desk all week, wrestling with vexatious figures, sitting on his saddle on a Sunday curse God? In the presence of His great works—in hedge-side, thicket, river's brink, or cowslip covered field, would the wheelman be more likely to bless or to blaspheme? Summon the Pharisee, question him as to the work he has wrought. In the time of the Puritans, he drew a line before the door of the theater, and around the May-pole; there was to be neither dancing nor drama then. He would have no house open on the Sabbath now except the house of God and the public house. He would stake every man to a plot, as a goat is staked on the mountain-sides in Wales; or he would change men into pendulums, and make their lives a perpetual swing from home to work, from work to home again; beyond that destined swing all should be profanation. To these crabbed intolerances we oppose our wheels. We claim for them soberness and virtue, for no wheelman can be drunken or vicious and follow wheeling. Nay, we go further than this; we say our wheels not only renovate our physical frames, and maintain a healthy mind in a vigorous body, but they are adjuncts to worship. When a man is in such a

place that everywhere his eye rests upon nothing but that which is beautiful; when his ears are filled with the music of Heaven's own choristers; and his sense of smell is gratified with odors that nature in her prodigality offers from hedge-side and field, it is impossible for his heart to do otherwise than worship. There is no measure in that ceaseless flowing river; no constraint in that peaceful valley; the surrounding hills exalt the land; they do not confine it. No one can nurse despair, who is able to look into the blue sky. By many sweet and tender methods, hills and dales, flowers and trees, birds and beasts, blue sky and running streams beguile the wheelman into better harmony with all that is bright and good than the Pharisee is capable of entering upon with his straight-lacings and desponding steps, and disheartening conception of life and life's duties.

[First prize, value £1, awarded to Alan Hiley.]

CURIOS FACTS

CONCERNING BICYCLE PATENTS.—NINE HUNDRED GRANTED SINCE 1869.

Few, even of those who are devotees of the "silent wheel," are aware of the number and variety of kinds of velocipedes that have been patented in this country. The following statements may therefore be of interest to your readers in general:

The number of patents for velocipedes of all sorts, including saddles, is about nine hundred. Of these, tricycles constitute the great majority, or nearly two thirds of the whole. The bicycles, having the wheels arranged tandem (in distinction from the comparatively small number whose wheels are side by side, like the Otto), attain to about two hundred and ten. The single wheels, or monocycles, number twenty-three; the saddles and saddle springs, thirty-five; and water or marine velocipedes, about twenty.

The monocycles are least known, but constitute a most interesting class. I find the striking fact that, of the twenty-three patents, fifteen were issued in 1869, and the remainder since 1879. More than half are constructed on what may be termed the annular principle; that is to say, the body of the wheel is a ring (of a foot or more in radial thickness) on which the rider sits astride, within the central opening. His saddle is mounted on friction rollers, and he usually employs hand cranks for propulsion, the axis of the same being provided with a pinion which meshes with an internal rack on the inner periphery of the wheel. The crank axis being secured to the saddle, of course its rotation tends to carry the rider up the curve in front of him, and thus effects the propulsion of the wheel.

Another plan of construction, adopted in at least seven cases, may be termed the skeleton cage—the wheel being a very oblate spheroid, composed of stout wires, within which the rider sits on a seat pendent from the axis. How the rider is to escape uninjured in case the poise of the cage is destroyed, we are not informed. Possibly, he is expected to always ride on soft roads! There are two patents for saucer-shaped, or cavo-convex wheels. In these, the rider sits in the center of the circle, on a seat swinging from the short axis. The central portion of the body is made of wire gauge, which protects the rider more or less if he falls to that side. If he falls in the opposite direction, he may perhaps alight in safety on his feet. Three or four other monocycles greatly resemble the fork and front wheel of a "vertical" machine (when the backbone and

rear wheel have been detached); one of these (Scuri's) has weights pendent from the axle, and made adjustable vertically on rigid vertical bars. It is on this kind of wheel two lads, Seeley and Dinwiddie, have lately astonished the inhabitants of Washington by riding without a dismount one and one-half mile, through the streets, over car tracks, etc. The pioneer here was, however, Mr. Rex Smith, the famous fancy rider, who rode short distances on one wheel, in exhibitions at the rink, some three years ago. AMOS W. HART.

WASHINGTON, D. C., August 6, 1884.

A PARSON ON THREE WHEELS.

Rev. W. S. Hawkes, of South Hadley Falls, in the Congregationalist.

Eureka! Several things; for one a vivid interpretation of Ezekiel's vision. It has been claimed for the bicycle that it supplied a secondary interpretation of the prophet's wheels and spirits. In process of time it came to pass at a Connecticut Valley parsonage that the Hebrew seer's account of his vision was read at family prayer, and it was found that he spoke of "the living creature that was in the wheels," not *on* them or it. This decided a pending question; if Ezekiel caught a glimpse of either of these then far-future inventions, it was the *tricycle*, where the creature is within the wheels.

For another thing, a means of locomotion within a country minister's means has been found; and one that does not have heaves, spavins, pink-eye, or other ills to which horse-flesh is heir, and which is not liable to die on one's hands; neither is it balky, skittish nor vicious; there is no hay, grain or shoeing bill, no carriage or harness repairs, no curry-comb or brush to transmit barn-smell to one's clothes and to offend the sensitive in the parlor or room of the sick.

There had been long pondering of the transportation question, there being a conviction that some exercise less fatiguing, and more recreating than walking, was desirable. About the first of August Ezekiel's narrative was read, and straightway an Overman Victor Rotary tricycle was bought; and, without previous experience of any kind of wheel-riding, the parson mounted and rode to the railway station through Chicopee streets and through Holyoke City, over the long Connecticut River bridge and the village roads to his home.

"Now, small boys, get out of the way!
For here comes the parson's *three-wheeled shay!*

After several months' experience of all kinds of roads, including the long dry spell last summer when the roads were unusually bad, full of dust and sand, with the stones bare, and later when the highways were frozen, and this spring when they were rather soft and yielding, the parson is prepared to recommend the, and *this*, tricycle to all, especially to ministers and women. Anybody can easily learn to ride a tricycle; the seat is adjustable and by turning a set screw the machine is fitted to any one's length of limb; this parson's sons and daughter using his with ease and delight. Unlike a bicycle, on a tricycle one may sit still or go backwards; they are easily guided with the slightest movement of the hand on the pilot-rod, and with the brake can be stopped on the steepest path, and on a hard, level surface they move with the merest effort. When the parson had used his machine three weeks, he took a Monday morning ride of seventeen miles, including the west side of the Connecticut River Valley between Holyoke and Springfield, using the country roadway all the distance, going up and down hill without serious

effort; he was leg-weary at the end, but not "used up," and only a little stiff the next day. This roadway has an average hard surface, but there are many better near Boston. It is not easy to propel the wheel through sand or mud, or over a rough or yielding surface, or up hill; up the steepest hills, one must walk and push the wheel till he catches the knack of propelling by the pedals, in which there is much to learn. The saddle is set on a spring and is very easy. At the foot of a hill one may stop in the shade for a moment, without dismounting, and again at the top, while the effort of propulsion along a hard, level path is so slight as to afford rest after an up-hill exertion; downhill is exhilarating; the feet are placed on a rest over the small forward pilot-wheel, one hand is on the steerer and the other on the brake regulating the speed. Wherever the people will allow a judicious use of the sidewalk, as in some communities, where the rights of pedestrians are always respected, tricycle riding is the height of enjoyment. A neat head-light can be used, which so illuminates the path in the night that one may safely travel in the dark. This wheel is constantly used in making parochial visits, some pretty steep hills are climbed with it, and some common country roads traversed; it is also occasionally taken in the railroad baggage-car to some central point like Northampton and local excursions made therefrom.

Large bundles can be secured behind the saddle and they are convenient for shopping or mail delivery. An apron or curtain, that may be easily attached or removed, is provided to protect ladies' skirts from the bearings of the crank and axle, and also covering the motion of the feet from the sides or behind.

THE BICYCLE FOR FARMERS.

From a Western Agricultural paper.

Did you ever see a bicycle? Some say it is the coming horse. Its chief points are speed, endurance, and economy of keep. It never gets the "heaves," and never "founders" twenty miles from home. On a good road it will beat a Clydesdale out of sight, and not half try, because it will average seven or eight miles an hour and keep it up all day.

So they tell me—but what has the bicycle to do with agriculture, any way?

If the farmers' boys rode them there would be a saving of horse flesh on the farm, for many an errand to town could be done with less trouble and in quicker time than to harness up poor, tired "Dobbin." If the farmers' boys used them—and the middle-aged farmers too—they would be interested in having better roads, and country highways would improve. Good roads in any section mean good market facilities for farm produce, and market facilities mean steady sales at uniform good prices, and good prices mean prosperity. For a bad road is virtually closed for half the year, without counting the extra time required to get the loaded team over it in the other half, which is so much time lost. The bicycle has already exerted an influence in securing better road laws in at least one State in the Union and its influence is spreading, as its riders are numbered by thousands, and increasing every day.

They say that farm laborers in Great Britain ride to and from their work on bicycles, sometimes coming ten or a dozen miles and carrying their dinners. And the British Government owns a large number of wheels which are used by its employes. On November 3, 1882, Thomas

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* Programme.*

First Day, 2 P. M.—1-Mile Novices' Race; \$15.00 Gold Medal to first, Silver to second. 2-Mile Club Championship; \$25.00 Gold Medal to first. 1-Mile Scratch; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 5-Mile Tricycle; \$25.00 Gold Medal to first, Silver to second. 1-Mile Boys' Race, 50-in. wheels and under; \$15.00 Gold Medal to first, Silver to second. 5-Mile Handicap; \$25.00 Prize to first, \$15.00 to second, \$8.00 to third. 1-Mile 3.20 Class; \$15.00 Gold Medal to first, Silver to second. 10-Mile Scratch; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 2-Mile Handicap, \$20.00 Prize to first, \$12.00 to second, \$6.00 to third.

SECOND DAY, 10 A. M., GRAND PARADE.

Second Day, 2 P. M.—3-Mile State Championship; \$50.00 Gold Medal to first. 5-Mile Scratch; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 1-Mile Tricycle; \$25.00 Gold Medal to first, Silver to second. 3-Mile Handicap; \$25.00 Prize to first, \$15.00 to second, \$8.00 to third. 20-Mile Scratch; \$50.00 Gold Medal to first, Silver to second, Bronze to third. 1-Mile Consolation; \$10.00 Prize to first, \$5.00 to second.

Second Day, 8 P. M.—Entertainment at New Haven Skating Rink, Dwight Street, near Whalley Avenue, consisting of Club Drills, Amateur Fancy Riding contest, and Professional Fancy Riding. To conclude with Presentation of Prizes.

* SPECIAL RECORD MEDALS *

Will be presented to the winners of the One Mile, Five Mile, Ten Mile and Twenty Mile Scratch Races, provided the present mile record is lowered, the five miles made in fifteen minutes or less, the ten miles in thirty minutes or less, and the twenty miles in one hour or less. Record medals will also be given for broken records in other races.

Entrance Fee for each race, \$1.00, to be returned to all riders finishing races, and those starting who are prevented finishing by accident or injury. Entries close Saturday evening, September 20, at 8 P. M. All entries to be made with or sent to

THEO. H. MACDONALD, Sec'y Race Com. N. H. B. C.
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FOR FURTHER PARTICULARS SEE "NEW HAVEN BICYCLE HERALD."

Midgely, a Worcester young man, twenty-two years of age, rode 179 miles on a wheel in a little less than twenty-four hours. Deducting time taken for rests, his actual riding time was a little over nineteen hours. In October, 1883, Capt. T. S. Webb and John Tacy of Lawrence, Mass., made 200 miles on bicycles within twenty-four hours; and now 100-mile records have been made so often they no longer excite comment in the wheel world. Which only goes to prove that the bicycle is a practical labor-saving machine, costing less than a horse at the outset, eating nothing, creating no more expense for repairs than the shoeing bill of a horse; always saddled, and, with fair roads, after a few months experience more comfortable to ride than a horse, and capable of traveling more miles in a day than it would be possible for any horse to cover without positive injury. And on many farms it would prove an enjoyable and profitable investment. We know, because we ride that kind of a "horse."

AMONG OUR EXCHANGES.

The silent steed hates a noise, and so is constantly calling on the roads to "Dry up!"—*Bicycling World*.

A slim-looking youth of Manhattan
Bought bicycle breeks of tight pattern;
But he soon took 'em off,
And remarked, with a cough,
"I think I will wait till I fatten."—*Ex.*

Small Brother—"Why don't you get to goin' with Mabel Carson, Fred?" *Big Brother*—"Why, Charlie, do you think she's pretty?" *S. B.*—"Naw—but her brother's got the boss bycle."—*Burlington Free Press*.

A rather 'xtraordinary accident happened to a Brum wheelist the other day. He happened to brush against a stout old lady, who up with her humber-ella, and before he had time to apollo-gise, she delta blow at his nut, which knocked him off and sprained his tourists.—*Wheeling*.

Ten English entries have already been made for the Springfield races, and more are coming. The indications are that the tournament of '84 will leave that of '83 far in the shade. The hotels are already refusing application for board, and a thorough canvass of the houses is to be made.—*Boston Herald*.

A HEARTY WISH.—We wish THE SPRINGFIELD WHEELMEN'S GAZETTE a hearty vote of success in their second creation, and we trust, as the doctor might observe, a good circulation for them (although we are pleased at the assurance that it is not a "weekly"), and we hope that its endeavors in the past may go far towards lengthening its already valuable life.—*Cycling Times*.

Do ladies ride in New Haven? Oh, yes, but not to any great extent. They like it well enough but don't like to make themselves conspicuous. Now what are you laughing at? Of course, the ladies ride tricycles. You might have known that if I didn't think to say so. Ladies are not quite independent enough in this matter. Each seems to be waiting for some one else to take the lead.—*New Haven Palladium*.

The League should have higher aims and not be content with supplying its members with the cycling news. It needs its funds for more effective work, and the officials should not be swayed by the mutterings of a few who fail to understand what the League was organized for. We have now only a margin of twenty cents per member for salaries and expenses, and it cannot well be encroached upon.—*Bicycling World*.

WOMAN AT THE WHEEL.

A tricycling the ladies go,
And oh, how fine they feel!
What matters it to them, although
The weary husband, down at heel,
Is praying for a good square meal,
Or that at home the babies squeal
And wallow in their weltering woe?
This is the year for hens to crow;
It is the rule, there's no appeal—
And woman's at the wheel!

—*Boston Star.*

The wheelmen of the city are discussing the tendency to legislate against their liberties in this city, and some sharp things are said against the antique notion, which seems to find favor, that a wheelbarrow-trundler has rights and a bicycle rider none. Wheelmen should not be permitted to ride full tilt on the sidewalk, and probably have no desire to do so; but when walking and wheeling their machines they take up no more room and do no more harm than a pair of promenaders. The bicyclists express the belief that the city boards are anxious to wage war against them, and this opinion is backed up by citation of the fact that the curling club is granted large privileges in the park, while the tendency is toward greater stringency as regards the wheelmen. Bicyclists are citizens, and, while they are liable to all of a citizen's pains and penalties for wrong-doing, should be accorded all of a citizen's rights.—*Albany Journal*.

Wheeling, an English cycling paper published weekly at London, offers a weekly prize for the best composition, essay, etc., on the bicycle, of which the following is a sample, winning first prize of 12s. 6d., by W. H. Smith, Birmingham:

The special correspondent of the *Daily Tell-a-cram* informs us that the Wandering Jew has found his quietus at last—after trying everything, from a pill to a pound of dynamite, and from a life of a tar on a heavily insured merchant's ship, to a search after the North Pole, in vain,—he at length purchased a bicycle, an Eureka! But let the bard tell it in his own peculiar way:

The shades of night were falling fast,
As thro' a far off village passed
A youth whom every one took heed of
Because he couldn't stop the speed of
His bicycle!

His brow was white—his eye like fire
Fixed on the fast revolving tire,
Which "flamed amazement" every side,
As though a demon did bestride
The bicycle:

Near wayside inns he saw alight
Many a cyclist for the night,
And fearful words came with a groan,
As ever onwards still was blown
The bicycle.

"Stop! Have a drink!" an old man said,
But when he saw he looked with dread
And heard him croak he'd "like a drop
In double sense, if he could stop
His bicycle!"

"Oh stay," the maiden cried, "and rest—"
But ere she finished the behest,
A mile of landscape lay between
The maiden and that grim machine—
Oh! bicycle!!

"Beware the road's uneven state!
Beware an open five-barred gate!"
These were the old man's words of fright
As, like a phantom, fled from sight
The bicycle.

At break of day, when all was still,
The pious monks of Wobble-hill
Mutter'd a prayer and croaked a sing,
But shouted when they heard ting, ting,
"A bicycle!"

And then they saw a cyclist bound
Over a mountain to the ground
And crack his skull and cook his goose,
But praised, before his soul got loose,
That bicycle.

There in the twilight weirdly dressed
The Wandering Jew at last found rest.
He courted death as ages spun on,
But thought the chance was ten to one on
A bicycle!

TOUGH PLACE FOR CYCLISTS.—If any one wants to see a bear garden let him spend—as we did last week—a couple of hours in the lobby of the Hammersmith police court, where witnesses have to "cool their heels." Ragged urchins playing touch, and jumping in and out of the windows; slamming the shutter flaps; trying to pull off the brass rings from the same; kicking the panels; smoking cigarette stumps, and leaping forms, with all the clatter usually accompanying such diversions, all tend to make the bear garden. These were a few of the unruly proceedings which, unchecked, characterized the precincts of that "Temple of Justice," which, perhaps, more than any other in the land, has become unfavorably associated in the thoughts of cyclists. When such is the outside we can hardly expect much from the inside.—*London Cyclist*.

CAUTION ON A TANDEM.

Somebody on a tandem—we don't know who—on a hill—we don't know where—has, unfortunately, broken his neck, and the matter is being carefully hushed up for the good of trade. To our mind the making of a mystery of such a serious affair is anything but good for trade. As far as we can learn two gentlemen, encouraged, no doubt, by the ease with which skilled riders skim along on what, to the unskilled, are most dangerous machines, purchased a tandem, and, before acquiring any sound knowledge of how to manage it, went for a run, and coming to a hill lost control, with the result that the rear rider was precipitated over the front man's head and broke his own neck. If these be really the facts, it is better they should be widely stated, as it cannot be too well known that some tricycles, and particularly tandems, require much learning.—*Cyclist*.

THE ATLANTIC OCEAN TOO MUCH.

"I know that a man named Stevens has just started out to make a trip around the world on a bicycle," observed the man in the gingham shirt.

"And wat's a bicycle?" queried old Uncle Lewis, with a strongly scornful flavor in the descending cadence of his voice.

"Why, one of those two-wheeled things that a man sets on, and makes it go with his feet."

"Hoh!" snorted Uncle Lewis disdainfully, "goin' to make a tower of the world, is he? Well, just you mark my word," and the old gentleman laid one finger impressively on the bosom of the man in the gingham shirt, "mebbe he kin git across the crick—Bowerses Crick—and again, mebbe he kin overcome the Mississippi River, but I'm a-bettin' y'u thet w'en he strikes the Atlantic Ocean—the old original jinewine North American Atlantic Ocean—he's a-goin' to curl up on his little two-wheel wagin' an' low as he's beat. You hear me, Henery Williams."

And old Uncle Lewis shook his head in a threatening way, spit reflectively into the shaggy hair of a passing dog, and looked around with the air of a man who courts contradiction.—*Rockland Courier-Gazette*.

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Yours respectfully,

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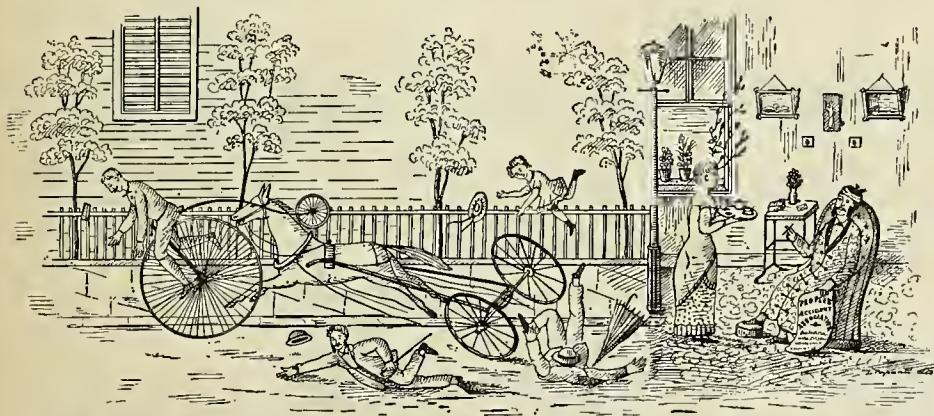
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The Assessments will never exceed \$2.00 each. The Admission Fee of \$5.00 is paid but once. The charge is the same from 18 to 65.

The mistake of a lifetime is often the result of postponing a duty. In an important matter of this kind not a day should be lost. To-MORROW YOU MAY BE TOO LATE. Apply AT ONCE for membership.

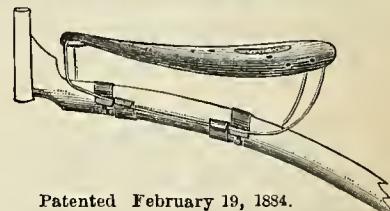
PEOPLE'S ACCIDENT ASSOCIATION OF SPRINGFIELD, MASS.

Incorporated under the Laws of Massachusetts in 1882.

Office, 438 Main Street, Opposite Post Office, - - - SPRINGFIELD, MASS.

NOYES W. FISK, President, (Fisk Manufacturing Co.) CHAS. E. BROWN, Vice-President, (West, Stone & Co.) JOHN SHARROCKS, Secretary.

Duryea Saddle and Spring.



Patented February 19, 1884.

Used by Hendee, Prince, Woodside, Corey, Landy, Jenkins of Louisville, Eck, Morgan, Higham, Yates, also Miles, Armaindo and Sylvester, and all the flyers. Can be used also on Star bicycles.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable and Cheap. Why Suffer on the Road any Longer? Try it once and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELED, \$3.75. SPECIAL TERMS TO DEALERS.

MO. WHEEL CO.

210 & 212 N. 12th St., St. Louis, Mo.

Send postal for list of new and second-hand Machines.

JOSEPH WHITCOMB & CO.

MANUFACTURERS OF

FINE CIGARS,

AND DEALERS IN

Imported Cigars and Smokers' Articles,

258 Main Street,

SPRINGFIELD, MASS.

THE SPRINGFIELD WHEELER'S GAZETTE.

DO NOT READ THIS!

A Lot of Nice Second-Hand SUSPENSION SADDLES,	\$1 75
A Lot of Nice Second-Hand ACME STANDS,	\$1 25
A Lot of Nice Second-Hand PEDALS,	\$3 50 per Pair
A Lot of Nice Second-Hand TOOL BAGS,	50 cents
A Lot of HANDY TOOL BAGS, new, but a little "off,"	\$1 25
A Lot of NICKEL SPOKE GRIPS, new, but a little "off,"	40 cents
A Lot of Second- Hand HUB LIGHTS, some of which have only been used a very few times, at about half price.	

Some fifty Second - Hand BICYCLES and TRICYCLES, marked in plain figures, will be for sale at the large Tent of the AMERICAN BICYCLE COMPANY on Hampden Park, September 16, 17, 18, and 19.

M. D. GILLETT.

ZACHARIAS & SMITH,
Newark, N. J.
—
Bicycles and Tricycles
Of all leading makes.
Tool Bags-Luggage Carriers
Of our own make.
—
L A M P
For the American Star.
—
Send Stamp for Illustrated Circular.



Sale and Exchange.

We have opened a department of sale and exchange for the convenience of our readers, in which their wants may be made known at a trifling expense. It often occurs that a wheeler wishes to exchange or sell his machine, or a newcomer wishes to purchase a second-hand wheel. This department will offer the desired facilities. The charge will be *one cent per word, each insertion, cash with the order.* Initials and abbreviations count as words. The following example shows the style:

52-INCH BICYCLE (bright except spokes), *Æolus* balls, both wheels, hollow forks, movable step, long-distance saddle, King of the Road lamp, stand, etc., \$50; cost \$90 last year.
L. C., SPRINGFIELD, MASS.

Such an announcement would cost 32 cents, each insertion. We believe that this feature may be made very useful.

BICYCLE—54-inch, full nickelized (except rim), Special Columbia, \$75; cost \$140; good condition.
Address L. FLECKENSTEIN, FARIBAULT, MINN.

FOR SALE AT A BARGAIN—One 52-inch Special British Challenge Bicycle (the best imported wheel); bright parts nickelized, double set balls front and single set back wheel. Address or call on
W. E. MACKLIN, M.D., 335 W. 32d St., NEW YORK.

FOR SALE—But not this year, the excellent time I expect at Springfield in September, 1884.

FOR SALE—54-inch Star, enameled, rocking pedals, power traps; \$80; cost \$115; new this spring.
ARTHUR H. BALL, MILFORD, MASS.

FOR SALE—One 52-inch enameled and nickelized Royal Mail Racer, with cow-horn handle-bars and horn handles, with saddle fastened to backbone; weight, complete, 25 lbs.; brand new, never been ridden; reason for selling is on account of retiring from the race track. Price, \$137.50.
CHARLES S. FISKE, Box 335, SPRINGFIELD, MASS.

WANTED—Some one to take my place so I can attend the great meet at Springfield, in September.
Address OFFICE, WACO, TEXAS.

FOR SALE—54-inch Special Club Bicycle, full nickelized; cost \$157; will sell for \$95 cash.
Address S. F. P., Box 644, NEW HAVEN, CONN.

FOR SALE—One 58-inch Shadow, full nickelized except felloes, ball bearings to both wheels, cradle spring, nickel hub light, McDonnell cyclometer; excellent order; \$100 cash.
ALBERT CHAPIN, SPRINGFIELD, MASS.

LOST—September 18, 19, 20, 1883. A Good Time was lost on Hampden Park, on the above dates, by my non-attendance. Will be there this year.

FOR SALE—One 54-inch Expert Racer, enameled wheels, Warwick rims, all other parts nickelized, 30-inch drop handle-bars; good as new; price \$125.
CHARLES S. FISKE, SPRINGFIELD, MASS.

FOR SALE—One 54-inch Matchless Bicycle, painted and striped, ball bearings to both wheels, long distance saddle, Columbia hub light; new last season, and in first-class order; price \$90.
WILBUR WINANS, SPRINGFIELD, MASS.

FOR SALE—56-inch Astley, hollow forks, *Æolus* balls both wheels, direct spokes, adjustable step; never been used; \$70.
ARTHUR H. BALL, MILFORD, MASS.

FOR SALE—One Victor Tricycle, 1883 pattern, new this season; been run about 100 miles; shows wear only a very little. Will sell same for \$110.
M. D. GILLETT, SPRINGFIELD, MASS.

FOR SALE—One 52-inch British Challenge, full nickelized except felloes, ball bearings to both wheels; new last season; excellent order; with a Pope cyclometer; will sell for \$100 cash.
LOUI TAFT, SPRINGFIELD, MASS.

WOULD EXCHANGE my 6 weeks summer vacation for 4 days at Springfield in September.

FOR SALE—One 52-inch Standard Columbia Bicycle, ball bearings to front wheel, Nash rubber handles, with Hill & Tolman bell and Columbia hub lamp; in good order; will sell for \$60.

WALTER L. MONFORT, WAPPINGER'S FALLS, N.Y.

FOR SALE—50-inch Standard Columbia, 52-inch Boston and Rudge, 54-inch Expert, American Club, and Star. Will send for examination. Address for particulars
C. HERBERT DIAMOND, 102 Franklin St., NEW YORK.

EXCHANGE.—Would exchange my photograph with my Springfield girl at the Grand Tournament, September 16, 17, 18, 19, on Hampden Park, Springfield, Mass.

FOR SALE—One 56-inch Harvard, nickelized and painted, ball bearings to both wheels; excellent order; with nickelized hub light; price \$100.
M. D. GILLETT, SPRINGFIELD, MASS.

STOLEN—By the attendance of my employer, at the last Springfield Meet, a golden opportunity to witness the greatest cycling event of the year '83.

FOR SALE—A 56-inch full nickelized English Matchless Bicycle, both wheels ball bearing; in first-class running order; price \$90.
R. A. BACHELDER, Box 829, PORTLAND, ME.

WANTED—

E V E R Y B O D Y
E V E R Y B O D Y

TO ATTEND THE

GREAT BICYCLE TOURNAMENT
GREAT BICYCLE TOURNAMENT
GREAT BICYCLE TOURNAMENT

OF THE

SPRINGFIELD BICYCLE CLUB,
SPRINGFIELD BICYCLE CLUB,

SEPTEMBER 16, 17, 18, 19.
SEPTEMBER 16, 17, 18, 19.

COME ONE.

COME ALL.

FIRST * ANNUAL * RACE * MEETING *

AND

THIRD * ANNUAL * ENTERTAINMENT * AND * HOP *

OF THE

SCRANTON BICYCLE CLUB, *

Scranton, Pa., October 16, 1884.

Races for Valuable Prizes on First-Class Fast Track.

Entertainment and Hop in City Armory.

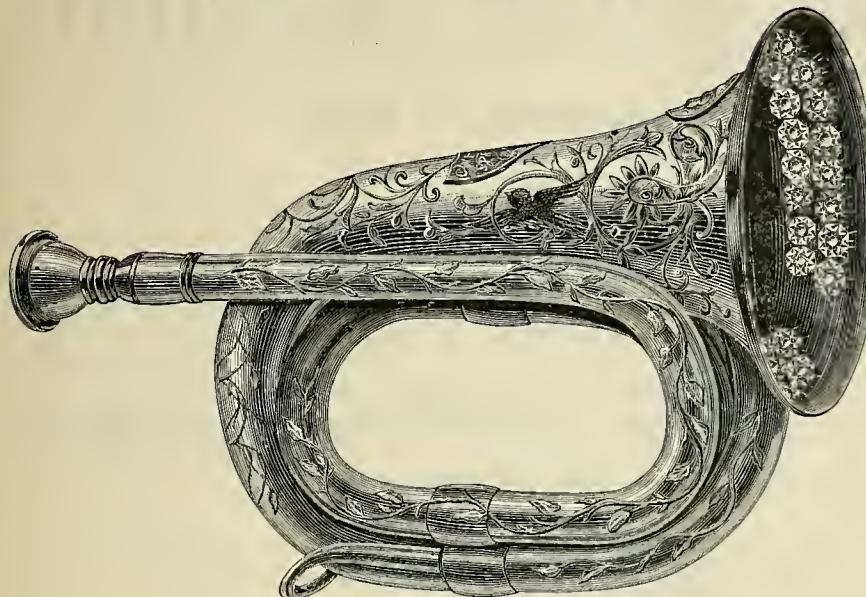
Wheelmen in uniform free.

GEO. B. JERMYN, Chairman Com.

C. W. HUTCHINS,

MANUFACTURER OF THE

LEAGUE * BICYCLE * BUGLE
AND BAND INSTRUMENTS,
SPRINGFIELD, MASS.



Cut of the Bugle won at the Springfield Meet, September 18, 19, and 20, 1883,
by the Connecticut Club of Hartford, Conn.

PRICE LIST :

No. 1. Bicycle Bugle, in brass,	\$12.00
No. 2. Bicycle Bugle, silver plated, satin finish and engraved,	15.00
No. 3. Bicycle Bugle, silver plated, burnished and engraved,	16.50
No. 4. Bicycle Bugle, gold and silver plated, satin finish and engraved,	17.50
No. 5. Bicycle Bugle, gold and silver plated, burnished and engraved,	20.00
No. 6. Gold plated, finely engraved, with pre- cious stones (same as cut),	75.00

HOTEL * WARWICK, *

SPRINGFIELD, MASS.

By Official Appointment the Headquarters of the League of American Wheelmen
and the Cyclists' Touring Club of England.

Only a few steps above the Depot. Accommodations first-class in every respect. House is new, and all the furniture new, neat, and clean.

The patronage of visiting wheelmen and the public generally is respectfully solicited.

WILLIAM M. BEMIS, PROPRIETOR.

The Connecticut Bicycle Club,

OF HARTFORD,

WILL GIVE THEIR

FIRST ANNUAL RACE MEETING!

AT

Charter Oak Park, Hartford, September 9, 1884.

THE EVENTS WILL BE

1-Mile, 3.20 Class.—FIRST PRIZE, Gold Medal, value \$25.00. SECOND PRIZE, Silver and Gold Medal, value \$15.00.

2 Mile Tricycle.—FIRST PRIZE, a Hartford Ball Bearing Sewing Machine. The most elegant machine ever put upon the market; an entire work cabinet in itself, nickel plated and handsomely ornamented, value \$70.00. SECOND PRIZE, a handsome Imported Vase Lamp of the celebrated Longwy porcelain, value \$25.00.

½-Mile, Boys under 16.—FIRST PRIZE, Silver and Gold Medal, value \$10.00. SECOND PRIZE, Pair of Hammered Solid Silver Cuff Buttons, value \$5.00.

1-Mile Club Race, for Gold Club Medal, value \$50.00.

1-Mile.—FIRST PRIZE, Elegant Diamond Stud, value \$100.00. SECOND PRIZE, Engraving of Schreyer's celebrated picture, "The Imperial Courier," handsomely framed in bronze and gilt, value \$40.00.

1-Mile, Ride and Run.—FIRST PRIZE, Gold Medal, value \$25.00. SECOND PRIZE, Stevens' Bicycle Rifle, value \$13.00.

ENTRANCE FEE, \$1.00 for each Event.

At 10 o'clock in the morning there will be a short PARADE through the principal streets of the City, and to the visiting Club having the largest number of men in line will be given a very handsome Clock most suitable for Club headquarters.

To all who intend participating in the Springfield Races, we would say: Leave home a little earlier; come to Hartford, September 9; stay over, and do your training on Charter Oak Park, which has the finest track in the country. A good Hotel on the Grounds, where board may be had at \$6.00 per week for Bicyclists.

Address Entries and for further particulars to

5-Mile State Championship.—Open only to Conn. L. A. W. men. PRIZE, Diamond Medal, value \$80.00.

5-Mile.—FIRST PRIZE, an elegant "Colt's" Double-barreled Shot Gun, finished to order for this occasion, value \$100.00. SECOND PRIZE, Engraving of Schreyer's celebrated picture, "The Cavalry Engagement," handsomely framed in bronze and gilt, value \$40.00.

Tug-of-War (1-Mile).—FIRST PRIZE, Silver Cup, chased with gold, value \$35.00. SECOND PRIZE, Handsome Picture, value \$20.00. THIRD PRIZE, Florentine Statuary, "Tug-of-War," value \$5.00.

Exhibition of Fancy Riding by Prof. D. J. CANARY.

10-Mile.—FIRST PRIZE, Full-nickelated Expert Columbia Bicycle, value \$145.00. SECOND PRIZE, French Marble Clock, value \$40.00. THIRD PRIZE, Seth Thomas Traveling Clock, plush case, value \$10.00.

Consolation.—Handsome Seal Ring, value \$15.00.

GEORGE H. BURT,

P. O. Box 414, Hartford, Conn.

THE FAMOUS STALL & BURT STAR SADDLE.

Designed especially to fill the demand for a comfortable saddle for the American Star Bicycle. Price, \$4.00 Plain; \$5.00 Nickeled. Send Check, or P. O. Order, and obtain solid comfort.



STAR TOOL AND AMERICAN DON BAGS.

These bags are splendidly made of best leather, are in one piece, and are nicely lined. Each has a brass frame to keep it in shape, and contains a series of pockets easily accessible, in which the tools are retained free from rattle. Sent by mail, prepaid, for \$2.00 at your risk, or registered for \$2.10.

PATENT OIL RESERVOIRS,

To hold supply of oil for bearings of wheels and levers of Star machine. A hot box is impossible with these indispensable articles. Price, 50 cents each, or set of four \$1.50 by mail postpaid. registering 10 cents extra.

THE STAR CONTINUOUS ALARM

Is the best of this style in the market, giving a loud alarm, consisting of a very musical chord repeated ad. lib. No clock work, no winding up, no swinging on to the tire, getting loose or rattling. Sent on receipt of \$2.00 postpaid, registering 10 cts. extra.

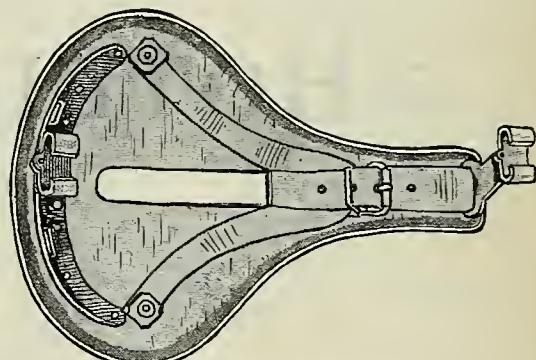


We make a specialty of supplying Agents and Dealers throughout the country with sundries at greatly reduced prices, which will be sent on application.

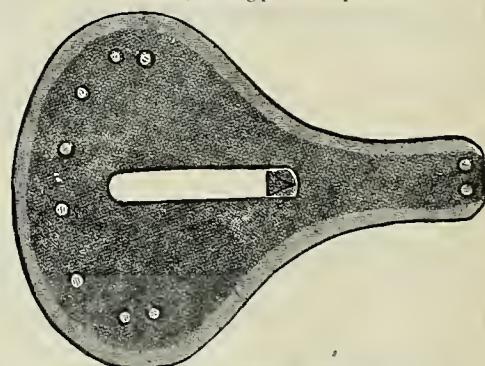
We handle all the well known makes of Bicycles and Tricycles, and make a specialty of the Special Improved Star. 28 page catalogue sent on receipt of 2 cent stamp.

STALL & BURT,

509 TREMONT STREET, BOSTON, MASS.



Bottom, showing plan of suspension.



Top of Saddle, showing seat.



Side view, showing height of front standard.

STALL & BURT STAR SADDLE.

THIRD ANNUAL

BICYCLE * TOURNAMENT !

OF THE

SPRINGFIELD BICYCLE CLUB,

HAMPDEN PARK,

SPRINGFIELD, MASS., SEPT. 16, 17, 18 & 19, 1884.

\$8,000.00**IN PRIZES.**

* LIST OF RACES.*

FIRST DAY, SEPT. 16.

SECOND DAY, SEPT. 17.

EVENT.	CONDITIONS.	1ST PRIZE.	2D PRIZE.	3D PRIZE.	EVENT.	CONDITIONS.	1ST PRIZE.	2D PRIZE.	3D PRIZE.
1—1-Mile Professional,..	Handicap.....	Bicycle....	Cash, \$50.00	Cash, \$30.00	1—10-Mile Professional, Open	Bicycle....	C'sh, \$250.00	C'sh, \$150.00	C'sh, \$100.00
2—10-Mile Amateur,....	Open.....	Bicycle....	Spr'f'd Cup Value, 90.00	Value, 60.00	2—2-Mile Amateur,....	Open.....	Bicycle....	Value, 62.50	Value, 37.50
3—1-Mile Amateur,....	3:20 Class.....	Bicycle....	Value, 50.00	Value, 30.00	3—1-Mile Amateur,....	Without Hands.	Bicycle....	Value, 50.00	Value, 30.00
4—2-Mile Amateur,....	Open	Tricycle ..	Value, 62.50	Value, 37.50	4—3-Mile Amateur,....	Class, 9:15.....	Bicycle....	Value, 75.00	Value, 45.00
5—3-Mile Amateur,....	Open	Tandem...	Value, 75.00	Value, 45.00	5—5-Mile Amateur,....	Open.....	Tricycle ..	Value, 60.00	Value, 40.00
6—1-Mile Amateur,....	Time, 3:16.....	Bicycle....	Value, 50.00	Value, 30.00	6—½-Mile Amateur,....	Open.....	Bicycle....	Value, 25.00	Value, 15.00
7—3-Mile Professional,..	Open.....	Bicycle....	Cash, 75.00	Cash, 45.00	7—1-Mile Professional, Open.....	Bicycle....	Cash, 50.00	Cash, 30.00	Cash, 20.00
8—3-Mile Amateur,....	Tug of War.....	Bicycle....	Value, 75.00	Value, 45.00	8—5-Mile Amateur,....	Record *.....	Bicycle....	Spr'f'd Cup Value, 60.00	Value, 40.00
9—2-Mile Amateur,....	Class 6:25.....	Bicycle....	Value, 62.50	Value, 37.50	9—2-Mile Amateur,....	Open.....	Tandem...	Value, 75.00	Value, 50.00

THIRD DAY, SEPT. 18.



FOURTH DAY, SEPT. 19.

EVENT.	CONDITIONS.	1ST PRIZE.	2D PRIZE.	3D PRIZE.	EVENT.	CONDITIONS.	1ST PRIZE.	2D PRIZE.	3D PRIZE.
1—3-Mile Professional,..	Record *.....	Bicycle....	Cash, \$75.00	Cash, \$45.00	1—5-Mile Amateur,....	Open	Bicycle....	Spr'f'd Cup Value, \$60.00	Value, \$40.00
2—½-Mile Amateur,....	Class, 1:40.....	Bicycle....	Value, 25.00	Value, 15.00	2—5-Mile Professional,..	Open.....	Bicycle....	Cash, 100.00	Cash, 60.00
3—1-Mile Amateur,....	Ride and Run..	Bicycle....	Value, 50.00	Value, 30.00	3—½-Mile Amateur,....	Class, 1:32.....	Bicycle....	Value, 25.00	Value, 15.00
4—5-Mile Amateur, ..	Class, 16:40.....	Bicycle....	Value, 100.00	Value, 60.00	4—1-Mile Amateur,....	Tug of War.....	Bicycle....	Value, 50.00	Value, 30.00
5—5-Mile Professional,..	Open	Bicycle....	Cash, 100.00	Cash, 60.00	5—3-Mile Amateur,....	Record *.....	Bicycle....	‡ Lord Rifle	‡ H'n't'r's Pet
6—1-Mile Amateur,....	Open	Tandem...	Value, 60.00	Value, 40.00	6—5-Mile Professional,..	Record *.....	Bicycle....	Cash, 100.00	Cash, 60.00
7—10-Mile Amateur,....	Record *.....	Bicycle....	Spr'f'd Cup Value, 90.00	Value, 60.00	7—3-Mile Amateur,....	Open	Tricycle ..	Value, 75.00	Value, 45.00
8—1-Mile Amateur,....	Open	Tricycle ..	Value, 50.00	Value, 30.00	8—3-Mile Amateur,....	Open	Bicycle....	Value, 75.00	Value, 45.00
9—1-Mile Amateur,....	Open	Bicycle....	Value, 50.00	Value, 30.00	9—1-Mile Amateur,....	Consolation.....	Bicycle....	Value, 50.00	Value, 20.00

4TH PRIZE, Value, \$15.00
5TH PRIZE, Value, \$10.00

The *Class* races are for those who have never beaten the time given. The *Time* races, the one coming nearest the time wins the race; no watch or coaches allowed.* The *Record* races are run as follows: The one winning the greatest number of intermediate one-half miles wins the race, and if the winner breaks the record he receives, in addition to the regular prize on a three-mile race, a \$50 watch; in addition, on a five-mile race, a \$75 gold watch; on a ten-mile race, a \$150 gold watch.

† Presented by Overman Wheel Co. ‡ Presented by J. Stevens & Co.

ENTRANCE FEES.

AMATEURS.

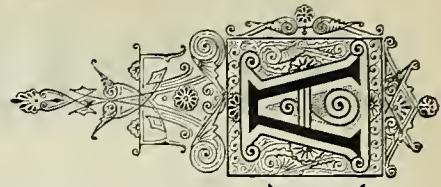
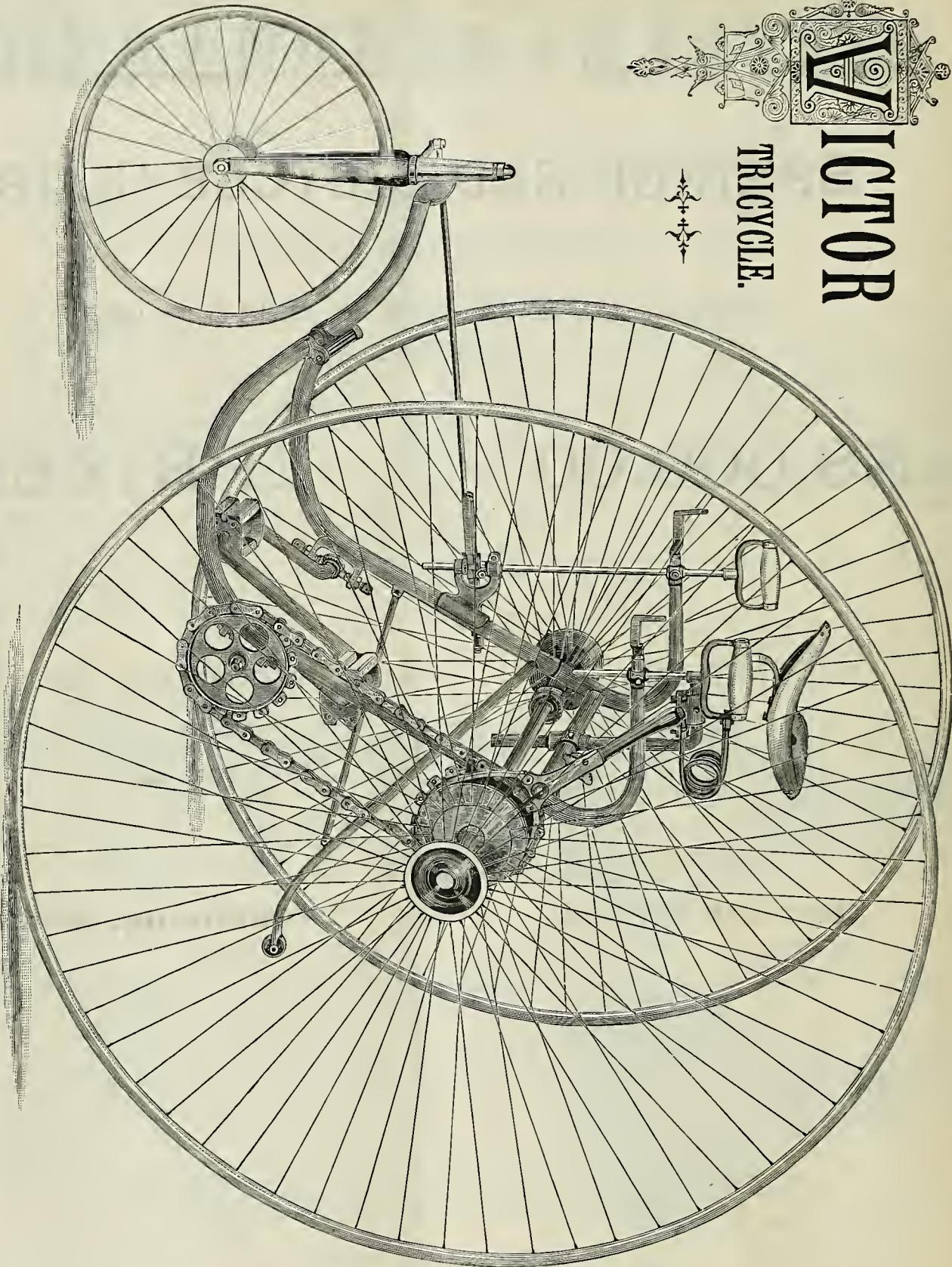
All 1-2 and 1-mile events.....	\$1.00 each event.
" 2-mile events.....	2.00 " "
" 3 and 5-mile events.....	3.00 " "
" 10-mile events.....	5.00 " "

PROFESSIONALS.

One and 3-mile events.....	\$3.00 each event.
Five-mile events.....	5.00 " "
Ten-mile events.....	10.00 " "

All races must have at least three men to start, or the number of prizes will be reduced.

STAUNCH AND SPEEDY.



VICTOR

TRICYCLE.

WON ALL RACES IN '83, '84.

Send stamp for Illustrated Catalog.

"Regarding this tricycle, if you should try one,
I'll wager a new string of fancies you'll buy one."

LARGEST TRICYCLE MAKERS IN AMERICA.—

OVERMAN WHEEL CO.

CHICORÉE, MASS.

HEALTH AND PLEASURE.