

# THE WHEELMER'S GAZETTE.

A JOURNAL OF CYCLING.  
PUBLISHED MONTHLY.

PRESS OF SPRINGFIELD PRINTING COMPANY

VOL. II.—NO. I.

SPRINGFIELD, MASS., APRIL, 1887.

PRICE 5 CENTS.

## SOME RECORDS ON COLUMBIA BICYCLES CHAMPIONS OF THE WORLD.

AROUND THE WORLD, - - - THOMAS STEVENS.

GREATEST DISTANCE EVER MADE INSIDE THE HOUR,  
22 MILES, 150 YARDS, BY ROWE, AT SPRING-  
FIELD, OCTOBER 25, 1886.

ACROSS THE CONTINENT, - - - F. E. VAN MEERBEKE.  
ACROSS THE CONTINENT, - - - GEORGE B. THAYER.  
PENNSYLVANIA TO NEBRASKA AND RETURN, HUGH J. HIGH.

GREATEST DISTANCE EVER MADE WITHOUT A DISMOUNT,  
285 MILES, BY MORGAN, AT MINNEAPOLIS,  
DECEMBER 20, 1886.

	MILES.	TIME.		MILES.	TIME.
WORLD'S RECORD,	1·4	.35.1·5	WORLD'S RECORD,	12	32.35
WORLD'S RECORD,	1·2	1.12 4·5	WORLD'S RECORD,	13	35.18 2·5
WORLD'S RECORD,	3·4	1.50 1·5	WORLD'S RECORD,	14	38.01 2·5
WORLD'S RECORD,	1	2.29 4·5	WORLD'S RECORD,	15	40.41 2·5
WORLD'S RECORD,	2	5.11	WORLD'S RECORD,	16	43.26 4·5
WORLD'S RECORD,	3	7.48 4·5	WORLD'S RECORD,	17	46.14 4·5
WORLD'S RECORD,	4	10.41 2·5	WORLD'S RECORD,	18	48.58
WORLD'S RECORD,	5	13.23 4·5	WORLD'S RECORD,	19	51.40 1·5
WORLD'S RECORD,	6	16.12 3·5	WORLD'S RECORD,	20	54.25 2·5
WORLD'S RECORD,	7	18.59	WORLD'S RECORD,	21	57.07 3·5
WORLD'S RECORD,	8	21.41 2·5	WORLD'S RECORD,	22	59.46
WORLD'S RECORD,	9	24.26 4·5	WORLD'S RECORD,	23	1.08.22 3·5
WORLD'S RECORD,	10	27.07 1·5	WORLD'S RECORD,	24	1.11.28 4·5
WORLD'S RECORD,	11	29.51 3·5			

1·4 TO 22 MILES, INCLUSIVE, BY ROWE, 23 AND 24 BY WOODSIDE, AT SPRINGFIELD, OCTOBER, 1886.

POPE MFG. CO.

BOSTON.

NEW YORK.

CHICAGO.

HARTFORD.

# \$75 • THE SPRINGFIELD ROADSTER • \$75

(YOST & McCUNE PATENT.)

Invented by Riders of Experience. The Only Absolutely Safe Wheel Against Headers Made. The Best and the Cheapest. Do Not Buy a Wheel Before You See The Springfield Roadster.

No extra rake to fork.



No expense left out to warrant success.



No headers to "knock you out."



The clutch movement is noiseless and runs perfectly smooth.



The fork cannot be forced forward faster than the large wheel revolves.



Coasting Without Danger!

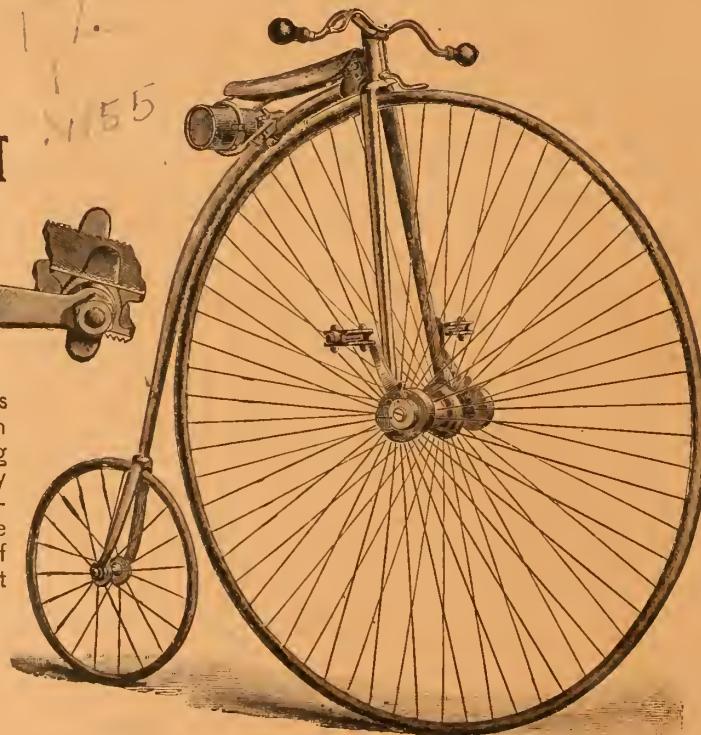
Hill-Climbing to Perfection!



Improved Clutch Lever

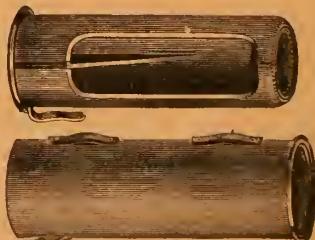


The above illustration shows the clutch from the inside, with the roller bearings and gripping mechanism. It is perfectly smooth and noiseless. No friction is added by applying the power. There is no waste of power. It grips at the slightest touch. No dead centers.



Fish Adjustable Saddle

Known to be the best.



TOOL BAG,

As shown in the cut of the complete wheel. Made with separate compartments for oiler and wrench.



THE SPRINGFIELD ROADSTER, complete, with Enamel Finish, Nickel-Plated Trimmings, and Fish Adjustable Saddle, \$75. Diameter of front wheel, 50 inches; rear wheel, 20 inches. Made of the best weldless steel tubing and steel drop forgings. Warranted against defects in workmanship or material. All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward tread of THE SPRINGFIELD ROADSTER. The only safe and smooth coaster.

Agents wanted in all unoccupied territory. For further particulars, address

**SPRINGFIELD BICYCLE MFG. CO.**

19 PEARL STREET, BOSTON, MASS.

Or JOHN P. LOVELL'S SONS, Sole Agents for New England, 147 Washington Street, Corner of Cornhill and Brattle Street, Boston, Mass.

GREATLY IMPROVED OVER 1886 PATTERN.

THE SAFEST MACHINE AND THE BEST HILL-CLIMBER!

# THE \* KING \* BICYCLE

FOR 1887

WILL BE APPRECIATED BY ALL

## AS A ROADSTER,

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

## FOR SAFETY,

Because, the treadles being in the rear of the hub, there is an uplifting at the fulcrum in front, removing the danger of taking a header, and the fork cannot be forced forward faster than the large wheel revolves.

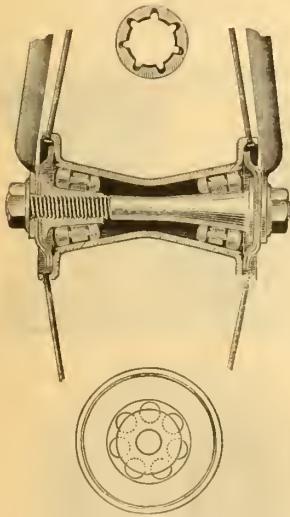
## FOR EASE OF RUNNING,

Because the new adjustable anti-friction bearings in our high-grade machines run very easily, are very durable, and cannot roll together; and there are no parallel bearings to retard the revolution of the wheels nor cog-wheel friction to overcome in coasting.

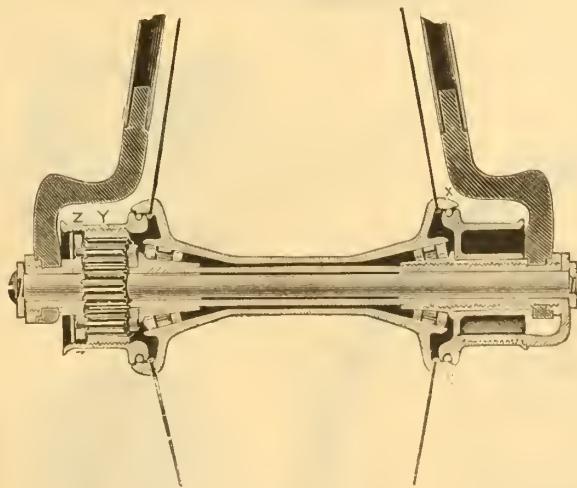
Secured by United States Patents and Pending United States and Foreign Applications by the Inventor, Rev. HOMER A. KING, Springfield, Mass.



Side View, with pear-shaped vulcanite handles.



View of bearings in rear wheel, and end view of adjustable anti-friction roller bearings and revolving collar which holds them in place. Full explanation in Catalogue; sent free.



Cut showing how the depression of one lever, turning one propelling drum forward, turns the other backward and raises the lever without contact with the driving wheel. Full explanation in Catalogue; sent free.

CATALOGUE SENT FREE.

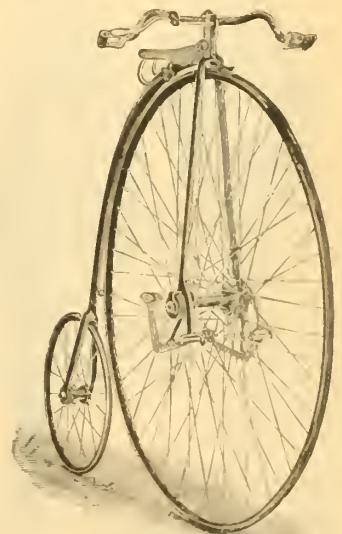
**Enamel Finish, one-tenth Nickel,**  
**Enamel Finish, one-fourth Nickel,**  
**Enamel Finish, one-half Nickel,**  
**Full Nickel Finish,**

One-fourth Nickel includes Hub, Saddle-Spring, Handle-Bars, Brake, and Head. One-half Nickel includes also the Spokes of the large wheel. Full Nickel includes all except the Rim. We recommend and most riders order the \$110 style with anti-friction bearings to both wheels. A discount of 10 per cent. from third column prices is offered to any clergyman, or to the first purchaser in any county. Above prices are for 48-inch wheel; add or subtract \$1 per inch up or down. Spade handles, \$2 extra. Agents wanted in all unoccupied territory.

## PRICE LIST.

	SOLID CRESCENT RIMS. PARALLEL BEARINGS To Both Wheels.	HOLLOW RIMS, HIGHEST GRADE. ADJUSTABLE ANTI-FRICTION BEARINGS To Rear Wheel. To Both Wheels.
	\$75	\$95
	80	100
	85	105
	90	110
		120

Heretofore noticed and advertised as "Springfield's New Bicycle," "The Springfield Light Roadster," "The Springfield Bicycle," etc., and the only Bicycle in the market ever invented or first built in Springfield.



Front View, with spade handles.

## THE KING WHEEL COMPANY, 51 Barclay St., New York.

**THE BICYCLE HERALD AND EVANGELIST.**—Single copy, 8 pages, one year, 15c.; 10 copies, \$1. The Herald contains the running record, progress of the art, cycling romance, and practical helps. The Evangelist is devoted to the Christian life, evangelistic work, temperance and reform, and a youths' department. Sample copy sent free. Agents wanted in every town in the United States. Premiums or liberal cash commission. Write for terms to ALBERT J. KING, 51 Barclay Street, New York.

## THE SENSATION OF 1887!

THE LATEST AMERICAN HIGH-GRADE WHEEL,

## THE NEW MAIL.

**With TRIGWELL'S BALL HEAD.**—In this Ball Head the cones move on the balls smoothly, without wear, and one adjustment serves for a very long time,—for months, in fact,—and no loosening nor setting up is necessary. There being no friction, oiling is rarely needed.

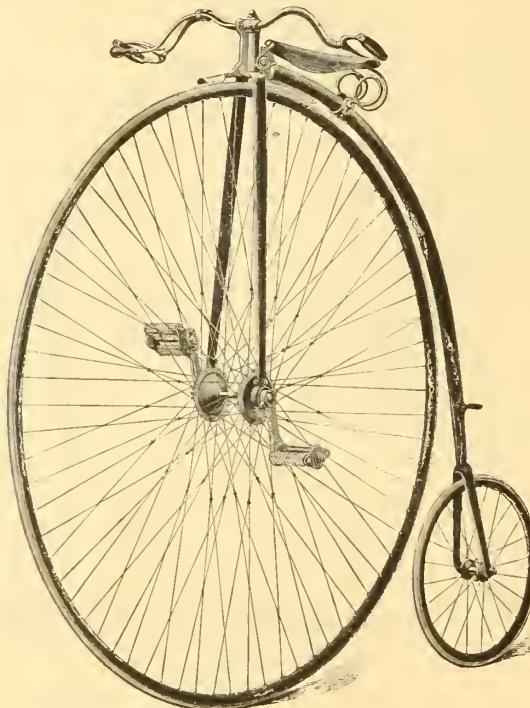
## WITH OUR SPECIALTY,

Perfection Strengthened Backbone and Forks.

It is very well known that in all machines Backbones are liable to break, and do break, causing bad accidents. The place of breakage is usually, if not always, at the upper end, under the saddle, where is the greatest strain. We have adopted Warwick's New Pattern Backbone, which has a greater thickness of metal at the large or neck end, tapering thinner to the small end; thus obtaining a stouter and stronger Backbone, with no danger of breakage, while there is no increase in weight. The oval shape is also preserved, which is handsomer and stiffer than the round.

Warwick's Perfection Forks are also used, having the same construction as the Backbone,—thicker at the large end and tapering or decreasing in thickness at the small end; this gives very strong and rigid Forks.

A Superb Light Roadster; see one. See the Testimonials in our Catalogue from many leading wheelmen as to the great advantage of the Ball Head.



## WITH OUR SPECIALTY,

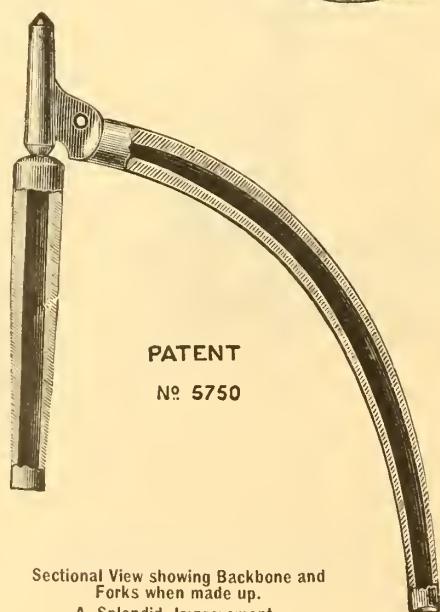
Trigwell's Ball Head—A Splendid Success.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it. What a howl went up from the "big stock" people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first-grade bicycle, and those who do not have ball-heads will not rank among the highest-grade mounts. Of course the extra cost of construction will preclude its being used on second-grade machines, but that it is a vast improvement over the Stanley head, with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond doubt.—*London Letter in L.A.W. Bulletin, Jan. 8, 1887.*

Agents wanted everywhere. See this wheel before purchasing. Ask your dealer for it.

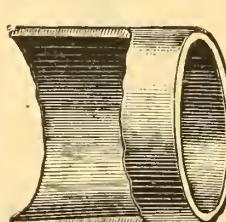


WARWICK'S NEW HOLLOW RIM,  
With Thickened Bottom. Seamless  
and Perfectly Smooth Outside.  
Cemented Tire.

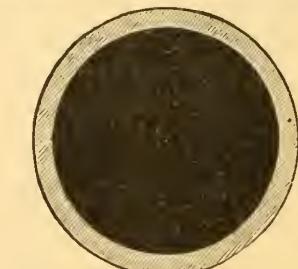
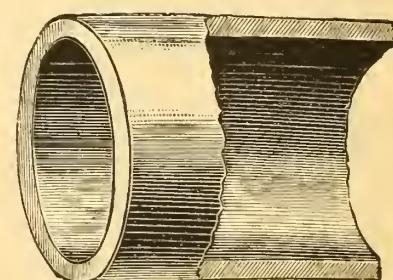


TRIGWELL'S BALL HEAD.  
The Greatest Modern Improvement.

Sectional View showing Backbone and  
Forks when made up.  
A Splendid Improvement.



Sectional and End View of  
back fork end of Backbone.



Sectional and End View showing strengthened  
neck end of Backbone.

Send stamp for Fully Illustrated Circular of this Perfect Wheel, with full representation of all parts. A Handsome Photograph of the NEW MAIL sent for 14 cents in stamps. We will take second-hand wheels in part payment for a few ROYAL MAILED with Ball Heads.

**WILLIAM READ & SONS,**  
MANUFACTURERS,  
107 Washington Street, = = = BOSTON, MASS.



BUY  
THE BEST

RACERS.  
SAFETIES.  
MINIATURES.  
RUBBER CUSHIONED CYCLES.  
HAND TRICYCLES, &c., &c., &c.

ROADSTERS.  
TANDEMS.  
CARRIERS

### APOLLO SAFETY.

Fast; Safe; a Great Hill-Climber and Coaster. Price, with Ball Pedals, \$140.



### THE S. S. S. TRICYCLES,

No. 1, for Gentlemen;

No. 2, for Ladies;

— AND —

### THE S. S. S. TANDEM,

— ARE THE —

LEADING MOUNTS  
OF THE YEAR!



For details of these machines, see our regular Catalogue, which will be mailed free to any address.

**W. B. EVERETT & CO.**

SOLE UNITED STATES AGENTS,

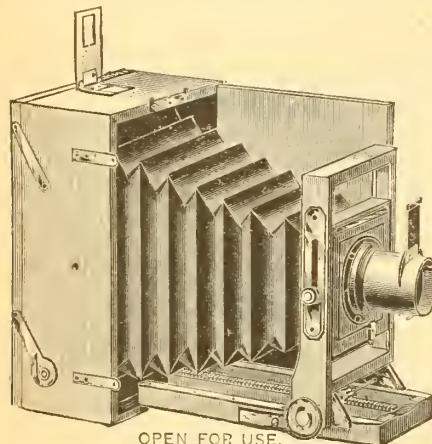
6 and 8 Berkeley Street,

BOSTON, MASS.

AGENTS WITH SMALL CAPITAL WANTED.

# THE LUCIDOGRAPH.

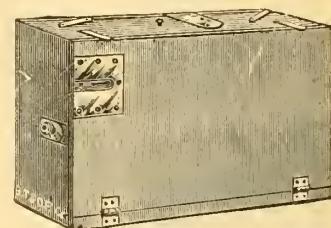
In this instrument are combined all desirable qualities and movements; improved double-swing rising and falling front, our patent attachment for the ground-glass frame, reversible for horizontal or vertical views. Made of best quality mahogany, highly polished. The lens is a single achromatic of superior quality, fitted with revolving diaphragms and instantaneous shutter; most admirable instantaneous pictures have been made with this lens. The tripod is best quality feather-weight. When folded, everything except the tripod is enclosed in the case, the plate-holder being left beneath the ground glass. The 5x8 size measures  $9\frac{1}{2} \times 6\frac{1}{2} \times 4\frac{1}{4}$  inches; smaller sizes in proportion. To sum up, this instrument is the product of the best skill and workmanship of our factory, and our large and fine facilities have enabled us to fix the price low, believing that in the end our profits will be equally large and our usefulness greater. Prices given include everything requisite for work in the field, extra plate and plate-holders excepted. Especially designed for out-door work.



## PRICE-LIST OF THE LUCIDOGRAPH, COMPLETE.

- No. 1. For  $3\frac{1}{4} \times 4\frac{1}{4}$  Picture, no Sliding Front, \$22.50
- No. 2. For  $4\frac{1}{4} \times 5\frac{1}{2}$  Picture, no Sliding Front, 22.50
- No. 3. For 5x8 Picture, Sliding Front, . . . 27.00

Enclose 4 cents for Circulars and Catalogues.



PACKED FOR TRAVEL.

## THE BLAIR CAMERA CO.

OFFICE AND FACTORY,

318 Broadway, NEW YORK. 819 Arch Street, PHILADELPHIA.

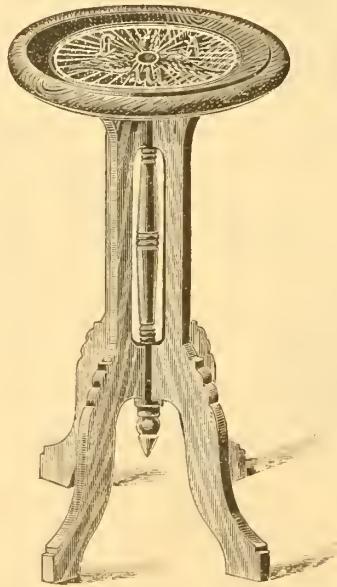
471, 475, and 477 Tremont Street, BOSTON.

Ohio Agents, L. M. PRINCE & BRO., Cincinnati.

Pacific Coast Agent. SAML. C. PARTRIDGE, San Francisco.

## L. A. W. TABLE.

A very handsome little stand or table, round top, 15 inches in diameter, and turned out to about the depth of a soup-plate, having the L.A.W. Badge in the center about 10 inches in diameter.



Sold as a Card Receiver, with initials instead of the badge. It is pronounced by the leading papers of the South to be the most complete and handsome Card Receiver ever offered. No parlor should be without one.

### PRICES.

Georgia Mahogany, Wheel in Black, - - -	\$2.50	Walnut, Wheel in Gilt, - - - - -	\$4.00
Imitation Walnut or Cherry, Wheel in Gilt, - - -	2.75	Curled Pine and Walnut, inlaid, Wheel in Gilt, - - -	5.00
Pine and Cherry, inlaid, Wheel in Black, - - -	\$4.50		

Address W. F. MOSS, Thomasville, Georgia.

# THE WHEELMEN'S GAZETTE.

Before Purchasing Your New Wheel,  
Send for this Catalogue.

60 Pages of  
Information.

Free to all  
Applicants.

INFORM YOURSELF

12 Distinct  
Patterns.



17 Handsome  
Illustrations.



New Rapid  
AND  
QUADRANT  
CYCLES

SAM'L.T. CLARK & Co.  
IMPORTERS AND SOLE AGENTS  
BALTIMORE + MD.

Full Roadsters, Light Roadsters, Rover Pattern Safeties,  
all with True Tangent Wheels.

Single and Tandem Tricycles, with the unequalled Quadrant Steering.

Acknowledged by all Competent Judges to be the Leading Line of Wheels for 1887.

# Risk One Eye on the Colored Pages Inside!

## THE FACILE.

*Patterns of this old reliable Bicycle for 1887 are:—*

1.—The Regular Pattern, called simply FACILE, unchanged from 1886, it having in that year been largely altered and improved.

2.—A LIGHT ROADSTER, somewhat changed from that of 1886, being hollow throughout, levers included. Lever-bearings are double-ball. Head is the new unapproachable Abingdon, which is destined to eclipse and displace all other ball-heads. Every bearing in this machine, without exception, is adjustable ball. Weight of 46-inch, 34 pounds.

3.—The STANDARD FACILE, a good and plain pattern, with plain enamel finish, weldless hollow backbone and front forks, and balls to front wheel only.

4.—The New GEARED FACILE, having no chain, but driving by a compact, simple, and easy sun-and-planet gear placed on one side only. Except that the levers are a little longer, and that two small toothed wheels are visible on one side, the machine looks precisely like the usual FACILE. It is hollow throughout, and every bearing whatever is adjustable ball — no less than 21 rows of balls, and 250 balls in total. Head is of course the Abingdon. Size is 40-inch, geared to 60-inch. Though this gearing is high, the machine excels all other geared bicycles in smoothness and ease of running; and it is destined to prove the fastest cycle in the world, both on the road and path. It is recommended to parties who want a "flier" for the best roads, and is guaranteed to be found such.

5.—The REAR-DRIVER FACILE, having a 22-inch steering-wheel, and a 36-inch driver geared to 54-inch in the same manner as the other. The Front-Driver, however, avoids completely the defects of other geared front-drivers, and is considered not only as the better of the two FACILES, but as the best geared bicycle ever produced. It is bound to make its mark.

6.—The FACILE TRICYCLE, a handy, central-driving, open-fronted, and easy-running machine, with FACILE driving. Singularly light, weighing only 40 pounds, although of ample strength, and the best machine in the market for ladies.

*Prices are not yet exactly fixed, but will probably be \$125 for No. 1 as above, \$135 for No. 2, \$90 for No. 3, \$140 for Nos. 4 and 5, and \$150 for No. 6. Send for our 1887 List, which will be ready soon.*

If you want a Ball-Bearing Head, see the ABINGDON; then you will accept no other.

## W. G. WILCOX,

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NEW YORK.

# PUNNETT,

*Merchant Tailor and Athletic Outfitter,*

98 West Avenue, ROCHESTER, N. Y.

L. A. W. Suits, . . . . .	\$12.00	L. A. W. Shirts, . . . . .	\$2.25
Corduroy, . . . . .	13.00	L. A. W. Caps, . . . . .	1.50
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Flannel, . . . . .	14.00	Punnett's Hose Supporter, .	.25
Jersey Suits, . . . . .	13.00	Knee Breeches (all kinds), . .	4.00

*Use Punnett's Jersey Cloth Knee Breeches. Jersey Garments a Specialty. Send for Measure Blanks and Samples.*

BEFORE YOU BUY A BICYCLE

OF ANY KIND, SEND STAMP TO

A. W. GUMP, DAYTON, OHIO,

For Large Illustrated Price-List of New and Second-Hand Machines.  
Second-Hand Bicycles Taken in Exchange and Bought for Cash.



LARGEST STOCK IN AMERICA

OF SECOND-HAND BICYCLES.

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Bicycles Repaired and Nickel-Plated. Second-Hand Bicycles, Guns, and Revolvers Taken in Exchange.

## Two Trips to the Emerald Isle

*By "FAED."*

I.—A RACING TRIP TO DUBLIN.

II.—A TOURING TRIP TO KILLARNEY.

*Profusely Illustrated by Wood-Cut and Lithographic Processes, by GEORGE MOORE.*

Price 40 cts., post-paid, from the office of THE WHEELMEN'S GAZETTE, Springfield, Mass., U.S.A.

### EDITION DE LUXE.

Printed on thick paper, with 20 photographs of scenery by the author, and bound in cloth boards. By mail, \$6, from the author, Powerscourt House, Clapton, London, England.

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

VOL. II.

SPRINGFIELD, MASS., APRIL, 1887.

NO. 1.

## The Wheelmen's Gazette.

### Terms of Subscription.

One Year, by mail, post-paid,	- - - - -	50 cents.
Six Months, by mail, post-paid,	- - - - -	25 cents.
Foreign Subscribers,	- - - - -	4 shillings.

HENRY E. DUCKER, - - - - - Editor and Manager.

Communications must be in not later than the 20th of each month, to secure publication for the following month.

Address all Communications to THE WHEELMEN'S GAZETTE. Make Checks and Money Orders payable to same.

The trade supplied by the American News Co., New York.

Entered at the Post-Office, Springfield, Mass., as Second-class Matter.

### THE NEW SEASON

Hail to the month that welcomes Spring!

We venture the above without marking it quoted, although the conception is of such obvious magnitude and brilliancy that we do not presume to claim entire originality. But whether several poets have preceded us or not, we feel sure that the sentiment will find a responsive chord in the heart of every cyclist whose good fortune it is to read the GAZETTE. Everybody cordially welcomes the advent of another out-of-door season, but to the cyclist it has a peculiarly joyful significance, hardly possible to those less favored mortals who have no practical notion of cycling, that most delightful and salutary of all out-of-door sports.

We believe that the riding season of 1877 will be greeted by the cyclist with joy and thanksgiving extraordinary, for with it must come relief from the woes and griefs of a non-riding season which has been a period of constant trial and tribulation for even the most enduring and heroic spirits of the cycling world. The exigencies of cycling enthusiasm seem to demand a special outlet for exuberance for each day of the year. During the riding season the natural and proper outlet is found in actual use of the wheel, and in narration and discussion consequent to practical cycling. When winter comes, and the wheels are housed, the finished season, lingering as a rapturous memory, still serves for a time to vent the enthusiast's overflowing fullness of zeal, and then follows the weary period when nearly all things intimately related to cycling *per se* necessarily fall into desuetude, and the cycling mind, like any other active mind deprived of favorable opportunity for action, develops an egregious tendency to fall into mischief and error.

Since the middle of December last, the American cycling world, with an assumption of gravity which would be amusing were it not so deplorable, seems to have devoted its attention mainly to fighting and squabbling about things that stand in about the same ratio to "the interest of cycling in America" that the amateur rule stands to the new moon; and many prominent wheel papers have felt obliged to devote their columns to the dissemination of what our English brethren not

so very inaccurately call "rot." If there were any prospect that this factitious propensity of the mind of cycledom were to continue indefinitely it would look a good deal like total depravity and oblivion for all things a-wheel very soon.

But we see nothing so very exigent in the situation after all. The new season is an incontestable argument for better things. We predict, as surely as the astronomer predicts an eclipse, that a time of reaction and healthy activity is at hand. Touring, racing, new wheels, new routes, new records, and a thousand other things will very shortly combine to set the cycling world to bestirring itself about its legitimate business.

Whereat let us all rejoice and be glad.

### MISGUIDED WHEELMEN.

#### THE PURE (?) AMATEURS—WHERE ARE THEY?

Considerable is being said relative to the amateur question, and many are the misguided wheelmen who are trying to convince themselves that there is such a being on the race track as a pure amateur. The *Wheel*, which intends to be up in matters cycular, in speaking of "Faed's" report, says:—

Below will be found the committee's full report, which entirely exonerates Mr. Ducker from charges of misrepresentation, deceit, etc. But it also proves that Mr. Ducker, or rather the Springfield Club, fostered and encouraged amateurism, or rather fraudulent amateurism, by entering into any arrangements to put the Englishmen against Americans, of whom many were undoubtedly pure amateurs.

Mr. Ducker well knows, as does any man who has ever had dealings with the racing men, that the word amateur is a FARCE of the biggest kind. Take a tournament of the size of the Springfield tournament, and we can name one in which sixty-three different men were entered as amateurs, and only two (2) owned their wheels; the entire balance, sixty-one men, had their machines furnished by the manufacturers. Yet this is only one phase of the humbug of the cycling era, and neither Mr. Ducker nor the Springfield Club is to blame. Another case well illustrates the absurdity of the rule—*i.e.*, the case of Charles H. Potter (chief consul C. T. C.) and Taylor Boggis, of Cleveland, O., who, it will be remembered, on May 31 last, sued the Lynn Cycle Club Track Association for \$500 and \$300, respectively, said sums being demanded to compensate them for their expenses in attending the Lynn tournament on May 31, from which they claimed they were debarred by the same being run under the A. C. U. rules, contrary to the understanding given them by the association. The case has been thrown out of court, and Tricyclist Potter's amateur standing remains untainted.

These pure amateurs, who attended the League meeting out of pure love of the sport, endeavored to make money in a way anything but creditable to themselves, when undoubtedly neither of them could have captured even a third prize. It is the hypocrisy of the whole business that we are striving to do away and to come down to an honest and business-like way of conducting race meetings.

### LEAGUE POLITICS.

The bitter opposition of the Aaron-Wells syndicate to Kirkpatrick is only equaled by Mr. Ducker's opposition to Mr. Hayes. Don't think we compare Mr. Ducker's motives of opposition to those of Aaron and Wells. Far from it. Mr. Hayes was Ducker's unwilling successor to the office of C. C., of Massachusetts. That explains it.—*Wheelmen's Record*.

The above is one of the many misstatements that are being circulated relative to Mr. Ducker and his motives, and is wrong from beginning to end. Mr. Ducker and Mr. Hayes are on the best of terms; there has been nothing between these gentlemen that should cause it to be otherwise; but what the GAZETTE objects to is the fulsome flattery being heaped upon Mr. Hayes. He is a gentleman, and does not need this continual flattery to sustain his position; he is a willing member of the ring, and can be led in any direction, which Mr. Ducker could not, a fact which caused his removal more than any other one thing; of the inside history we are fully cognizant, and will some day give it to the public. But to return to Mr. Hayes and his grand work in the Massachusetts division. What has he done to merit it? Under Mr. Ducker's five and one-half months' service as chief consul in 1886, he succeeded in raising the Massachusetts membership from 591 members on January 1, 1886, to 1,428 members on June 26. Mr. Hayes has held the reins since, or ten months, and the result of his labors has been to decrease the membership to 1,025. Truly this is something which should entitle Mr. Hayes to the vice-presidency of the League. But it is not work that is wanted; a man must be a nondescript and a willing tool of the ring. Again, by way of comparison, as showing how much enthusiasm there is in Massachusetts, it may be cited that at the annual election of officials last year, there were eight tickets in the field. This year there was not a complete ticket according to our laws. Art. 11, Sec. 2 (a) says:—

(a) All nominations shall be sent on or before the twentieth day of March in each year to the secretary-treasurer, and no nominations shall be considered by him unless made by ten (10) members of the division.

The above is plain. Yet we find that the division did not have enough nominations to fill the bill, so the officers filled in their own names to make out the list, which was in open defiance to the rule quoted. We have no desire to detract anything from Mr. Hayes, but we do dislike to see him misrepresented. It is this bolstering up of a man simply because he is a League official that has caused us an endless amount of trouble in the past, and we should think wheelmen would heed the lesson. The falling off in our membership is due to lack of work and interest in the division, and the devoting of too much time to wire-pulling and log-rolling for the vice-presidency by Mr. Hayes. What the League wants is men who can do something besides the getting of their heads together to see how they can hoodwink the members at large and secure another term of office. The slate should be "busted," and if not, wheelmen should not complain of the apathy of its officers.

## WE WERE WRONG.

Misfortunes never travel singly, and ours are no exceptions. The last GAZETTE contained three errors which should never have occurred in our columns. The first was contained in the full page advertisement of the New Mail, Wm. Read & Sons, in which we inserted the cut of the 1886 Royal Mail, which, although it was a good looking wheel, was not the New Mail of 1887. In our advertising pages of this issue we give the correct illustration of the new wheel, which is a thing of beauty and will be a joy forever to its possessor. Second, we stated in our editorial columns that John A. Wells or E. M. Aaron suppressed the treasurer's report of the League, read at the May meeting in Boston, from the columns of the *L. A. W. Bulletin*. This was an error, as we find that an abstract of the report was printed in the *Bulletin* of June 11, 1886, but it was printed under the heading "Approximate Report," which it was not. It was a report which subsequent events have proved true. It was not printed in full, as the GAZETTE printed it, but in a condensed form under above heading. Third, we inadvertently stated under "Trade," that the "Springfield Roadster" was a "new and untried wheel," which is true in one sense and misleading in another. The "Springfield Roadster" was first introduced to the public at the tournament of the Springfield Club in the fall of 1885, winning a few minor prizes. They were road machines, and were then known as the Cyclone. We find a few of them were put to a thorough trial in 1886 by riders of ability, to test their running qualities, and we also find one of them among the victors in the Corey Hill contest. A road wheel geared up to sixty-two inches climbs the hill with apparent ease. It was after these thorough tests that the makers decided to put them on the market, and the season of 1887 will find many of these wheels scattered all over the country from Maine to California.

We clip the following from the *Tricycling Journal*, as showing how one of the important English wheel papers views the case:—

## "SPRINGFIELD'S FALSEHOODS."

Considerable excitement was occasioned towards the end of last year by the appearance of an article in an English contemporary headed as above, wherein parties connected with the daily and other press in America were accused of deliberately misleading the public by pretending that certain named English riders were expected to compete at the Springfield tournament which was held last September. In reply to this, the WHEELMEN'S GAZETTE stated, in a long article, that the promoters of the tournament, "the Springfield Bicycle Club, through their president, Henry E. Ducker, did make arrangements with certain agents, importers, and manufacturers, to be represented at Springfield by amateur and professional racing men, and in turn were told that upon certain conditions (viz., the paying of a certain sum) they could have them. Said conditions were agreed upon, and then they had a right to suppose the contract would be fulfilled, and so announced the same, all in good faith. There were a few not mentioned in the contracts who were included in the list of expected visitors; these the club received private notification would be present, but at the same time classed them among the doubtful."

Upon the genuineness of these letters, of course, turned the whole question of whether the accusation of falsehood was well grounded: and in order to satisfy the British public that the Springfield Club had acted in good faith, the editor of that club's organ announced that "these letters in evidence will be sent to A. J. Wilson, London, with the proviso that the contents, the riders named therein, or the amounts to be paid, shall not be divulged on any account, but shall be held in sacred confidence." Nearly every wheel paper having expressed approval of this course, and nobody challenging the eligibility of the proposed arbitrator, after some further correspondence the papers were duly mailed to Mr. Wilson, with a

request that he would publish his report in the British wheel press.

In the course of last season, the Springfield Bicycle Club was the recipient of unmeasured abuse from two of our contemporaries, and Mr. H. E. Ducker in particular was referred to in terms which left it an open question as to whether Ananias and Barabbas were not too good company for him. The cause of these pleasantries was the advertisement of the Springfield Club that certain English riders would compete at the tournament. Our contemporaries said this announcement was a deliberate attempt to mislead the public. Mr. Ducker replied that certain English firms had contracted to supply amateurs. To this our contemporaries opposed blank disbelief. Whereupon Mr. Ducker sent home documentary evidence to Mr. A. J. Wilson, as being a representative English wheelman, for his report thereupon. [For report see British Correspondence, page 7.]

\* \* \* \* \*

We print the above with very much pleasure, as we consistently refused to join in the cry raised against our American cousins, a cry which on the unimpeachable authority of Mr. Wilson is proved to be utterly without justification. We hope that our contemporaries will have the generosity to admit their fault in this matter.

We had hoped in common with the cycle press that *Bicycling News* and the *Cyclist* would have the courage to own up beaten, but instead, they utterly refused to print Mr. Wilson's report, and thus by their silence stand condemned as cowards in journalism.

## A WONDERFUL RIDE.

## 517 MILES IN TWENTY DAYS RIDDEN ON A TRICYCLE BY A LEGLESS MAN.

James M'Intosh has had an extraordinary ride on a tricycle worked by a lever. He started from Dundee post-office on February 7, at 10 A. M., followed by an enthusiastic crowd who wished him good speed, and arrived at Perth at 6 P. M. the same day, his journey being much obstructed by the bad condition of the roads. He left Perth at 10 A. M., intending to reach Stirling the same day, but failed, the roads proving too heavy. He however reached Dunblane at 6 P. M. the same day, and left next morning for Falkirk, arriving at that town at 4 P. M. He rested there, and proceeded on to Edinburgh, which he reached at 5 P. M., and was met at the post-office by about 3,000 people. Proceeding through Haddington, Dunbar, Berwick, Alnwick, Newcastle, Darlington, York, Doncaster, Stamford, Huntington, and Hitchin, he arrived in London, at Ludgate circus, Monday, March 7, at a quarter past 8 P. M. What makes this ride most extraordinary is that the rider has lost both legs, and works his machine entirely by hand, and did the distance of 517 miles in twenty days. At Henloe, on the way to Dundee, he left his tricycle outside a tavern while he endeavored to make arrangements to be accommodated over night, and during his absence thieves fell upon his little knapsack, which was strapped to the tricycle, and stole every penny he had. The police were obliged to get him food and shelter.

## HOWELL VS. MORGAN.

The American team of cyclists, consisting of Woodside, Morgan, and Temple, who are at present in England, has not been permitted to remain idle very long. Richard Howell has challenged Woodside or any man in the world to ride any distance from one to twenty miles, for any part of \$2,500 a side, and asks Morgan, the manager of the team of Americans, to respond to the challenge for Woodside, promising to cover any money that may be put up as a deposit to bind the match. Howell says that "as the racing season is close at hand, he would like to see the color of the Ameri-

can's money." To which the wily Morgan replies through the *Sporting Life*:—

SIR: By a wire received from my Dublin representative on Monday, I understand that the champion, Richard Howell, has issued one of his periodical challenges, open to the world, and especially directed to the American champion, W. M. Woodside. We feel highly honored in receiving the Leicester flier's early attention, but think Mr. Howell should at least give us time to get our land legs on. I have not seen the exact text of the challenge, through being unable to buy a *Life* at either Belfast or Dublin—sold out everywhere. By *Wheeling*, however—which paper comments very properly on the brusque style adopted by the challenger—it seems that Mr. Howell wants to see "the color" of "American securities"; or, in other words, Richard wants a match badly. When the American champion meets Mr. Howell, he will, and shall, be in the best possible condition, and I won't allow Mr. Woodside to meet Mr. Howell, whom I consider the fastest man in the world, at present. There is plenty of lesser game to practice on. We have no intention of evading a meeting with England's professional representative, but we will take our own time in the matter, and won't be hurried into a match which I know will be a battle of giants.

Faithfully yours,

W. J. MORGAN,

Manager of the American team.

DUBLIN, March 16.

## THE BICYCLE IN AMERICA.

The first bicycle in America was one of English make, for at that time American manufacture had not begun. With the characteristic push of Yankee enterprise, it was not long before the foreign machine had lively opposition upon American soil, and rapidly the nicety of American mechanics firmly established this industry on this side of the water, and the American bicycle constituted the big majority in the land where it certainly deserved the preference. The foreign bicycle manufacture struggled to hold its American prominence, but in vain; for the wheelmen, after finding that America could produce as good—or better—a machine as any other country, naturally preferred to purchase the native product, particularly when by so doing he was enabled to always conveniently procure parts to fit any lost or broken portion of the machine. Well substantiated rumor now says that on account of this American preference by Americans, one of the oldest and largest cycling houses of England will, at the close of this season, entirely withdraw its American agency. The American wheelmen, with an English made machine, will find that in a year or two it will be extremely difficult to obtain parts or sundries to fit his particular bicycle. It certainly looks as though, in a very short period of time, the American made machine would overrun America, and that a foreign made machine would be very much of a novelty upon American soil.—*Boston Herald*.

"Oh! look what a long, funny name they have for that machine," said 'Arry to Billee at the Stanley Show, as he pointed to the placard hung on one of the Howe Machine Company's bicycles—"Ici on parle Francais."—*Cyclist*.

The WHEELMEN'S GAZETTE for March, as usual, heads the procession of cycling publications. Chapter II. of "League uniforms" contains exceptionally interesting revelations and there are equally spicy articles on pertinent cycling topics. The cartoon on "cycling chestnuts" must be seen and studied to be fully appreciated. A highly amusing article is "My First Bicycle Tour, Ridden, Written, and Illustrated by a Pure Amateur." A. Kennedy-Child contributes interesting information on "The Cycling Board of Trade."—*Springfield Union*.

## THE BICYCLE AND TRICYCLE,

AS FACTORS IN OUR CIVILIZATION. READ BEFORE THE ROCHESTER (N. Y.) ACADEMY OF SCIENCE, JANUARY 10, 1887.

[By GEO. E. BLACKHAM, M. D., DENKIRK, N. Y.]

It gives me very great pleasure to meet once more with my good friends and fellow members of the Rochester Academy of Science, and if the subject I have chosen for discussion this evening may seem, at first sight, to savor rather of play than of work, of sport than of science, and, so, to be beneath the dignity of a learned body like this, I shall trust to the kindness I have always experienced at your hands for a patient hearing. But, in truth, I am not willing to admit that anything which affects in a marked way the health and habits of a large number of our citizens, especially of our younger men and women, can lack interest for, or be beneath the dignity of, a scientific body. The field of science is not to be bounded. The mightiest star that blazes in the unfathomable vault of heaven, the visible center of an invisible system, is not too great, nor is the tiniest monad that moves a scarcely visible speck under the highest powers of the microscope too small. History that was once but the record of the lives of kings and captains and of the crimes and cruelties that made them great is now more a record of the lives and customs, the struggles and the faiths of peoples. "Give me to write the songs of a people and I care not who makes their laws," was a wise saying. "La Marsellaise" was a mighty factor in the French Revolution, and "Die Wacht am Rhein" tore two fair provinces from France and made the old-time dream of a German Empire a reality in our own day.

The amusements of a people are at once an index of and a factor in their rise and fall. When effeminate luxuriosness replaces manly effort the strong arms that should defend the State grow weak. When the princes of the royal house of Persia were taught "To speak the truth, to ride on horseback, and to draw the bow," the Persian arms seemed invincible and the Persian Empire promised to become universal; but when the throne of Persia was occupied, not filled, by a royal duke the empire melted away like ice in the summer sun, and the world scepter passed to Greece, the Greece of Spartan hardness and Spartan heroism, the Greece whose chief delights were in the struggles of the Olympic games, where long and arduous training, simple fare, regular habits, and carefully regulated exercise hardened the muscles, quickened the nerves, and made brave the spirit for those grand struggles where the prizes were not gold nor precious stones, but crowns of wild olive and the applause and admiration of a people with whom it was a religious duty to cultivate the body as well as the mind.

"The Pyrrhic dances still are known,  
Where has the Pyrrhic Phalanx gone?"

exclaims Byron. Alas! the Pyrrhic Phalanx and the spirit that made it invincible are alike impossible to a people to whom the Olympic games have become distasteful, and Greece, sunk in hapless effeminacy, cowers in terror before the "sick man of Constantinople" instead of sighing for new worlds to conquer.

The hardships of colonial life reared up a race of mighty hunters before the Lord that proved more than a match for the best trained troops of Europe, and in the pluck and endurance of a people inured to hardship both in work and play lay

the promise and potency of American independence and of the splendid development of our century old Republic.

Well might some future historian exclaim, "Tell me of the amusements of a people and I will read you their destiny."

So, then, I do not feel that I ought to apologize for my subject this evening. If I fail to make it both interesting and profitable the fault will be in the speaker and not in the subject.

First, then, for a brief glance at the history of the bicycle. It is a record of development, of evolution, with periods of pause and even of retrogression.

The first species of which we have account is, or was, a curious and cumbersome affair invented by Baron von Drais, of Manheim on the Rhine, and patented by him in Paris in 1816, and called from the inventor, the Draisine. It was, in appearance, not unlike a saw horse with a wheel between each pair of legs and a saddle on the cross piece of such height that the toes of the rider could touch the ground on either side. The rider sat astride this perch and propelled the contrivance by thrusting his toes against the ground while he directed his course by means of a handle which turned the fore wheel to either side in a swivel fork; on down grades he lifted his feet from the ground and let it run,—coasted, as we call it now. In the patent it is described as "transporting the said person with great swiftness" and hence it was sometimes called the "celerifere" or "make speed." This machine was introduced into England and patented there with some improvements by Denis Johnson in 1818 under the name of the "pedestrian curriole." It soon became very popular and great expectations were entertained of its celerity and usefulness. It was often called the "Dandy horse" or "hobby horse." In 1819 it was introduced into New York and created a great *furore* there and the excitement spread rapidly. About this time,—June 26, 1819,—William K. Clarkson was granted a United States patent for an improved velocipede, but, as the description was destroyed when the Patent Office was burned in 1836, and has never been restored, there is nothing to show in what the improvement consisted. After a time various improved velocipedes with three or more wheels were made, in which the front wheel, or pair of wheels, was propelled by cranks. Finally, in 1864, or possibly somewhat earlier, a young French mechanic, Pierre Lallement, saw that the foot cranks would work as well on the two-wheeled "celerifere" as on the three-wheeled velocipede and so, acting upon this idea, he made his first two-wheeled velocipede and succeeded in riding it, and the machine was exhibited by his employer, M. Michaux, in the Paris Exposition of 1865. He made, however, no attempt to patent or to introduce the improvement.

Soon afterwards he came to the United States and, while looking about in Connecticut for employment, made one of his two-wheeled velocipedes and attracted some attention by riding it in the streets of New Haven.

An observant Yankee saw the machine and, feeling sure that "there was millions in it," induced Lallement to join him in obtaining a patent, which was issued November 20, 1866. The vehicle consisted of two wooden wheels of nearly equal size, with iron tires, one before the other, connected by a perch on which was a spring bearing a saddle. The front wheel was pivoted to the

perch and could be turned right or left by means of the handles and made to revolve on its axis by means of cranks and pedals actuated by the feet of the rider. It was started by the rider with his feet upon the ground, as in the old Draisine, and the motion was kept up and accelerated by the feet being transferred to and acting upon the pedals.

About 1869 the velocipede fever, which had been extending in France and England, struck the United States and numerous patents for modifications, all hopefully styled improvements, were taken out.

Rinks and riding schools were established all over the country, and nearly every male person not physically incapacitated seemed to be trying to ride the new steed. I was a medical student at the time and used to invest portions of my scanty leisure and still more scanty spare cash in a rink on Pearl street in Buffalo. Well do I remember my efforts to conquer the clumsy steed and my pride when I succeeded in riding almost entirely around the rink without a fall or even taking my feet off the pedals. It was about this time, too, that the genial Major Leland mounted his hero, Hans Breitmann, the German-American Falstaff, upon a marvelous one-wheeled velocipede whose design had been miraculously revealed to him in a vision, by the ghost or spirit of the inventor, his friend, Herr Schintzlerl, who had lost his life while riding the original.

"So vas it mit der Schintzlerlein  
On his philosopede  
His feet both shlippen outsideward shoost  
Ven at his extra shped  
He felled upon der wheel of course;  
Der wheel like blitzen flew,  
Und Schintzler he vas schmitz in vact,  
For id shlished him grod in dwo."

Breitmann after receiving the design of this marvelous but somewhat perilous steed in his vision determines to have one constructed.

"Denn out he seekt a plackschmidt  
Ash wark in iron sheet;  
To make him i philosopede  
Mit shoost ein only wheel.  
De ding vas maket simple,  
Ash all crate idees should pe;  
For 'twas noding boot a gart wheel  
Mit a two veet achsel-dree."

Having secured his steed the next thing was to learn to ride it, and here his troubles began.

"De dimes der Breitmann doomple  
In learnin' for to ride,  
Vas ofdener ash de sant grains  
Dat rollen in de tude.  
De dimes he cot oopsetted  
In shdeerin lefht und righdt,  
Vas ofdener ash de cleamn shdars  
Dat shdud de shky py nightdt."

Breitmann finally mastered the one-wheeled velocipede and gave an exhibition on the road though that was thought an impossibility when it was written.

To return to prosaic fact, and the wooden two wheeled velocipede, Lallement's machine though containing the germs of the modern bicycle was too hopelessly heavy and awkward for a practical roadster. The rider sat in a constrained position and pushed forward with the hollow of the soles of his feet resting on the treadles. The machine, tried upon the road, proved impracticable and the *furore* died out in this country as suddenly as it had arisen. In England the development was more gradual and healthy. In 1868, a Frenchman, Riviere, residing in England placed on record a description of a machine with the front wheel

larger than the back one, thus pointing the way toward the general design of the modern bicycle; and in November of the same year Mr. C. K. Bradford, an American, gave the suggestion of the rubber tire; while in December of the same year Edward A. Cowper, an Englishman, put in the suspension or spider wheel and anti-friction bearings, and so supplied the last remaining element necessary to the construction of the modern bicycle as a practical roadster; and the first bicycle, as we now understand the word, was introduced to the English public in 1869. Thus three nations, France, America, and England, contributed necessary elements and the bicycle grew slowly into being. The reaction following the complete subsidence of the velocipede fever left but barren soil for the bicycle in this country, and for six years or so all we knew of the bicycle was what we heard from travelers who had seen it in practical use in England or France, till some brilliant exhibitions of bicycle riding by David Stanton, the English champion, in the early part of 1876, and the exhibit of some foreign bicycles at the Centennial exhibition in Philadelphia during the same year, began to awaken new interest in the wheel. In 1877 an eminent young lawyer of Boston, Mr. A. D. Chandler, began to seek his lost health on one of the new steel and rubber steeds and was soon joined by the Father of American Cycling, a Boston architect, now affectionately known as Papa Weston, who not only rode himself but induced others to do so. In the same year, Cunningham, Heath & Co., of Boston, began to import English bicycles and Mr. Weston started the *American Bicycling Journal*, the first American periodical devoted to the interests of cycling, and which still survives under the changed title of *The Bicycling World*. In 1879 Mr. Charles E. Pratt, a prominent young lawyer of Boston, wrote and published *The American Bicycler*, a small duodecimo volume of some 200 pages, which probably did more than any other single agency to spread a knowledge of and a taste for the delights of cycling in this country. To it I am indebted for much of the historical matter in this address. The next summer the League of American Wheelmen was founded at Newport, R. I., largely through Mr. Pratt's influence.

In summer of 1877 a prominent English bicycle maker, Mr. John Harrington, while on a visit to this country had, at great expense and trouble, a bicycle built here and succeeded in interesting in it a prominent Boston merchant with a brilliant war record, Col. Albert A. Pope, whose keen business insight recognized the possibilities of the new steed, and in January, 1878, the Pope Manufacturing Company, with Col. Pope as president, opened rooms in Boston for the sale of imported wheels and established a riding school in connection therewith. Soon after they began the manufacture of bicycles at Hartford, Ct. By shrewd business management in securing ownership or control of numerous vital patents they became masters of the situation and obtained a virtual control of the business in this country. They soon gave up the business of importing to their licensees and confined themselves to manufacturing. Their first bicycle was a copy of a well known English wheel, the Duplex Excelsior, and was called the Columbia. Though heavy and somewhat coarse, it was well and substantially made, so much so that few, if any, have been completely worn out even to this date. From that day they have steadily improved their construction and ex-

tended their business till last year they offered five grades of bicycles, viz., The Standard Columbia, Expert Columbia, Columbia Light Roadster, Columbia Safety, and Columbia Racer, and three styles of tricycles.

My own mount, a 53-inch Columbia Light Roadster weighing but 37 lbs. when ready to ride, is a model of strength, grace, and lightness, and really leaves very little to be desired. Though so light it is very staunch and strong and now after more than a year of hard riding, over roads not always of the best, is in as good condition as when purchased and has cost nothing for repairs save for the replacement of two spokes broken by a careless porter in a hotel baggage room.

Other makers have sprung up in this country, the principal ones being the Overman Wheel Company, of Boston, makers of the excellent Victor bicycles and tricycles. Gormully & Jeffery, of Chicago, Ill., makers of the American Champion, American Challenge, and American Safety bicycles. At Smithville, N. J., the H. B. Smith Machine Company make an unique and thoroughly original machine known as the American Star, whose chief peculiarities consist in placing the little wheel in front and making it the steering wheel while the large wheel is driven by a combination of levers, ratchets, and straps, instead of the ordinary cranks. During the coming year a new machine is promised by the Springfield Bicycle Company which combines some of the features of the Star with some of those of the ordinary bicycle; the large wheel is to be in front and is to be both the driving and steering wheel as in the ordinary but it is to be driven by levers and ratchets somewhat after the plan of the Star. Still other machines by other American makers are among the possibilities or even certainties of the coming season, but I have not the particulars of them at hand.

It is curious to note that there has been, of late, a reversion to the earlier type of small and nearly equal wheeled bicycles constituting a class of so called safeties, or, more properly, dwarf bicycles. While some of them may and probably will survive, for special purposes, I am of the opinion that the bicycle has reached its highest development in the ordinary crank machine with the large wheel in front and that future improvements must be in the line of modifications of details rather than departures from this general design.

The tricycle, though older than the bicycle, has lagged behind it in the race for perfection, but during the last three or four years has made wonderful strides and has been lightened and improved till it is becoming, in some sense, a rival of the bicycle in ease and swiftness of propulsion, while its greater safety, its luggage carrying capacity, and the fact that in most of its forms it is available for the fairer sex, who for conventional and sartorial reasons are excluded from the bicycircular paradise, must tend to increase its popularity and make it probable that it will ultimately exceed its lighter and more graceful competitor in the number of its devotees. Its latest development, the tandem tricycle, removes from cycling the only charge that could ever, with any fairness, be brought against it, that of being a selfish recreation. For, with a tandem, a man may take along his wife, or daughter, or sister (or even some other fellow's sister) and pedal away to health and happiness, the lady doing only as much, or as little, of the work as suits her strength or inclination. (I hope to have a tandem myself some day.) The

latest forms of tandem can be ridden by two ladies when desired.

So much then for the wheels and their history (all cycles are known to the initiated by the genuine title of "the wheel"), now for their effects.

First, they afford incomparably the best and most agreeable form of exercise yet devised or discovered, better than gymnasium, health lifts, etc., in that they take the cycler out of doors into the pure fresh air and sunshine; better than walking, rowing, or horseback riding, in that they exercise more muscles more evenly and gently. With their hollow back-bones, forks and felloes, and delicate wire spokes, their weight is reduced to a minimum without sacrifice of strength; with their exquisite anti-friction bearings, friction is almost abolished, and with their spider wheels, rubber tires, and spring-supported saddles, the jar of riding over the inequalities of the roadway is largely neutralized and the happy possessor of a good modern bicycle or tricycle may speed along over a fair country road at his ease about three times as fast as he could walk and with less than one-half the exertion. Those who have a taste for mathematical demonstration may find it at length in Mr. Pratt's "American Bicycler" pages 83 to 91 inclusive; I content myself with stating the facts and with referring for proof to the other facts that a mile has been covered in 2m. 29 $\frac{1}{2}$ s., more than 22 miles within the hour on race tracks, and 300 miles or more, within 24 hours on the road. Of course, these extraordinary performances are the *tours de force* of paid employees or professional athletes and are not to be rivaled or imitated without danger by ordinary amateur riders who do not make a life business of athletics, but they are, nevertheless, evidences of the remarkable capabilities of the bicycle.

The tricycle is less speedy, but the fact that a mile has been done on it in 2m. 40 $\frac{1}{2}$ s. on the race track, and more than 250 miles within the 24 hours on a tandem on a track, and 231 miles on the road, show it as far as speed is concerned to be for short distances a dangerous rival of the horse and for long distances decidedly his superior, while its luggage carrying capacity, its great safety, and the fact that, with the aid of proper lamps, it can be ridden with safety and comfort over ordinary roads after dark, make it, in some ways, the superior of the bicycle as a useful vehicle.

The idea that the muscles of the legs only are developed by cycling is a very common and very erroneous one. In reality nearly every muscle in the body is brought into use, those of the lower limbs for propulsion, of the trunk for balancing, those of the upper limbs for both balancing and propulsion; the heart beats fuller, quicker, and more freely and sends the blood more rapidly to the lungs to be renewed and revivified by the deeper draughts of pure fresh air and then onward to the remotest capillaries, renewing and recreating every nerve and muscle cell; the tired brain is relieved of its weary load of surplus blood and the happy cycler returns home from his run of five, ten, or twenty miles not wearied out but refreshed and rested, with an appetite and a digestion like a wood chopper and a capacity for sweet and restful sleep that goes only with a clear conscience and healthy body. The pharmacopœia contains no tonic, blood purifier and hypnotic at all comparable for agreeableness and efficiency to the combination of steel and rubber in a good bicycle or tricycle.

I know whereof I speak, for I rode my wheel

out of the valley of the shadow of cerebral exhaustion into excellent health. Think of the physical and moral benefits conferred upon a nation by a device capable of inducing hundreds and thousands of young men to take up a health giving and absolutely innocent amusement.

The tricycle though neither so graceful nor so swift as the bicycle is nearly, or quite, as excellent in its effects upon the health, and is, I am satisfied, the form of exercise for delicate women, being extremely beneficial to many to whom walking is unendurable torture. I know of cases of "spinal irritation, so-called, that could not bear even short walks, and so failed of needed exercise, that improved so much through riding the tricycle that their health is now perfect, and they have made long tricycle runs (in one case 50 miles in a single day) and are able to walk three to five miles or even more at a time without undue fatigue.

Of course, like all other human devices, the wheel is capable of abuse. Foolish boys who will persist in riding wheels too large for them may suffer strains in consequence, young enthusiasts who indulge in racing, or record breaking, that bane of athletics, that intemperance of exercise, may, and often do, suffer heart strain in reward for their foolishness; but the number thus injured is utterly insignificant in comparison to the number who are benefited. Bicycle racers are few, but Colonel Pope, who is perhaps the best authority, estimates the total number of cyclers (that is, men and women riding high class bicycles and tricycles) at more than 50,000 in this country and 350,000 in Great Britain. Truly an army worthy of respectful consideration in a land devoted to the worship of the fetish of majority rule.

In a strictly moral sense the wheel has a good influence, for it insists upon sobriety on the part of its rider. Its races, foolish as they are, are, at least, free from the curse of the book-maker and the pool box.

In business the wheel is a potent factor, for the cycle trade employs about one million dollars in this country, about five times that amount in England, and gives employment to a host of inventors, skilled mechanics, merchants, salesmen, and clerks, as well as to editors, writers, printers, and publishers of numerous periodicals devoted wholly or in part to cycling.

Cyclers as a class are law abiding citizens and in addition to their own respect for law they have a special interest in inculcating a wholesome respect for it in others, and have already succeeded in teaching overbearing horsemen that the highways are common highways on which the horseman, the cypher, and the pedestrian have common rights and common duties and that each must respect the rights of others.

Good roads are a blessing and poor roads a curse to any community. With better roads the farmer can get his produce to market with less expenditure of time and horse power, the merchant can deliver his goods more promptly and easily and communication between neighborhoods can be much facilitated. The cypher is specially interested in having good roads, and so the League of American Wheelmen with its powerful and growing organization, already numbering over ten thousand members scattered through nearly every State and Territory, has taken up the subject of highway improvement and must, in time, effect much for the general good. The mayor of Wheeling, W. Va., who is appropriately enough, a wheelman, writes to the League *Bulletin*, giving

the experience of his city with the new fire-brick pavement. Eminent civil engineers offer, through the same medium, valuable suggestions for the improvement and care of highways, while the officers and local consuls of the League will make its power felt in spurring up negligent and inefficient pathmasters and highway commissioners to do their duty and in striving for the amendment of faulty highway laws.

In a social way the 328 cycle clubs in America, many of which occupy, and some own, handsome club-houses (that of the Massachusetts Bicycle Club having cost about \$35,000), have already become an important element, while the fact that many clubs positively prohibit the presence or use of intoxicating drinks within the club rooms ought to commend the wheel to the advocates of temperance.

Here in Rochester, where wheelmen have always been treated fairly and have been freely accorded the legal rights only obtained after a series of struggles in other places, and where, I may say, the wheelmen have always shown themselves worthy of the consideration with which they have been treated, where many of the most graceful and skillful riders are grouped in the Rochester and Genesee Bicycle Clubs, where Messrs. Kaufmann and Barber have made Breitmann's ironical dream of a one-wheeled velocipede a practical reality,—here, where the wheel has long been in use and its excellences are well known, there is but little need of an advocate of cycling, yet I may hope to have shown to some, who may not have given the matter thought, that the bicycle and tricycle are influencing health, business, pleasure, and morals, and social and political life, and thus are factors and beneficent ones, in our civilization.

#### SOME WORDS OF ADVICE.

It sometimes seems aggravating to think that the racing interest should command such an extra large portion of the attention of the L. A. W., and stand in need of such incessant law making. But it does, and we had as well accept the fact as we find it.

Objectionable as this may be to some, it is the League's own choice. It has signified its desires and intentions of guarding this racing interest to the fullest extent. If it has not, what is the meaning of the Blackham resolution declaring that the League shall have full and exclusive authority in regard to racing? Yet if we accept this resolution as it reads, we cannot but wonder why it is not carried out. The League essays to control all racing, yet it refuses to recognize many of the most popular phases of the sport. The League can resolve till the cows come home, but unless it enacts sensible regulations for every variety of cycle racing, some other association will do it. \* \* \* \*

Something should be done in regard to track races against time. There is no sense in refusing to recognize them. There is no reason why they are not just as legitimate as competitive races.

Road racing is the most important matter of all. It is by far the most genuine test of rider and wheel that could be devised. The League will not touch it because it seems to be illegal. There may be something in that, yet road racing is not essentially criminal, and it can be done legally, if proper steps are taken. Pass a rule that, prior to any road race, a petition shall be circulated among the citizens in the vicinity of the course. Then let the petition be presented to the proper county

commissioners, and permission obtained to have the race. Then carry out the race "decently and in order," and if the facts in regard to the time and distance can be proved let the record be accepted. Don't have a lot of fine point conditions to throw out records that are made honestly and in good faith.

Then there is hill-climbing. If the L. A. W. expects to control that branch of competition it must lay down some good laws on the subject.

The coasting contest, too, should by no means be overlooked. It is new, but it is a genuine test of skill, and should be officially recognized as such.

This work should not stop until proper regulations are adopted for home-trainer races. As it is now, the home-trainer race is a by-word in the mouth of every cyclo. No one believes the records, every one laughs at them. Why? Because it is a notorious fact that all home-trainers are not of equal speed—that competitors race according to home-made rule. Why should not regular rules be adopted? Why should not these home-trainers be tested according to a certain fixed standard, and handicapped by some authorized officer?

A few regulations along this line would do more to "purify the sport" than the expulsion of any number of questionable racing men.—*Wheelmen's Record.*

#### DONE ON THE SLY.

Some racing men tell us they peg round the track,  
Making records on bi. and on tri.,  
For the "love of the thing," but yet they've a knack  
Of drawing their pay on the sly;  
When they cross the big drink on a pot-hunting lay,  
People wonder and want to know why  
They throw up their cribs in such a cool way,  
But that's all arranged on the sly.

When you read of wheel papers that print every week,  
A number abnormally high,  
You are, perhaps, taken in by proprietors' cheek,  
For they're usually done on the sly.  
You go to a bookstall and ask for a rag,  
That it's sold there the clerk will deny,  
Gently closing one eye, he'll observe, "Oh, you wag!  
Don't you know things are done on the sly?"

Now and then a big race will come off between pros,  
And the bookies will "ten to one" cry,  
And, if the hot fav'rite comes down on his nose,  
Why there's something been done on the sly.  
But, of course, things occur that the pro. can't avoid,  
Such as losing a race when you try;  
Well, then, he will probably be much annoy'd  
That it was not arranged on the sly.

Certain writers get paid about ten-pence per word—  
(I get less for a column, oh, my!—)  
Of the actual receipt of the price I've not heard  
By an author who writes "on the sly"  
When I go for my wages each Saturday night,  
The cashier remarks, with a sigh,  
"Your're rather too late, the boss has gone home!"  
(Which he usually does on the sly!)

"BINKS, JUNIOR."  
—*Cycling World.*

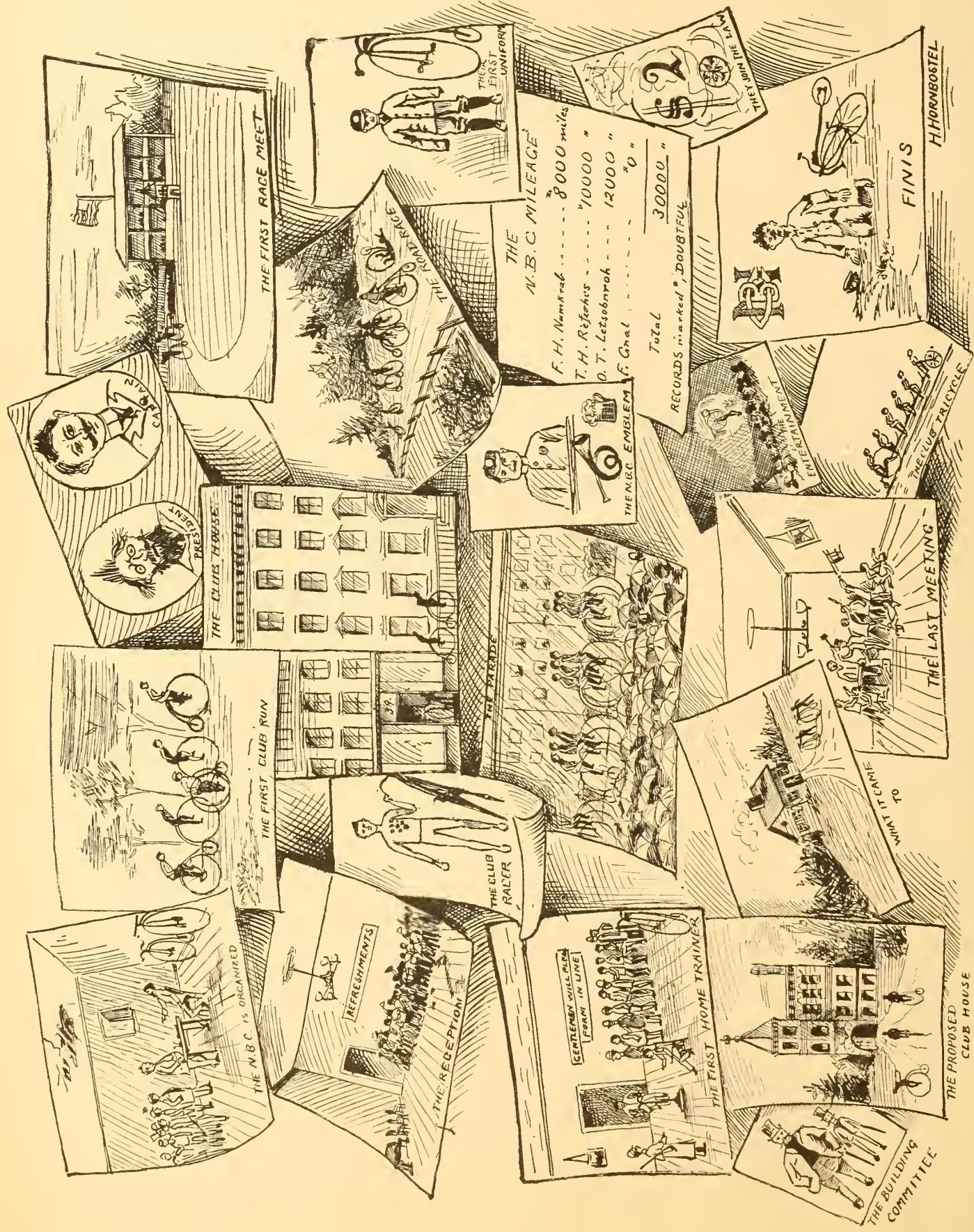
#### WHY I DO NOT RIDE A BICYCLE.

"Tis not that I've no money to spare for a machine,  
For I've plenty in the bank, 'tis not that I am mean;  
It's not that I am frightened at the ugly falls and knocks,  
The sudden "collapsations," and the often cruel shocks.

It's not because I'm lazy. Oh, no! it is not that,  
I can row, and I can swim. I am splendid with the bat.  
It's not because my legs aren't straight, or awkward to the  
sight,  
It's because I am a maiden, and to straddle is not right.  
"Q."  
—*Cycling World.*

# THE WHEELMEN'S GAZETTE.

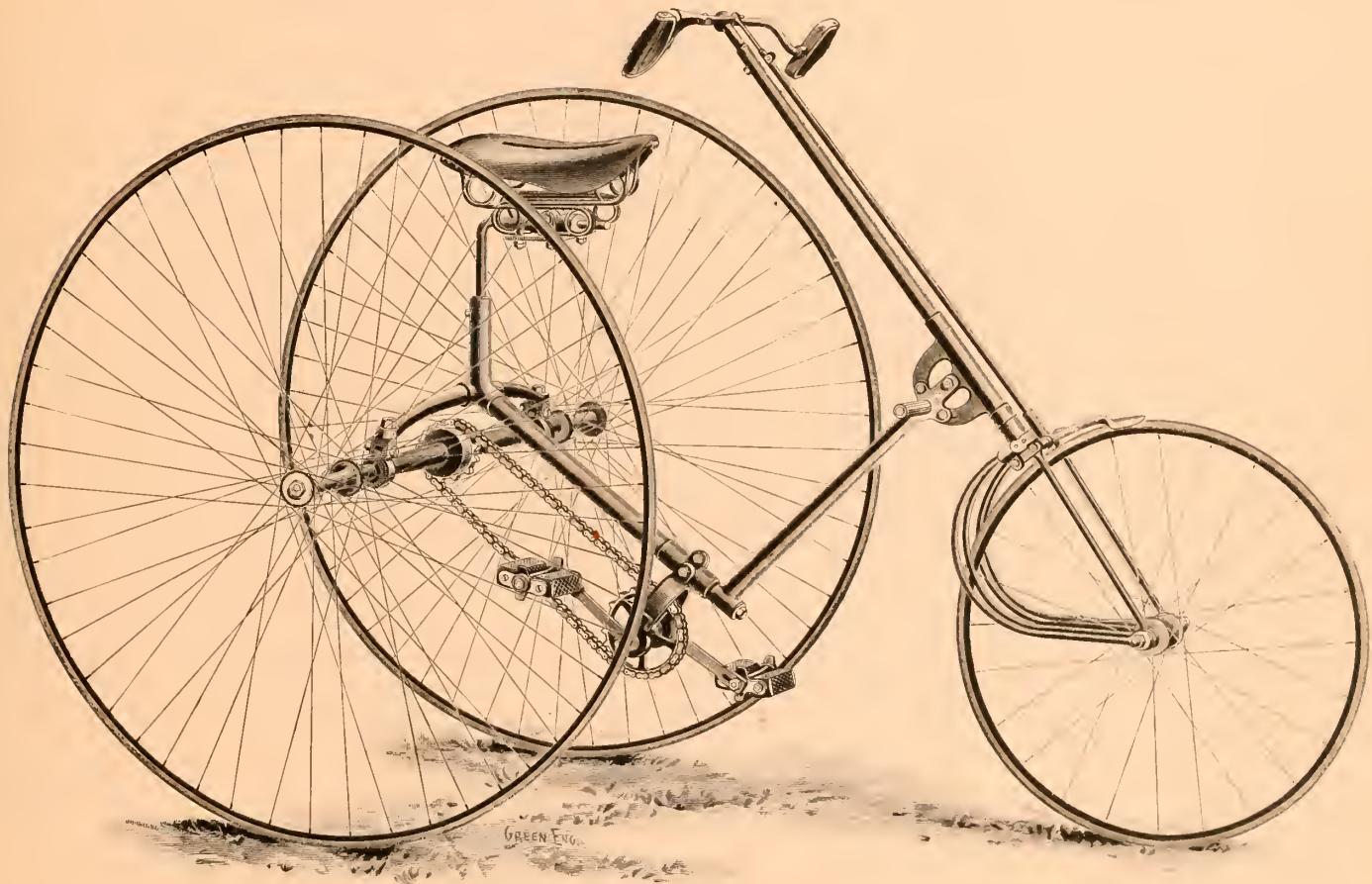
[APRIL, 1887.]



A CLUB HISTORY.

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

# VICTOR TRICYCLE.



No cut, no catalog, no description, will do justice to this  
Tricycle. You must

**SEE IT AND RIDE IT.**

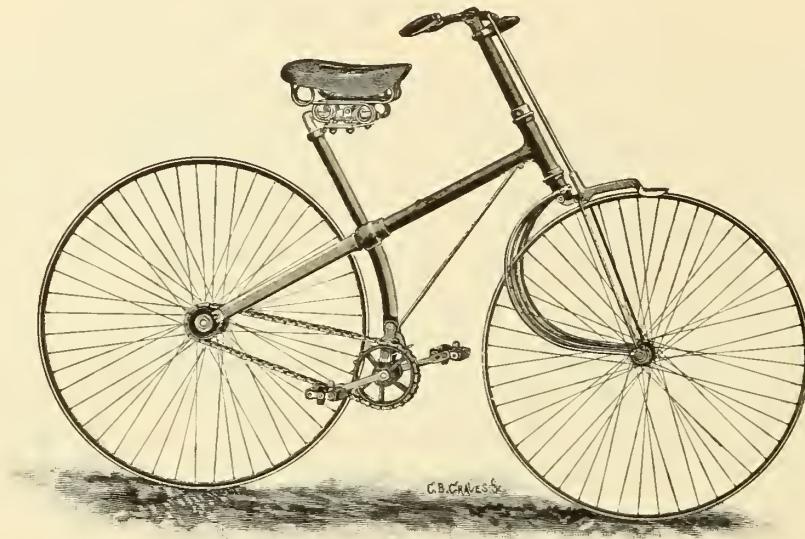
Wheels are Tangent Spokes, Forged Steel Hubs, Hollow  
Rims, and, best of all, Compressed Tires, warranted to stay.

Better not buy till you examine this new wheel.

CATALOG FREE.

**OVERMAN WHEEL Co.**  
182-188 COLUMBUS AVENUE, - BOSTON.

# VICTOR SAFETY



## PLEASE NOTE

That this Safety has Warwick Hollow Rims, Tangent Spokes, Compressed Tires, and Forged Steel Hubs.

That it has a Spring Fork to absorb all vibration; Balls all round; Spade Handles; Victor Saddle, detachable leather; and Square Rubber Pedals.

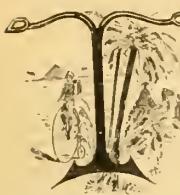
We believe it is the first Safety made to include all the high-grade features of the best Bicycles.

CATALOG FREE.

# OVERMAN WHEEL Co.

182-188 COLUMBUS AVENUE, - BOSTON.

## FROM OUR BRITISH CORRESPONDENT.



THE winter is just concluding. March, wild and boisterous, dry and gusty, cold and neuralgic, is here; and riders are fitfully essaying to resume the wheel. An uncommonly bad winter for out-door sport has

had the effect of making us all the more eager for another season's wheeling, and on all hands there are reports of good trade already being done at the factories and agencies.

The news that there will be no Springfield tournament this year caused considerable surprise in English cycling circles, and the general impression seems to be that the report will be contradicted—or rather that the Springfield Club will reconsider its determination—before long.

The storm which was raised over your tournament last year has quite calmed down, but is by no means forgotten. This week, the Coventry papers have been reminded of their past eccentricities by receiving the following report from the arbitrator named by you. When you offered, last October, to submit the letters which were in your possession to Mr. A. J. Wilson, in order that his dictum should be taken as evidence in disproof of the *mala fides* alleged against you by the *Cyclist* and *Bicycling News*, every paper here expressed its approval of this course, with the exception of Mr. Hillier's own paper, *Bicycling News*, in which an absurd proposal was made to submit the papers to a committee for investigation; but Mr. Hillier is, and always has been, on friendly terms with Mr. Wilson, and will, I expect, not affect to disbelieve what the latter says. The following is the full text, as sent to all the British wheel papers, of the

## REPORT.

I have examined a number of letters and telegrams forwarded to me by Mr. H. E. Ducker; and I hereby declare that I am satisfied, after reading the said documents, that the Springfield Bicycle Club and its officials had good and reasonable ground for believing that the amateur riders, who were named in the newspapers last autumn as being expected to race at Springfield, would actually do so.

I declare that the statements contained in THE WHEELMEN'S GAZETTE for October, 1886 (page 104), were true, in so far as they concerned the possession of these letters from firms in the trade, undertaking to procure the attendance of certain amateurs for sums of money named and agreed upon with the Springfield Club.

I declare that, from my previous knowledge, some at least of the firms so bargaining were of a status and repute sufficient to justify the Springfield Club in credibly accepting their confident assurances that they had the ability to carry out their bargains.

*The Cyclist's* accusation of falsehood is thus disproven.

On the other hand, I consider that the firms concerned assumed an unwarranted degree of license in the matter, and were to blame for making bargains of the sort which (of my own knowledge I am aware) they could not be sure of carrying out, and which, in the event, they actually failed to carry out.

None of the letters incriminates any of the riders named, there being nothing to show that they had been consulted in the matter.

ARTHUR JAMES WILSON,  
President North Road Cycling Club,  
Vice-President North London Tricycling Club.

Things are a trifle flat in England at present. A state of masterly inactivity characterizes the N. C. U. executive; and although a baker's dozen of Liverpool clubs have seceded in consequence—they aver—of the impending bankruptcy of that body, the wheel world rolls on, and the N. C. U., take it all together, remains master of the situation. Newcastle talks of a local union for the sake of

admitting certain suspended riders to race at local sports, but as the said suspensions were debarred from competition by local request, in consequence of refusing to pay entry fees for races, it seems somewhat difficult to see the logic of the situation. Giving more attention to the interests of road-riders, and getting over the championship races as speedily as possible, seems to be the policy of the N. C. U. for this year.

Considerable dissension is rife among members of the Cyclists' Touring Club, averse to the new badge, which is considered by many to be not only a piracy upon the L. A. W. badge so far as the design is concerned, but also an unnecessarily and ridiculously showy and gaudy appendage. At a cost of nearly £200 (say one thousand dollars) patents have been secured to prevent piracy of the C. T. C. arrangement of a hollow case consisting of a wheel in front and a pinned plate behind, a slit in the edge admitting of the insertion of a piece of colored cardboard printed and written as a certificate of membership. The piracy is, of course, in the design of a wheel and three wings; but instead of the badge resembling the real L. A. W. emblem, it is four or five times as large, and (for the officers of the club, whose name is legion) it has to be suspended by means of two chains from a bar; altogether the reverse of a neat and unassuming token of membership!

The C. T. C. itself goes on just in the old sweet way. A "jubilee membership" of 50,000 is the secretary's latest idea, but not many of the members seem to enthuse over it, and the GAZETTE is ominously mute as to the number of members who have renewed their subscription for the current year. One of the few really practical and useful efforts made by the mammoth club consists of an attempt to organize either a lady's tour, or a tour wherein ladies as well as gentlemen cyclists may participate; but in this department the C. T. C. has always been woefully lacking, and the idea was started by independent parties—members of the club, but not in a club capacity—long before the council appointed a committee to consider the plan.

As there are anticipatory reports of a party of American cyclists visiting us this year, I venture to heartily recommend them to visit Ireland if they like good scenery and hearty welcome of the old-fashioned, genuine, pleasant sort. If their object is to see lots of towns, and to traverse busy thoroughfares, England will suffice.

A proposition was recently mooted, having for its object the assimilating of our road-record rules to yours. While recognizing that American roads are, as a rule, inferior to ours, we know that such stretches of highway as the fifty-mile course at Crawfordsville will favorably compare with the long and tortuous courses that have to be picked for long-distance records according to the N. C. U. regulations. To select a course embracing one hundred and fifty distinct miles of road, so as to give three hundred miles aggregate for an all-day ride, we have to traverse several towns paved with unridably rough cobble-stones; and our road record-breakers go on their own responsibility, instead of having an army of attendants all along the route, so that time is lost in getting strangers to sign checking books, in getting refreshments, and even in finding the way. It was proposed, therefore, in order to institute an accurate comparison between British and American endurance, that the N. C. U. should recognize twenty-four hour records made on a fifty-mile course; but al-

though it was never formally brought on, opinion was evidently set against the alteration, so it was allowed to drop. I hear, however, that it is the intention of Messrs. Wilson and Mills to try a tandem ride over a fifty-mile course sometime this year, just to show how far ahead of your much-advertised "world's" record of two hundred and fifty miles in a day they can get.

The sudden and early breaking up of the weather, last October, was responsible for a great many disappointments in the breasts of aspirants to road-record honors. Furnivall and Belding, for example, were to have started in the hope of riding a tandem fifty miles in two and one-half hours; and other riders were all bent upon doing the dags of every living soul; but the rain came on suddenly and unexpectedly, and the records' committee had a respite. Consequently there is sure to be an aggravated mania for road-records this year, although the bicycle record for twenty-four hours is now raised to such a respectable height that few will be found daring enough to have a shot at it.

The team of American professional bicyclists—Woodside, Morgan, and Temple—in Ireland at present, are expected to race at Dublin at Easter, and if a permit is granted for them to compete with amateurs, some of our amateur cracks will eagerly seize the opportunity of trying their respective mettle. The pros. contemplate making an effort to secure the two hundred guineas (say \$1,050 dollars) offered by an advertising English firm for records, and if Morgan is all he is said to be, he ought not to find it difficult to secure the £105 for the one-hundred-mile road-record, which is by far the easiest task of all those set.

"FAED."

LONDON, ENGLAND, March 15, 1887.

## LEAGUE MEETING COMMITTEE.

The following are the chairmen of the various committees, selected to superintend the affairs of the League meet occurring at St. Louis, May 20-21. Their duties are sufficiently indicated by their respective names, and wheelmen desiring information should address the proper chairman, which will prevent the manager from being overrun with communications, and save the time that might be consumed in delivering them to the proper committee:

Manager, J. S. Rogers, 108 N. 4th street; finance, J. E. Smith, care Simmons Hardware Company; reception, Edward Sells, 105 N. 2d street; transportation, B. B. Ayers, No. 212 Clark street, Chicago, Ill.; entertainment, Geo. W. Boswell, No. 416 N. 2d street; programme, A. K. Stewart, No. 212 Pine street; tours and runs, L. J. Berger, care Equitable building; parade, C. H. Stone, No. 310 N. 11th street; banquet, Geo. F. Baker, Turner building; press, care Post-Dispatch.

The Lindell Hotel has been selected as the headquarters for the visiting wheelmen, and a general rate of \$2.50 per day has been secured. The Lindell is one of the famous hotels of the Southwest, and is among the largest hotels in the West. It is situated at the corner of 6th street and Washington avenue, and though in the business center of the city, is surrounded by the square-granite paving for which the "down-town" streets of St. Louis are distinguished.

The committees have organized and are ready to reply to any inquiry, or do anything they may be called upon to do to further the interests of the meet.

## BROOKLYN NOTES.

THE riding season is once more upon us, and right glad were we to avail ourselves of some of the delightful weather during the past month. Some riders boast of having ridden every day during winter, rain or snow; but in my opinion these gentlemen are not to be regarded as sportsmen, but as "cranks." A man who rides through several inches of snow with the thermometer near zero and calls that *sport*, has a very vague idea of the meaning of that word. But the clear, cool weather, such as can be experienced only in early spring, has brought the real enthusiasts out on the road, and cycling has once more taken the place of indoor amusements. Several important changes have taken place among the clubs during winter, as will be described later on.

The Long Island Wheelmen are out in their new gray uniforms, having adopted the color of the Bedford Cycling Club, which recently joined them. The uniform is neat and serviceable, and is also well adapted to touring. The Ilderan Bicycle Club's new uniform is several shades darker than the one of last season, and the letters on the collar are in bold silver block type, instead of last year's "old English" gilt letters. The King's County Wheelmen and the Brooklyn Bicycle Club retain the same uniforms.

Of course, as usual, the park commissioners are out with a new set of rules, this time a little to the advantage of wheelmen. The entire drives are open to bicycle and tricycle riders, with the exception of two short stretches. Why we should be restricted from these, is best known to the park commissioners, who probably feel as if they were doing too much in allowing the right of *all* drives to wheelmen. We are prohibited from riding on any of the paths after April 1, which is perfectly proper, as a bicycle is a carriage, and belongs on the road. But when it is recognized as a carriage it should have the same rights as such, hence the "kick."

The Star fever has taken hold of Brooklyn riders. Harry Hall is agent for the wheel and reports many orders coming in. Several of the Ilderans will ride it this season, while Howard Greenman, the president of the club, who is also a Star rider, will undoubtedly develop into one of the fastest road riders, if not the fastest, in the city.

A new club called the Calumet Cycling Club has been organized in the eastern district. It has a large field to draw from, and will very likely succeed in building up a good sized club. Its officers are: President, R. Mabie; vice-president, W. Bonner; secretary, J. W. B. Quail; treasurer, J. G. Davis; captain, N. L. Wells; lieutenant, C. W. Richards. It has already twenty members.

The Prospects are still in existence, though it is impossible to say how much longer they will struggle along. They have not yet decided whether they will join the Ilderans, the Calumets, or the Nassau Wheelmen, in case of their disbanding. The latter club has only twelve members, and the Prospects would be a welcome addition to them.

There is a remarkable demand for the certain kind of cyclometer used by one of our local riders in rolling up an enormous mileage during the past season, and unless the maker starts several new

factories, the cyclometers will soon be at a premium.

The King's County Wheelmen are outgrowing their present quarters, and feel the need of more room. At the February meeting of the club it was resolved to increase the annual dues from twelve to eighteen dollars. They expect to raise a large sum of money and to build a club-house to be equal to any in the country.

Quite different from the King's County Wheelmen are the Long Island Wheelmen. They do not *expect* to raise money, etc., but they have already as much as they need, and the work on their fine club-house is being pushed rapidly. It will be a handsome house when finished, and a club-house of which the Long Island Wheelmen can feel justly proud.

The Ilderan Bicycle Club will also enlarge its abode, by taking the floor above it, in addition to the rooms now occupied. At the February meeting of this club the dues were raised from twelve to sixteen dollars per year, to provide for the additional expense in securing more room.

Messrs. Schwalbach & Willdig have opened a general cycling and lawn tennis emporium in the club rooms formerly occupied by the Long Island Wheelmen. The store faces the park plaza, and is very advantageously located. They have the agency for the New Mail, which bids fair to become popular in some sections of the city, and they also carry a stock of second-hand wheels.

If the *L. A. W. Bulletin* were the only bicycle newspaper published, we would be sadly in want of news from other cities, for upon taking it up nothing but the same old "squabble" greets the eye. This may be very interesting to the officers of the *L. A. W.*, but in my opinion the whole affair could be condensed into two or three pages, while the remainder should be devoted to news. There is no use in rushing far into detail, when it can be explained in much less space than has been given of late.

A Rover safety has appeared upon our streets, ridden by Mr. H. C. Mettler, of the Ilderan Bicycle Club. It is the first one in the city, and Mettler straddles it with a regular "get there" look. He says it is an excellent hill-climber.

Mr. J. F. Borland, of the Ilderan Bicycle Club, took a severe header while riding in the park recently. It was caused by his tire coming out while going at a good rate of speed. He received several scratches on his face, sprained his arm, and was badly bruised about the body. As he has a tough constitution and is recovering rapidly, we hope to see him out on the road again soon.

As I close my letter, I learn of the election of Bridgeman to the captaincy of the King's County Wheelmen. Pettus, the former captain, was defeated by four votes. In my opinion the King's County Wheelmen have not done a wise thing, as Pettus is undoubtedly a more popular man among our riders in general, is also an able wheelman, and, I believe, is more capable of filling the position of captain than Bridgeman.

J. W. S.

Furnivall has repeatedly given it as his intention to retire from the path and not race this season, and we believe he will stick to his determination and retire a practically unbeaten man. It is possible, however, that he may get into form for some of the challenge cups he holds, in which case we should not be surprised to see him utilize his form for another cut at the records.—*London Cyclist*.

## A SHORT HISTORY OF THE CYCLING CLUBS OF PHILADELPHIA

BY CHRIS WHEELER.

We, the undersigned, believing that our health will be improved, and our pleasures greatly increased by the proper use of the bicycle, and believing, also, that these results may be promoted and good fellowship among us increased by the organization of a club, and that thereby we shall be able to obtain for ourselves increased facilities and wield a larger influence, do hereby bind ourselves to observe and be governed by the following by-laws, rules, and regulations.

H. C. BLAIR,	T. K. LONGSTRETH,
JNO. FERGUSON,	GEO. E. BARTOL,
C. A. ASHURNER,	JNO. GIBSON,
H. A. BLAKISTON,	HENRY LONGSTRETH.



It is but a fitting tribute to the founders of Philadelphia's cycling club life, that their names should be treasured by all her cyclers, and that they should be given the first position in any historical notice of cycling in the Quaker City. Therefore, while not pretending that this sketch partakes of the nature of a history, the writer feels bound to place at the beginning of his remarks the foregoing names of the eight gentlemen who, it may be said, first paved the way for the advent of the "wheel" into general use in the "City of Penn."

In telling the story of cycling club life in Philadelphia, the writer feels that he is in a general way telling the story of cycling club life, and, indeed, of cycling itself, throughout the country at large. Without the extreme positivism of the Northeast where the right-away-at-once and the mile-a-minute formula shapes cycling life as it does all other life; without the sun-tempered negative enterprise of the great South, and without the feverish snapshot energy of the mighty West, but with a happy fusion of all the qualities which individually characterize the sections of the country mentioned, cycling Philadelphia offers perhaps the best example of the steady growth of the pastime of cycling on this side of the Atlantic, that can possibly be had. Slow to be moved, but, when once started, moving in earnest, Philadelphia, with respect to cycling, as to everything else, shows a steady growth, as certain as it has been healthy, and rapid enough to be remarkable.

The object of the present sketch, however, is not to trace the growth of cycling in Philadelphia, but rather to trace in what must be, of necessity, more of an anecdotal than a strictly historical manner, the story of the principal cycling clubs of the Quaker City.

Cycling in Philadelphia, as in most other metropolitan centers, was looked upon askance by the general public when it first made its appearance amidst Nineteenth Century civilization. In Philadelphia, as elsewhere, the pioneers of the "wheel" had a rather hard time trying to impress upon their fellow-citizens the fact that they could ride a velocipede without necessarily being insane themselves or conspiring against the saneness of others. The first cyclers in Philadelphia were looked upon as belonging to the genus "crank," and it redounds as much to their credit as to the credit of the pastime which they advocated as being "the sport of

the gentleman," that as years have gone by they have not lost one iota of love for that sport, the inception and growth of which in Philadelphia may in a great measure be attributed to their strong effort and steady faith. The Philadelphia Bicycle Club's double quartette of charter members mentioned above, deserves the position which it holds as the honored vanguard of Philadelphia's great army of cyclers.

On the 22d day of May, 1879, the eight gentlemen, whose names appear at the head of this article, met at the office of one of their number, Mr. T. K. Longstreth, on Walnut street, below Eighth, in the city of Philadelphia, and there founded a bicycle club. The club then founded is now the well known and prosperous Philadelphia Bicycle Club, one of the pioneer wheel associations of America.

It was a small beginning; eight members was not a large showing, but they were eight very enthusiastic members; in fact, we may be pardoned for saying that it is very probable the Philadelphia Bicycle Club was never more enthusiastic than when it separated after its first meeting on the 22d of May, 1879. As has been said, the initial meeting of the club was held at the office of Mr. T. K. Longstreth, who, as one of the old velocipede riders of the "seventies," and as one of the fathers of Philadelphia cycling, deserves to have his memory kept green in the hearts of those of his fellow-citizens who had the good fortune as cyclers to know him as a cycler. For T. K. Longstreth has passed to the bourne from whence no traveler returneth, and the rusty and travel-stained "Special Challenge," which is treasured as a sacred relic by his club, bears mute witness to the riders of to-day, of the genial and enthusiastic wheelmen who helped to open up the road which so many wheels should follow in the after-time.

in authority. As previously stated, T. K. Longstreth occupied the presidential chair; then H. A. Blackiston was secretary-treasurer; Henry Longstreth was captain, and John Ferguson filled the position of sub-captain.



HORACE A. BLACKISTON.

During the early days of cycling in the Quaker City, the votaries of the wheel had a great deal to contend with. The spirit of toleration was not abroad, and wheelmen were looked upon as rather dangerous members of the community, whom it was the duty of the authorities to overawe and keep in check, and meets and race-meetings were then almost things unknown. The first meet known in Philadelphia was held in Fairmount Park in the neighborhood of the Centennial Exhibition buildings on November 26, 1879. A photograph of this GREAT gathering which was fortunately taken by some thoughtful individual, is now carefully preserved in several of the Philadelphia cycling club-houses, and it shows a body of wheelmen in every style of rig, both in the matter of dress and machine, and in number also, which would have been put to shame and extinguished altogether, if one of the city clubs of to-day could have been set down beside it. Of course it is needless to say that the Philadelphia Bicycle Club was well represented at this meet.

Ferguson, Blakiston, Gus Osborne, Longstreth, H. B. Hart, and many others still in the ranks of city wheelmen figure among those who helped to make the first meet of Philadelphia wheelmen in 1879 a success. By and by, as new members commenced to come in, it was found necessary that the club should get some sort of quarters where they would not be indebted to the courtesy of outsiders for the privilege of having a meeting place, as they were at the Drug Exchange. So in June, 1881, farewell was bidden to the vicinity of Third street, and the now growing organization moved up from the Delaware and engaged a portion of the basement of St. George's Hall at Thirteenth and Arch streets. The club had certainly a pretentious enough structure over it, though its own modest basement rooms were retiring enough. St. George's Hall is a handsome edifice built of white marble, and as far as looks went, it was a very genteel hanging-out place for Philadelphia's pioneer cycling club. As the first cycling organization formed in Philadelphia possessing the elements of any stability, the Philadelphia Bicycle Club justly demands a large measure of the respect and the thanks of the cyclers of that city. But what the cyclers of Philadelphia have to thank the Philadelphia Bicycle Club principally for, is the work which it accomplished in the educating of the public of the city to a liberal and sensible acceptance of cycling, not as an innovation, but as an institution which had come to stay. From its foundation, the club, which numbered among its members several influential citizens, devoted its attention to the securing for cyclers of those rights which, though denied them even as privileges, were undeniably theirs. It is in connection with this work that the Philadelphia Club should have the kindly remembrance of all cyclers, and as we turn over the records and see with what persistent effort the members of Philadelphia's first cycling club applied themselves to the task of obtaining from the city and park commissioners the benefits now enjoyed by club men and unattached riders alike, we feel impressed with the fact that whatever the mission of the other city cycling clubs was, that of the Philadelphia Bicycle Club was to do the practical and serious work of opening up in Philadelphia the road which cyclers wanted to travel, and forcing a recognition from public opinion for the rights of wheelmen, which public opinion was slow to give.

(To be continued.)



THOMAS K. LONGSTRETH.

Thomas K. Longstreth was the first president of the Philadelphia Bicycle Club, and he went into office in 1879. After the initial one, the following meetings were held for a while in the Drug Exchange, on Third street, the Wall street of Philadelphia, where, though in the immediate vicinity of millions, the new club had but few dollars to spend on necessities, and none at all on luxuries. The splendid home that now graces 26th and Perot streets was then undreamed of.

While speaking of club officers, it may be well to give the names of "Philadelphia's" first men



ST. GEORGE'S HALL.

## News Notes.

The Lynn boys will set the racing ball a moving on May 30.

The Capital Bicycle Club will not have any spring meeting.

The Lynn cycle grounds will be used for base ball this season.

The Quaker City is still quaking over the recoil of the New York shock.

There will be more tricycles and tandems in use in 1887 than ever before.

Storrs & Candee, of Hartford, have opened a Victor bicycle agency in Springfield.

The Star folks are out with a new tricycle, on the same principle as the Star bicycle.

Col. Albert A. Pope is receiving congratulations. A boy, the fourth bicyclist of the colonel's family.

Several cycling editors have ordered the new Victor safety—these old birds know a few things.

John Wells says that he intends the *American Athlete* to be a permanent feature of Pennsylvania cycling.

The New Mail is a great improvement over the Royal Mail of the past season, which is saying a good deal.

Mr. Abbot Bassett will retain the chairmanship of the L. A. W. racing board till the annual election in May.

Peck & Snyder, of New York, and E. K. Tryon & Co., of Philadelphia, have taken the agencies for the New Mail.

Mr. Sammel Gideon has gone into the cycling trade and will look after the interests of the Mail in Philadelphia.

The Hart Cycle Co. replaces the cycling house of H. B. Hart, who was the pioneer cycling dealer of Philadelphia.

The coming League programme will be the best on record. So says Mr. A. K. Stewart, chairman of the committee.

Howell has recovered from his last accident, and is now reported to be making satisfactory progress with his training.

Daniels is training Rhodes for the St. Louis 100-mile road race. Rhodes has already ridden 400 miles this year.

Eight members of the Boston Club have ordered one of Singer's eight-in-hand machines, and W. B. Everett & Co. are happy.

The Pope Manufacturing Company has issued a very convenient table of records, which will be forwarded free to all applicants.

Washington wheelmen will make preparations to receive all wheelmen who visit the city on the occasion of the national drill in May next.

Mr. Kirk Brown is going to run the Springfield machine in the Quaker City. Kirk Brown is a prominent member of the Century Wheelmen.

The first New Mail sold was a 60-inch. A big send off! The reputation of the wheel will undoubtedly, like the position of this rider, be high.

About \$2,000 has been raised so far toward paying the expenses of the League meet in St. Louis, and not one manufacturer has been solicited.

As decided by the National Cyclists' Union of Great Britain, professionals can now be members of amateur clubs without affecting the status of the latter.

The American Bicycle Company, of this city, will handle the American Champion and Springfield Roadsters this season, in addition to the Columbias.

Gormully & Jeffery have entered suit against the Pope Manufacturing Company for infringement of the Smith ball-bearing and Lillibrige saddle patents.

The International Cyclists' meeting at Berlin will be held during the first week in June, when the amateur bicycle and tricycle championships will be decided.

The Philadelphia Association for the Advancement of Cycling has had a rather dull winter season; not as much work was gotten through with as was expected.

Philadelphia's new cycling paper, the *American Athlete*, starts out well, and if it can run a clean sheet there is no reason why it should not live long and prosper.

Mr. E. M. Aaron says he is sick of the whole business connected with the late fight. He asserts that he is denied justice, and that it is not his place to ask mercy.

Have ball heads come to stay? Corey thinks not. But any one viewing the New Mail and Apollo, cannot help thinking that they are a valuable addition to any bicycle.

The Philadelphia, Pennsylvania, and Century Wheelmen cycling clubs are running a membership race in Philadelphia. When they call their rolls they are each century clubs.

From *Wheeling* we quote: "The Pope Manufacturing Company take six pages of the February WHEELMEN'S GAZETTE for their advertisements. English advertisers please copy!"

Riders of bicycles and tricycles have been barred by the Brooklyn Park commissioners from all paths and drives of Prospect Park, except the West-side drive and the Methermeal circuit.

The *Cycling World*, a new weekly cycling paper, published in London, is the latest addition to the London literary cycling field. Its editor is J. H. Ackerman, formerly of the *Cycling Times*.

The Royal Salvo tandem is now to be seen at the salesroom of the Overman Wheel Company, and is attracting a good deal of attention. It is the only tandem containing compressed tires.

In retiring from any position in the way of an official in the Pennsylvania division, and in refusing to allow his name to be mentioned for any office, Mr. Wells shows sound common sense.

The New Mail is having a great demand and is pronounced on all sides a fine wheel—in fact, is making quite a sensation. Wm. Read & Sons are entitled to credit for so well studied a wheel.

Racing will be more of a feature of cycling in Philadelphia during the coming season than heretofore. The track of the West Philadelphia Athletic Association will fulfill this year the promise of last.

The *Rugby Monthly* says: "The League has had enough (aye, too much) of President Beckwith's mismanagement, and he must go into oblivion along with the former and others at the annual meeting in May."

The utter cowardice in the staff of the *Bicycling News* was never shown to better advantage than when it ignored A. J. Wilson's report exonerating the Springfield Club and its officials, and condemning the Coventry ring.

The *L. A. W. Pointer* is the latest cycle publication. It is the organ of the Wisconsin division L. A. W., and its first number starts off well; in fact, almost a duplicate of that enterprising sheet, the *Wheelmen's Record*.

Bob English has issued his first challenge as a professional, offering to ride any bicyclist in the North of England from one to twenty-five miles on the North Shields track, on Easter Monday, for from £25 to £50 a side.

Kaufman's latest achievement is to balance himself on one wheel, and then give a juggling performance. This has taken tremendously in Glasgow, and the local papers speak in the highest terms of his performance.

The Columbia tandem, the first one ever made in America, is now on exhibition at the salesroom of the Pope Manufacturing Company. Wheelmen who have had the pleasure of inspecting the machine pronounce it about perfect.

The cloth for the new uniforms of the L. A. W. has at last been decided upon. It is a dark brown in color, about the same weight as the old goods, and is much better in appearance. The price of the suit will probably be \$15.50.

Every wheelman should have one of those L. A. W. tables, or he can have his own initials across the wheel in place of the L. A. W. This is a nice and useful ornament to any parlor or office. Write W. F. Moss for full particulars.

George H. Day, for the last six years the manager of the bicycle department of the Weed Sewing Machine Company, has been elected to the presidency of that company. Mr. Day is well known by wheelmen throughout New England.

Where is England? Some wiseacre will say, just across the pond. But we refer to the making of cycles. They have taken a back seat; at least our manufacturers show some splendid wheels this season, and they will take a bit to beat them.

The Overman Company have a new saddle for tricycles and safeties, which, while it uses the regular Victor leather, is a novelty in several respects. It is adjustable in every direction, and the leather can be put on and taken off easily, and without tools.

A subscription has been started among the Sydney cyclists for the purpose of recognizing, in a substantial way, the fine performance of Fred Wood, in breaking the one-quarter mile grass record at the Highland gathering sports, on New Year's day.

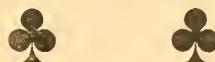
H. T. Hearsey, the popular bicycle repairer of Indianapolis, Ind., has opened a general repair shop at 147 Delaware street, and has secured the sole agency of the Rudge bicycles and tricycles for his city and vicinity. 1887 samples are now on exhibition.

Dr. James G. Lathrop, athletic director of Harvard College, thinks that a mile will yet be ridden on a bicycle in less than two minutes, provided the course is straightaway, and the wind is blowing at the back of the rider at the same rate at which he is riding, thus making a dead calm.

A Mrs. McGowan has started on a tricycle tour from Perth to London. She carries her eight months old baby with her. "If her rate of progress is not faster than the progression of the nursemaids in Hampton Park," says Violet Lorne, "the babe will have arrived at years of discretion before it reaches London."

Wheelmen who intend visiting Paris the coming summer may be interested in knowing that tricy-

THE COVENTRY MACHINISTS' COMPANY, Ltd.



# THE "MARLBORO' CLUB" TRICYCLE.



The National Cyclists' Union Five-Mile Tricycle Championship, 1886, was won by Mr. F. W. ALLARD on THE MARLBORO' TRICYCLE.



The fastest time for a mile ever ridden in a race on a Tricycle was accomplished on a MARLBORO' TRICYCLE at Coventry, August 21, 1886, in 2 m. 45 $\frac{1}{2}$ s.



In addition to the above, THE MARLBORO' TRICYCLE has won the following Races:—

May 15—Edinburgh N. C. Meet,	First.	August 3—North Shields,	First.
June 19—Scottish Meet,	First.	August 3—Northampton,	First.
June 26—Southport,	First.	August 7—Lillie Bridge (London Wheelers),	First.
June 26—Long Eaton,	Third.	August 21—Coventry (Cheylesmore C. C. Sports),	First.
(Beating the existing record at that time.)		August 24—Leominster,	First.
July 3—Radcliffe Sports,	First.	August 25—Gloucester,	Second.
July 8—Northampton,	First.	August 27—Dublin,	First.
July 10—Birmingham,		September 4—Coventry,	First, Second, and Third.
(Beating record for Aston track by several seconds.)		September 4—North Shields,	First.
July 17—Coventry,	First, Second, and Third.	September 9—Coventry,	First.
July 24—Long Eaton,		September 11—Lillie Bridge (Kildare Sports),	First.
(Record for quarter-mile, 43 seconds.)		September 25—Amsterdam,	Two Firsts.
July 31—Harrogate,	First.	September 19—Vienna,	First.

Besides numerous others.



In France, M. F. DE CIVRY has won several races, and, in addition, beaten the 100 kilometres road record and the 3, 7, and 10 kilometres records.

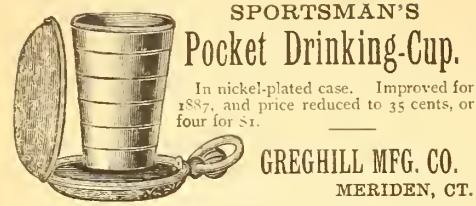


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Is the place to have your repairs done, as he keeps a large stock of parts for repairing all kinds. Prices low. Second-hand machines wanted. Send 2-cent stamp for catalogue of American wheels.

### A CARD.

Save delay and know that your wheel is repaired in the best possible manner by sending at once to the

AMERICAN BICYCLE COMPANY,  
Springfield, Mass.

\$4.00 for \$3.00!

Rhymes of Road and River,.....	\$2.00
The Wheelmen's Reference Book,.....	.50
Wheeling Annual,.....	.50
A Canterbury Pilgrimage,.....	.50
The Wheelmen's Gazette,.....	.50

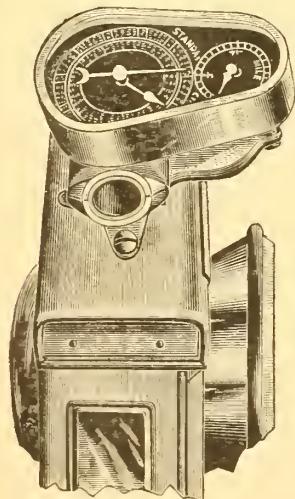
Mailed to any address, post-paid, for \$3, by  
THE WHEELMEN'S GAZETTE,  
SPRINGFIELD, MASS.

GET THE BEST!

## THE STANDARD CYCLOMETER.

SIMPLEST AND BEST INSTRUMENT EVER INVENTED.

CAN BE READ FROM THE SADDLE, AND  
USED WITH OR WITHOUT  
HUB LANTERN.



REGISTERS 2500 MILES.

We have given the manufacture of the Cycloometer careful investigation and study, with a resolute determination to remedy all defects, and at last we place upon the market an instrument that seems absolutely perfect in all its workings. We furnish a certificate of accuracy with all instruments. In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, \$10.00.

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Send for Circular.

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If you have not already sent your name for the UNITED STATES WHEELMEN'S DIRECTORY, you should do so at once. Send for blanks or fill out the one below.

Name \_\_\_\_\_  
Town or City \_\_\_\_\_  
State \_\_\_\_\_  
Size of Wheel \_\_\_\_\_

Name of Wheel used \_\_\_\_\_  
Lock Box 595, WESTFIELD, MASS. Blanks sent free on application.

BEST IN THE WORLD!



### THE KELLOGG BICYCLE SHOE.

Made of kangaroo or dongola, as may be required, hand sewed, and possessing merits superior to any other Bicycle Shoe made. Sent post-paid on receipt of price, \$4. Liberal discount to dealers. Manufactured by

W. H. KELLOGG & CO., Palmer, Mass.

THE

## Wheelmen's Record.

P. C. DARROW, Editors.  
G. S. DARROW,

C. F. SMITH, - Business Manager.

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DEVOTED TO THE INTERESTS OF STAR RIDERS  
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We can promise an interesting and instructive paper for all cyclists. Send for a sample copy.

**YOU** can live at home, and make more money at work for us, than at anything else in this world. Capital not needed; you are started free. Both sexes; all ages. Any one can do the work. Large earnings sure from first start. Costly outfit and terms free. Better not delay. Costs you nothing to send us your address and find out; if you are wise you will do so at once. **H. HALLETT & CO., Portland, Me.**

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ACCIDENTS are always happening to those who "don't travel much" as well as to those who do. THE QUIETEST BUSINESS AND PROFESSIONAL MEN are as liable as any others to the thousand hazards of life, from morning till night, at home or abroad. To such an Accident Policy costs but \$5 per year for \$1000 Insurance, with \$5 Weekly Indemnity, COVERING BICYCLE RIDERS AND RIDING.

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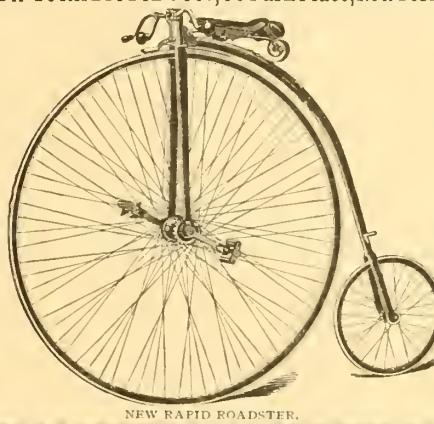
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SECOND - HAND LAMPS, BELLS, CYCLOMETERS, BAGS, ETC., IN LARGE VARIETY.

ENCLOSE STAMP for LIST, stating size wanted and make preferred.

*Correspondence Solicited.*

## Ira Perego 128 and 130 Fulton Street, } NEW YORK. 87 Nassau Street,

THE ONLY  
Official Outfitter to the L.A.W.

L. A. W. REGULATION CAP, . .	\$1.50
L. A. W. REGULATION HELMET, .	1.50
L. A. W. REGULATION SHIRT, .	2.25
L. A. W. REGULATION HOSE, .	1.10
L. A. W. BELT, to match Uniform,	1.00

All orders must be accompanied by money-order for the amount, also name and League number.

English C. T. C. Cloth, double width, \$4 per yard.

**MONEY** to be made. Cut this out and return to us, and we will send you free, something of great value and importance to you, that will start you in business which will bring you in more money right away than anything else in this world. Any one can do the work and live at home. Either sex; all ages. Something new, that just coins money for all workers. We will start you; capital not needed. This is one of the genuine, important chances of a lifetime. Those who are ambitious and enterprising will not delay. Grand outfit free. Address TRUE & CO., Augusta, Maine.

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Bicycles, Tricycles, and other Cycles of any style or make, REPAIRED, ENAMELED, or NICKELED, in the Best Possible Manner, by Experienced Workmen, at Fair Prices.

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Handsomest. Strongest. and Best Handles in the Market.

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PACIFIC COAST.

Fifty Cents per Year.

Address Care of A. O. COOK & SON,

415 Market Street. SAN FRANCISCO

The A. C. U. Pin, the most unique emblematic Bicycle Pin made; patent pending; cut shows exact size. Prices: Made of solid Roman gold, raised polished letters, garnet stone in diamond setting, \$1.50; oxidized silver wings or wheel, rest gold, \$3.50; enamel around letters, 50c. extra; two or three garnet stones set on top of crown, \$1 extra for each; diamond in crown, from \$10 to \$25. Send cash, check, or money-order. W. H. WARNER, SPRINGFIELD, MASS.



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They Will Live

FOR THE PEOPLE.

They Will Live  
FOR THE GAZETTE.

## KIND WORDS CAN NEVER DIE.

### WITNESS THESE DECLARATIONS. \*

#### From the Press.

*They know we deserve it.*

THE WHEELMEN'S GAZETTE leads the way.—*Wheeling (London)*.

The December number of THE WHEELMEN'S GAZETTE is one of the best yet issued.—*Boston Herald*.

THE WHEELMEN'S GAZETTE is one of the most reliable wheel papers of the day.—*Fort Wayne World*.

THE WHEELMEN'S GAZETTE, more readable than ever, appeared in its February form this week.—*N. E. Homestead*.

THE WHEELMEN'S GAZETTE in the field of journalism occupies the position the club does on the track.—*Boston Globe*.

THE WHEELMEN'S GAZETTE is what you might call "a bright, sparkling gem" in the circle of cycling literature.—*Southern Cyclist*.

It is superfluous to praise the appearance of THE WHEELMEN'S GAZETTE. The contents also are unusually interesting.—*Cyclist and Athlete*.

The one publication which wheel riders cannot afford to be without, all things considered, is THE WHEELMEN'S GAZETTE.—*Elmira Advertiser*.

THE WHEELMEN'S GAZETTE is the finest cycling paper in every particular ever issued in America.—*Chicago Sporting and Theatrical Journal*.

THE WHEELMEN'S GAZETTE occupies a prominent place in the front rank of cycling journals in this or any other country.—*Lynn Reporter*.

THE WHEELMEN'S GAZETTE is one of the spiciest and best of our bicycling exchanges. We know a good thing when we see it.—*Turf, Field, and Farm*.

THE WHEELMEN'S GAZETTE is certainly a beautiful and valuable journal, and we do not blame cyclists for being proud of it.—*Pittsburgh Sportsman*.

THE WHEELMEN'S GAZETTE is one of the finest specimens of the printer's art that comes to hand. Full as it is of interesting items for wheelmen, it cannot but find favor.—*Guelph (Canada) Herald*.

THE WHEELMEN'S GAZETTE is having remarkable success in point of circulation, reaching even "the isles of the sea." A club of twelve subscribers was received from Bermuda last night.—*Springfield Republican*.

THE WHEELMEN'S GAZETTE for February is as bright and newsy as ever. Among the good things inside its covers is a portion of the story of Thomas Stevens's trip around the globe.—*Springfield Republican*.

The February WHEELMEN'S GAZETTE is brimming full of good things, and the editorial articles are unusually interesting reading. Those on League uniforms and the *L. A. W. Bulletin* contain information worth preserving. THE GAZETTE also presents a model appearance typographically, and all in all makes a record as a cycling journal that is difficult to beat.—*Springfield Union*.

#### From the Trade.

*They cannot help it.*

Received answers to my advertisement the next day after my copy of THE GAZETTE arrived.—A. C. MUNSON, Stamford, Ct.

Please continue our advertisement for the year 1887. It pays to advertise in THE GAZETTE.—THE KING WHEEL CO., New York.

We are overwhelmed with replies to our advertisement in THE GAZETTE.—YOST & McCUNE, inventors of the Springfield Roadster.

DAYTON, OHIO, January 5, 1887  
THE WHEELMEN'S GAZETTE, Springfield, Mass.

Enclosed find draft in full for your statement of January 1. I have kept an account of replies received from my advertisement in all the cycling papers, and THE GAZETTE takes the lead by considerable.

Wishing you a prosperous New Year, I remain,  
Very respectfully, A. W. GUMP.

POPE MANUFACTURING COMPANY,  
*Columbia Bicycles and Tricycles*,  
BOSTON, MASS., February 8, 1887.

Mr. H. E. DUCKER, Springfield, Mass.

Dear Sir—Please reserve for us six extra pages in next issue of THE GAZETTE. It is opportune to here say that our advertising experience with your paper, which began with its first issue, has been entirely satisfactory,—so much so that we shall probably never cease to liberally use its advertising pages.

Yours, etc., ALBERT A. POPE, President.

STODDARD, LOVERING & CO.,  
*Sole United States Agency Rudge Bicycles and Tricycles*,  
BOSTON, MASS., January 29, 1887.

Mr. H. E. DUCKER, Springfield, Mass.

Dear Sir—We beg to enclose you check for the amount of your monthly statement received to-day; also contract signed for 1887. We believe it is principally through THE WHEELMEN'S GAZETTE that the Rudge machines have attained their popularity.

Wishing you success for the coming year, we remain,  
Yours very truly,

STODDARD, LOVERING & CO.

NEW ALBANY, IND., September 13, 1886.  
THE WHEELMEN'S GAZETTE, Springfield, Mass.

The 100 copies of THE GAZETTE containing our advertisement of "The Book-Keeper's Delight" reached us this morning; and we have to say, in reply, that the advertisement seems to have caught the eye of the people so readily that several orders and letters of inquiry had reached us through the mails before the copies arrived. We can heartily recommend THE GAZETTE as an advertising medium. We know nothing of the extent of your circulation, but the communications we have received from different parts of the United States evidently prove that THE GAZETTE has no small number of readers. Two of your subscribers from the far West—Mr. Funge and Mr. Griffin, of Ogden, Utah—ordered our combination. We are fully satisfied that "The Book-Keeper's Delight" is what all clerks and book-keepers want.

Yours truly, T. A. McDONALD & CO.

#### From the Riders.

*They appreciate our worth.*

It is impossible to do without it.—JAMES A. BENDER, Everett, Pa.

For a wheel paper, I must say it is unsurpassed.—HERBERT W. ALLEN, Chicago.

Couldn't think of doing without THE GAZETTE.—E. C. DICKSON, Canal Dover, Tuscarawas Co., Ohio.

THE WHEELMEN'S GAZETTE is the most agreeable cycle paper I know of.—JAMES H. SETZER, Catawba, N. C.

A typographical beauty and ably edited, THE GAZETTE should be in the hands of all.—W. B. POWELL, Haven, Ks.

Please find 50c. for renewing my subscription to the best wheel paper in the world.—JOHN H. POLHILL, Macon, Ga.

THE GAZETTE is sought after by members of our club more eagerly each month.—GEO. F. STEELE, Treasurer Somerville (Mass.) Cycle Club.

THE GAZETTE is the best wheel paper out. I would like to see it is the official organ of the L. A. W.—DAVID B. PENNIMAN, Oberlin, Ohio.

The paper is, without doubt, the best bicycle publication, and deserves all the support it seems to receive.—P. H. BERNAYS, Little Rock, Ark.

As I suppose my subscription has run out, and I don't see how I can get along without it, I enclose 50c. for another year.—A. W. F. BROWN, Fitchburg, Mass.

Enclosed find postal note of 50c. for another year. I suppose my year is about up. Keep right on; I must have THE GAZETTE.—E. F. MITTON, Red Wing, Minn.

Enclosed stamps for the last number of THE WHEELMEN'S GAZETTE. I have lost mine, and not having read it must have one to read.—GEORGE A. SPICER, West Troy, N. Y.

It affords me pleasure to hand you the enclosed postal order for \$5.00, and ten names as subscribers to your journal. "Good value for the money," I tell my friends.—JOSEPH P. ANGELL, Pine Bluff, Ark.

I have always claimed that interesting reading was made doubly so when presented in good shape, and so I wish THE GAZETTE as much success in the future as it seems to have had in the past.—C. C. HOPKINS, Denver, Col.

Enclosed find 50c. for THE GAZETTE for one year. Yours is a splendid paper. I take six bicycle papers, and yours ranks them all in my estimation.—WM. A. L. KNOX, C. C., Captain Dallas Wheel Club, Dallas, Texas.

Enclosed is check for \$2.50 subscription—five copies THE WHEELMEN'S GAZETTE. A long and successful life to the new paper and its editor.—GEORGE H. DAY, Treasurer and General Manager Weed Sewing Machine Co., Hartford, Ct.

Undoubtedly you know I cannot get through this world, even though I have a "R. M." bicycle to assist me, without THE GAZETTE's monthly visits, and so desire to renew my subscription for one year, and enclose 50c. for same.—FRANK P. JEWETT, Brick Church, N. J.

cles are allowed everywhere excepting one road (the Allée de Longchamps) in the Bois de Boulogne, but bicycles are not allowed in the Champs Elysées, the Boulevards, the Rue de Rivoli, and, indeed, most of the principal streets.

The King Wheel Company, of New York, which was incorporated November 24, 1886, has organized with the choice of Rev. Homer A. King, of Springfield, as president; Sumner Smith, of Hampden, vice-president; Albert J. King, of Jersey City, N. J., secretary and treasurer. The Armstrong Manufacturing Company, of Bridgeport, Ct., are building 1,000 of the King bicycles.

Says the Sunday *Herald*: "It is very remarkable that there is scarcely a city in the country numbering over 150,000 inhabitants that has a track that will compare with the famous circuits at Springfield, Hartford, or Lynn, and it is still more remarkable that race meetings have not been successful in the large centers. This last fact is more due to the lack of a competent management than to any other cause."

It is about time to again assert that Springfield will or will not hold a tournament next fall. We have forgotten which it ought to be, but we do begin to think that all the statements and counter-statements are but a grand Duckerian advertising scheme.—*Bicycling World*. Others have hit with that same brick.—*Lynn Bee*. We don't know but what it is a good idea. Tournaments need all the advertising they can get.

In the matter of holding race meetings, our English cousins have the advantage over us here, in the price of ground rents. Compare the prices. In England they charge for Lillie Bridge Grounds, in the heart of the great metropolis, the modest sum of £3 3s. Aston Lower Grounds, on the outskirts of Birmingham, can also be hired for £10. While Springfield pays each year for its grounds \$1,000, or over twenty times that charged our English brethren.

In speaking of cycle racing, the Boston *Herald* says: "There is no cleaner, purer, more exhilarating sport to-day than cycle racing. America has in a twinkling assumed the lead, and is in a position to dictate to England, its sister country, so long in the trade. Wood was sent across in discomfiture by Rowe, and if Howell comes on this side of the water this summer, he will undoubtedly follow suit. The American racer is in the first rank, his machine challenges comparison, his track has no superior, and the standard must be kept up."

Englishmen must have an idea that the Springfield Club must number over a thousand members instead of only seventy men, if we judge by the following taken from one of our exchanges. "The meetings of what many of us have been accustomed to look upon as the biggest club in the universe, a club which has been stated to possess a club-house fitted up on a most luxurious scale, and a racing track unequaled in the universe, was attended by but twenty-six members, and of these fifteen voted against the holding of the tournament this year."

Herbert W. Gaskell, for six years with the Coventry Machine Company, of England, and for the past three years its American manager, has connected himself with the Pope Manufacturing Company as head salesman, *vice* A. L. Atkins. Mr. Gaskell is twenty-seven years old, and graduated from Liverpool College. He is popular and celebrated in cycling circles on both sides of the

water. Among his achievements are: The English one-mile amateur championship of 1881, the 200-yard finish in handicap races, and as the hero of the Springfield tournament of 1883.

Arrangements have just been completed for the whole of this year's N. C. U. amateur bicycle and tricycle championships to be decided at the Aston Lower Grounds. The first events down for decision are the one-mile bicycle and twenty-five mile tricycle championships, which take place on Whit Monday, May 30. The five-mile tricycle championship will be run off on Saturday, July 2, followed by the one-mile tricycle and twenty-five mile bicycle championship, on Monday, July 4; the five-mile bicycle championship, on Saturday, July 23, finishing up with the fifty-mile bicycle championship, on Bank holiday, August 1.

C. H. Larrette says in the *Athletic News*: "It is with regret I notice that the Springfield Bicycle Club, by a majority of four, has decided that the big autumn tournament will not be held this year. I consider that nothing has really done more good to both the sport and pastime than these monster gatherings. They are advertised all over the world, and their international character arouses a lot of attention in outside circles. The results are considered of such importance that they are flashed to every quarter of the globe; in short, the Springfield tournament has undoubtedly been looked upon as the chief cycling event of the year."

The Coventry Machinists' Company, Limited, write us that they find that rumors are being circulated to the effect that they intend entirely withdrawing their United States agency. Such statements are unauthorized and inaccurate, and are calculated to do them considerable injury. They therefore wish to assure their numerous friends and customers that any fresh arrangements that may be made at the end of the season will be with a view to extend and increase their trade in the States, and the numerous admirers of the Club machine may rest assured that they will at all times be able to procure not only the latest patterns of these world renowned wheels, but also any parts of them which may be required.

Here is news, but we had to go abroad for it; so it must be true. We clip the following from the *Athletic News*: "There is not the slightest doubt that in spite of the efforts to 'puff' last year's tournament on both sides of the Atlantic, the absence of the English amateurs caused the management to lose a far heavier sum than they liked to own to, and to this reason I ascribe the pressure put upon Mr. Ducker which led to that gentleman's retirement. There is no doubt that if no similar affair is organized, American racing will receive a severe blow, but from what I learn from private information, it is by no means impossible that Mr. Ducker will now devote his energy to floating another of those gigantic race meetings which he really originated." Will the *News* please inform us when and where the pressure was brought to bear on Mr. Ducker, which led to his retirement?

An important innovation has been made in the military school of Joinville-le-Pont. Since 1851 this has been the most noted gymnastic school in France, and since the establishment of a fencing department in connection therewith, now eight years ago, it has turned out some of the best swordsmen in the French army. A few weeks ago a velocipedique section was added to the college. Men will be trained to ride in the school, and in

the event of the experiment proving successful will be drafted into various regiments to discharge brigade duties in time of war. The results have so far been so satisfactory that the innovation bids fair to lead to the permanent establishment of the cycling section. The Minister of War has given a verdict in favor of the use of the bicycle, on the ground of greater utility, as in time of war each regiment can possess a certain number of dispatch bearers economically mounted and swifter than horsemen.

C. H. Larrette says that he is at a loss to imagine why the last tournament of the Springfield Club "should have been so persistently run down by the journals who represent the ultra-amateur section of riders. Admitted it really was a gate-money 'spec,' why, my dear friends, should you decry it, whilst almost with the same breath you laud up to the skies our great international tournament, which is organized solely for the purpose of putting money into the pockets of one individual, Mr. F. Cathcart? What charming inconsistency! But, at the same time, I fail to see why individually promoted meetings should not 'go.' Few clubs care to incur the risks that are unheeded by an enterprising public caterer, and such men as Messrs. Ducker and Cathcart do more, I consider, to bring our sport into prominence than any amount of clubs who give race meetings on the good old stereotyped lines—a couple of members' events and an open mile handicap." We have looked for a reply to above from *Bicycling News* and the *Cyclist*, but so far have looked in vain.

Speaking of the official outfit reminds us that the official outfitter of last year, Mr. Perego, is being treated very shabbily by the powers that be. This gentleman was appointed League outfitter by President Beckwith, and besides giving satisfaction, his goods being imported and sold much cheaper than could be secured elsewhere, he advertised to a much larger extent in the League's organ than did the L. A. W. uniformists. This year, after having his entire stock made up, the contract is to be given to others, the committee, nor any League official not even taking the trouble to inform Mr. Perego of the proposed change. While we do not like to make a trade issue the subject of editorial comment, yet Mr. Perego's generosity in the cause of cycling bespeaks better treatment than has been accorded him.—*The Wheel*. We fully agree with the *Wheel* on the above, but at the same time we do not think Mr. Perego's business will suffer any, for wheelmen long ago, and even before League uniforms were known, well knew that there was no establishment in this country that offered cyclists first-class goods at reasonable prices, and if we do not judge wrongly wheelmen will be slow to forget the best place to buy their outfits. League outfitter or not Perego will always continue the leader in cycling goods.

The American Cyclists' Union has commenced its "plan of campaign" against the L. A. W., but I fear with little chance of success. As long as Mr. Ducker includes the abolition of the amateur definition on his programme, I feel confident he is doomed to meet nothing but failure. Take the example of our own abolitionists. They failed solely because they would not see that cyclists cannot entirely ignore the ruling bodies of kindred athletic sports. It is possible that at some future date amateurs and professionals will be allowed to compete in the same races, but this, bearing in mind the determined opposition of the A. A. A.,

is not likely to take place yet awhile. As far as my knowledge of American athletes goes, they are as strongly in favor of upholding the amateur definition as their English brethren; hence I fear Mr. Ducker's chances of success will be on about a par with those of Mr. Hogg. Many notable cyclists personally have no objection to ride against a professional, but they strongly object to be ostracized from every other branch of amateur sport.—*Athletic News*. [We care very little for kindred sports. Our point is that we are the largest athletic body in the world, and it is time that we ceased to be the tail piece to any organization. Let us make our own rules, irrespective of any other body, and at the same time let us be progressive. The cycling community is now large enough and strong enough to stand alone. We did and we do not expect to accomplish our object either last year or this. But the day is not very far distant when we shall. We have increased a thousand fold in ten years, and we can abide our time.

#### STAMFORD (CT.) NOTES.

No winter in several years has lingered so long in spring's lap as has the last, for there was in this section little or no wheeling for the ordinary until April came.

There is just the ghost of a chance that we may see the good roads, bonny brooks, and braes of Merry England, this summer, if certain wires respond to the vigorous pulling they are being subjected to. The tour proposed includes a run through or glimpse of Ireland, France, Germany, Belgium, and on paper covers six weeks' time, and about a thousand miles. The projector enjoyed a delightful run in Canada, last season, and is "perishing to see the old maternal country as it is," and if we "get thar," some pen photos may be expected.

The Solitary Club's winter record of missed days' wheeling reached thirteen, which is one less than a year ago. We have no pavement, mind you, to bridge the muddy chasm.

The *Bulletin* is evidently going dry, from the "farrow" way look it has taken on within two months. This makes a veteran like the *GAZETTE* more highly prized than ever, and its visits more longed for.

Only a few short runs have been taken here yet, but plans have been laid for considerable touring during the season. Several Faciles have already been sold, and things cycular look very much up. Said our seven-year-old the other day, while on the subject of vicious dogs: "Papa is up on wheels, and down on dogs."

A veteran cyler of Stamford has a memory of the early days of the sport here, in which bumble bees played a part, they having, during the winter, crawled into the hollow backbone of his old wheel, and, when spring came, he cycled those bees about a day or two before discovering them, when they were smoked out. He is yet the earnest bee-liever in wheels that he ever was in the old days, but does not winter his wheel in a stable.

The foreman of one of our local papers is a Facile rider now, the first of Stamford's pressmen to catch on to cycling. We look for a wheel column now.

Thanks, "Cycle," for your courteous offer. We are going to Reading-up on highways and byways of England and the Continent, for a while, but hope to see you also.

Can any one give points as to the most economical way of taking a six weeks' tour, as above, giving probable cost? We propose to shun \$4-per-day hotels, you know, and "live on something to eat and drink," too. "Style and starch will be subordinated to solid comfort and sight seeing, in the most satisfactory way possible."

Whose and what wheels were those one or two exceptions in your winter riding, Mr. "Cycle," as noted in March *GAZETTE*? Did the riders keep on in that best exercise in the world through the winter, when stirring of the blood is most needed of any season of the year? Winter cycling staves off headaches and twangs of biliousness better than any exercise we ever tried, and the exhilaration of a winter run excels that of one on a summer day, by some laps. True, you must go prepared for toothsome winds, and have a safe mount; then, on passably decent roads, the glory is unending.

Has any one tried carrying a field glass, or whatever they are called, to bring distant objects nearer, on tours? What kind is best? what is the cost? and how best carried? Who will advise?

A cyler, who has been mixed up with a wheel and a dog very promiscuously, wants to know the easiest way to discourage the accumulation of dogs in a section where there are hundreds, if not thousands.

We shall ever remember a certain high toned hotel in a town up East, where marble floors, silverware, agony, and high prices prevailed, and the comfort of its guests was quite a secondary matter. Our sixty-six miles over sandy New England hills, and some stretches of fair roads, had brought that appetite up to its usual good form, and a passable seventy-five cent supper was enjoyed as well as it could be, surrounded by so much useless glamour and fuss. Just enough physical weariness had come to us to make a good night's rest very desirable, and a house with a few hundred beds in it seemed to at least promise it; but how it proved a dismal failure, we will attempt to show.

Two old duffers who allowed no one to get a word in edgewise or any other way, had been noticed about the office during the evening, and we hoped sleep would come to our and their relief, for they must have been tired. The dollar-and-a-half room we were shown to was directly adjacent to a young theater or dance house, whose patrons kept us awake till midnight, when to add to our misery those old gibbering excrescences came to a room next to ours and "conversed" in a high key for no one knew how many hours, and doubtless wore one another out in a mutual effort to have the last word. We left the wretched place at about daylight next morning, registering certain vows regarding high tide hotels, and had a good breakfast fifteen miles away, at a roadside house, for just half that "gilded misery" charged for supper. Once before, a set of brawling billiardists at Yonkers, N. Y., kept up a continuous pandemonium at our expense, until the early morning hours, when we surmised their potations became too much for them, and they fell under the tables.

That record of missed days in our winter's riding, days that, owing to deep snow, have been lost with regret, has crept up to the unlucky number of thirteen, and from our having passed the snowy belt of the season, will, no doubt, remain there, for the gentle patter of the rain drops have few terrors for him who pens these lines.

One of the senseless things a winter cyler has to put up with from riders who have not emerged from the chrysalis state—for they in many cases have not hatched out into "butterflies" yet—is would-be smart flings at a waterproof suit, and the owner's appearance. They are the sort who would sacrifice health, and life itself, to style and dress, instead of comfort and safety. They do not stop to think that possibly the winter rider's bread depends upon his getting to his daily work in that way. We have forgiven them.

Now we hear of a coming aggregation of Stamford, Norwalk, and Greenwich cyclists at Stamford, "when the flowers in fragrant bloom tempt the cyler from his room, whose walls are odorous of 'baccy'-nalian incense."

The Leisure Hour Wheel Club, of Greenwich, has recently re-organized, some seventeen strong, and was tendered a dinner by its president. Having tender memories of a tour to Danbury, it is not planning one that way very soon.

There are about the same number already, as last year at this season, who think they will be cyclers and with the wheelmen ride—if they can, and nine out of ten of them do ride, somehow or other.

We surmised there would be a cycling paper started in Philadelphia when told that the *Bulletin* would go East.

We who have ridden all winter think we can appreciate dry roads again when they come; but how must it be with those who have not ridden since November! What thrills of ecstatic—er bliss the sight of good roads must awaken within them! Right here we might say that much, though, depends upon how well the victim has withstood the attacks of the nude little chap with the bow and arrows; also how his cash holds out, for in some cases it is a question of "girl, or whirl."

There may be an oil can in market that will not leak oil and smear things up generally, but so far we have yet to see it, and would not mind a good price for one that will fill the bill,—instead of filling the tool bag with oil. Will some one speak up on this matter, right away, to enable us to secure the proper thing in time for use this season? Now, then, let it come!

And while your inventive genius is on the oil can, will he or any one else ring us up and communicate as to where we can buy a light weight *helmet* that will stand as much damp as a light fog, or a dew, without total collapse, and having that sunken, caved in, hungry look that was a feature of last season's head cover? Dear I. G., you will dew well not to fog-get to make it as light and comfortable as the old one. Our blessing is ready!

What a relief it would be to see the end of so much L. A. W. showing of teeth, erecting back hair, and jawing in general. Will the great and good cycling editors all over the world rise up as one man and away with so much that jars upon the ear drums of the army of non-commissioned, touring, and road riding low privates, and give us more on the subject of wheels, and the ridin' ov 'em?

"STAMSON."

#### WILMINGTON (DEL.) NOTES.

Our cycling season has now fairly opened, despite the blustery winds prevalent in the early part of the season, and the enthusiastic wheelman may be seen at any time astride his steed of steel. The past winter has been a rather tedious one for the cyclist, although we have had some delightful

spins, on several occasions, over our pike roads, which usually remain in pretty good condition while the weather is cold and dry; we have also had several runs over the crispy snow, and those of us who have "been there" do not hesitate at all to say that a lively spin in the keen atmosphere of January or February produces a healthful glow and a delightful sense of recreation not to be had at any other season of the year.

We have a few stretches of very nice road bed about Wilmington, but the majority of our roads are rather rough and hilly, and light machines are not looked on with much favor; by crossing the Delaware we can enjoy a day's ride on the excellent clay and gravel pike roads of New Jersey.

By far the most of our streets in Wilmington are the famous Nigger Head or rubble, which has recently excited the intense disgust of our neighbors, the wheelmen of Philadelphia; we trust that their strenuous efforts for better streets may be crowned with success. Luckily for us we are permitted to ride on the sidewalks, and having several very nice dirt streets, we manage to get along very nicely. The question of firebrick paving has been thoroughly ventilated here, and a trial is shortly to be made by a leading firm, on their own premises, where it will receive a thorough test, and we look for good results.

We have a club of forty-one members, and all but two or three of them are active members; we have recently moved into new headquarters, and are prepared to receive any visiting wheelmen at our rooms. We expect to have many new recruits added to our number this season, and the outlook is very encouraging. We are at present busy making reports of our roads, to be compiled into a road-book along with Maryland.

Victor R. Pyle has taken out the agency for the Springfield Roadster, and expects to do well with it; this new wheel has excited considerable interest, and we think will meet with a ready sale here if it proves itself to be a good, thorough roadster, as we have good reason to believe it is. The old prejudice against the lever is fast dying out, and this season's demonstration of the lever machine on our hills will do much toward turning the tide of opinion as regards the crank and the lever. A. C. Phillips has opened out a second-hand bicycle wareroom at his store, Fourth and French streets, and has a good stock of machines; he also represents the Rudge bicycle.

Public opinion here seems to sympathize with Mr. Aaron in his recent trouble, and we would like to see the matter settled amicably. Mr. Wells's new paper, the *Athlete*, will doubtless be taken by most of our members.

"ELY."

## Correspondence.

### WHY NOT?

*Editor Wheelmen's Gazette:*—

It seems a great pity that wheelmen cannot dwell together in unity, but the history of the League goes to show that most of us would rather fight than either ride or eat (a comparison that I fancy fairly illustrates cycling combativeness); and I expect to be greeted as a benefactor to my race for proposing a brand-new *cæsus belli* which does not involve the washing of any dirty linen, and which consists of so general an assault on the board of officers that it will be impossible to create the rankling of personal feeling in the matter. Very possibly, there are a good many League

members who feel with me that if our organization is worth anything, it should by this time have grown beyond the necessity of annoyance from incessant bickerings about individual grievances, real or fancied; and certainly that no one or two men have a right of ownership to 11,000 members. To those who take no interest in these petty squabbles, a discussion of real policy will come as a boon, whichever side they may take or however warmly it may be waged.

Now, my special grievance against the board of officers is that they have disobeyed the membership at large, and that while the theory on which they did so may have been correct—although I think not—our form of organization must be radically changed before such a theory can be justly put into practice. At the general business meeting in Boston last May, I submitted a motion which was adopted, instructing the board to so amend the by-laws that the president and vice-president should be elected by the whole membership in general meeting, instead of by the board of officers as now. This was the original mode of election, and when the change was made at Chicago, the report of the meeting does not indicate that the members had any distinct intention to give up the power which they have lost. In obedience to my resolution, the chairman of the committee on rules and regulations (without concurrence of his colleagues) reported an amendment to the by-laws at the September board meeting, covering the point at issue; which was referred back to the committee without comment; and at the January meeting the matter was ignored in the committee report, I presume because the chairman despaired of getting his associates to join him in its favor. My most intimate friends on the board now tell me that it is of no use to bring the question up, as nearly all the officers are against it.

The officers may be right and myself wrong in the position we respectively take as to the expediency of the several modes of election, but have they a right to ignore instructions from the very body which delegated this power and which is certainly in equity entitled to resume it? I think not.

Wise or unwise, it was at least their duty to consider the resolution and, if they could not conscientiously approve it, to come back to the membership with their reasons. So far as I have been able to ascertain individual opinions of those who disagree with me on the subject, their idea is that the board is better fitted to judge the merits of candidates and that an election by the general meeting would mean simply a choice of the locality where the meeting is held.

The first objection I consider of no weight at all; the second is better worth consideration, and I might be led to think that the mere weight of numbers proved me to be wrong, were it not for the invariable reluctance of all bodies of officials to let slip any power once in their hands. Remembering this trait of human nature, common to us all, I can readily see how it occurred to no one in the board to bring in an alternative proposition to elect the executive on the same mail vote by which consuls and representatives are chosen. This would at least meet the danger of a locally packed meeting; which, however, I do not believe we need fear when clubs can vote by proxy and when distant members find some reason to attend the meeting in the fact that such important business is to be transacted.

The main object of my proposition indeed was to introduce some element of interest to the meeting, now that so few members care for the parade and the races have become overshadowed by Springfield and Roseville. But should the majority think this a consideration of little importance, there is still the very great need that our president should be the direct choice of the League, and not of a class only, however selected. The fact is, that our growth has been so rapid that we now have a mongrel association of the most illogical kind. We started out with almost pure democracy and we have gradually drifted into an oligarchy. The intention has undoubtedly been to provide representative government, modeled on the Federal Constitution, but we have conceived instead a body corporate that resembles nothing in heaven or on earth, or in the water under the earth. All our lives, liberty and pursuit of (cycling) happiness are in the hands of officers who, presumably our servants, have in reality such absolute power that they can change the mode of electing their own successors in any way they please, even to the extent of re-electing themselves.

If the League were formed in strict analogy to the American Constitution, the manner of electing neither the president nor consuls and representatives—who are the Congress of the League—would be prescribed by the by-laws but by the constitution; and be subject to change only by the whole membership. We have a national organization whose practice is based on that of a petty stock company, but even the directors of a bank or a cotton mill are subject to fundamental law which they cannot amend without the consent of the stockholders. Our constitution should be our fundamental law; our by-laws the enactment of the representative body, made only in strict accordance with the powers which had been delegated to it by provisions of a constitution subject to amendment by nothing but the popular vote. The failure to recognize this cardinal principle has reduced us to a necessity of piecemeal alterations that are never more than half satisfactory and always incomplete.

Let us be one thing or the other. If the League is a democratic body, then every member should have a voice in the election of executive officers and the enactment of important laws should be done only by meetings open to all. But if this is impracticable—and undoubtedly it is—then make our form of government really representative; give our board delegated, not irresponsible power, and incorporate in the constitution about half the provisions that exist now in the by-laws. Whichever method of transacting business is pursued, when it comes to elections we should go back to the good old plan of popular rule. If we of the rank and file are competent to vote for representatives, many of whom we do not know even by name, we are certainly able to choose a president, when all the League is discussing the various candidates. Just as elections to state legislatures turn on who shall go to the United States Senate, not on who is best fitted for the other duties of a seat in the legislature, so it might easily come to be under our present system that we would all vote for this or that representative or consul solely in view of which candidate for the presidency he was pledged to support. The clumsy national Electoral College is better than the League plan, because presidential electors are admittedly mere machines and have no other duties in which to do mischief; but we ought to place the League be-

yond the possibility that the board of officers might ever come to be a copy of the Electoral College.

I have had my little growl, and in order to stir up a hornet's nest more effectually, I will adopt Mr. Herring's plan and send copies to all the papers. Unfortunately I've been unable to step on any individual toes, because I don't know who is responsible for smothering my resolution; so each and every member of the board will please consider himself personally entitled to accept the challenge and "go for me" with all the controversial ability of which he is possessed.

Very truly yours,

EDWARD J. SHRIVER.

NEW YORK, March 17, 1887.

#### COUNTING THE COST.

*Editor Wheelmen's Gazette:*—

From estimates just now submitted to me by the Springfield Printing Company, I discover that my expenditures for "Ten Thousand Miles on a Bicycle" (6,200 copies, probably ready in April) will be almost exactly \$5,000. This assumes that the preface, contents-table, and indexes—whereof 64 pages are now in type—will not exceed 80 pages. The 800 pages forming the main text of the book have all been printed, and the curious visitor to the company's storeroom may see them there in a pile which weigh something like a dozen tons.

Of the 3,580 subscription-copies, "specially numbered and autographed," I assume that 3,000 will really be paid for at "one dollar each," and that about 2,500 of these will go by express to the 110 chief towns where depositaries have agreed to receive them, and that perhaps only 500 copies will need to be mailed to remote points. As I have shown that the first cost of book is 76 cents, and as cost of distribution can hardly be less than 10 cents, I shall at best clear only 14 cents on each "subscription copy,"—or \$420 on the entire 3,000. If I had printed only the latter number, instead of 6,200, my outlay for each book would have been \$1.70,—causing a dead loss of \$2,100. If I had printed only 1,000, each book which I delivered to a "dollar subscriber" would have cost me \$2.30.

Having brought down the "average first-cost" to 76 cents, by taking the risk of a large edition like 6,200, my chance of profit on the second 3,000 (after giving away 200 copies to editors and reviewers) may be shown thus: As expenses of mailing and advertising will be at least 24 cents, I could only make \$1,500 by selling the 3,000 at \$1.50 each. Hence, I have this day decided to put the price at \$2. If, at such price, I dispose of all the books, in the specified manner, by the last day of next autumn, my estimated reward will be \$3,420. This reward, be it remembered, is for the hardest-worked four years of the forty which I have lived, and for the risk not only of my health but of \$5,000 of my patrimony upon a scheme which no observer of '84 ever dreamed of seeing reach its present magnitude, and which no observer of to-day believes I have power of pushing to success.

By "success," I mean the sale of 24,000 additional books, at \$2 each, within three years from the time when the preliminary 6,000 shall be disposed of,—the sale of them, too, without the aid of the bookstores,—without commissions, or discounts or premiums of any sort,—but solely by virtue of the "good-will" towards myself which I hope the actual book may inspire among my

3,000 "copartners" in every part of the globe. If my work shall in fact have the luck to please them, I am sure they will be glad to force an unprecedented sale for it, and thereby proclaim the phenomenal power of cycling itself. As regards the size of the bait which I thus throw out to them, I have this day discovered, by adding the chapter estimates, that it will consist of "657,400 words,"—or more than double the number in the 1,232 octavo pages of "General Grant's Memoirs," which contain almost exactly 300,000 words. If priced at the same rate per word, my book would sell for \$15, instead of \$2.

I now name "April 19" as the probable date of its appearance, because that will be the fourth anniversary of the day when I conceived the scheme, and I am fairly confident that at least a few copies of the completed book will be in existence then. The "general index" is the only thing remaining to be done. I have made no advance upon it since a month ago, when I reported having marked only a quarter of the 800 pages, but I shall resume work to-morrow and trust I may get through the other 600 pages before the month closes.

Patrons of the GAZETTE may find in the issue for last June a list of depositaries in 108 chief towns where subscribers can pay for their books when they secure them, and where extra copies can be bought at \$2 each. Cash orders at \$1.50 each, which reach me before April 19, will be recognized as paying in full for an autographed copy of the volume, delivered free by express at a depository or mailed direct. I wish no subscriber to send me "a dollar" until he sees my advertisement of the actual issue of the book and the cost of mailing it; though the 225 subscribers who have in fact already paid me the promised "dollar each" may rest assured that their copies will be promptly mailed, without any further charge for postage. Finally, I will announce, for the benefit of subscribers or others who may wish to indulge in an *édition de luxe*, that I have 200 copies on heavy paper which can be supplied, in unbound shape, at the same price as the bound book of the ordinary edition. Any subscriber who wishes me to send him these special sheets, instead of the regular book, should file his request before April 19,—the earlier the better. KARL KRON.

WASHINGTON SQUARE, New York, March 3, 1887.

POSTSCRIPT, March 31. Exactly four weeks having passed since the above letter was written and put in type (for a "pressure of new ads.") caused its exclusion from the March GAZETTE, at the final moment, in spite of editorial paragraphs concerning its presence "in another column"), I am again forced to say that the "general index" has not advanced at all, though I again expect to "resume work upon it to-morrow." This means that the earliest books can hardly be ready for delivery before May 15; and so I may as well add,—to prevent any reproaches for "raising the price without warning,"—that cash orders at the \$1.50 rate will be accepted by me until then.

The May GAZETTE will exhibit a revised list of depositaries; and I shall be glad to hear at once from subscribers who are willing to act as such in any towns not named in the previous list. My most direct address until the end of May will be "West Springfield, Mass., " where I fought the indexes for the first six weeks of this year. The struggle was so tiresome that, even after six weeks of semi-rest in the city, I am now in very poor

physical condition for renewing it. In fact, I feel more fear of an upset by illness than at any previous stage of the enterprise; but I guess I shall manage to worry through it, somehow. K.K.

*Editor Wheelmen's Gazette:*—

The advent of spring is fast approaching, as can be vouched for by the pleasant weather allotted to us by that always reliable weather prophet, the sturdy ground hog. Consequently the cycling fraternity in this vicinity, who have been more or less dormant during the winter months, are now moving about and getting everything in readiness for the riding season, which will open very shortly.

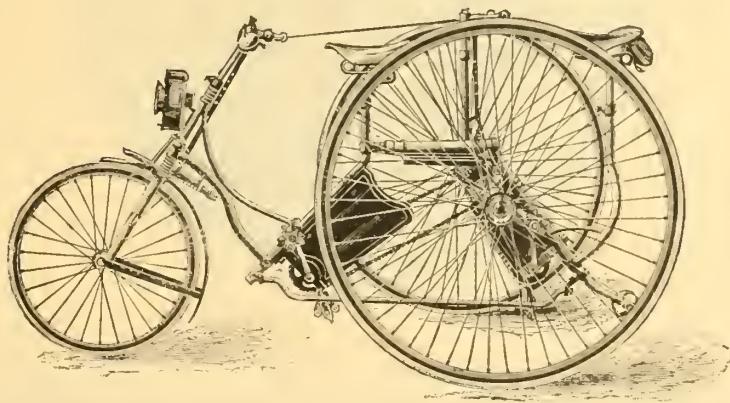
The Reading Bicycle Club, of which the writer is a member, has recently changed its club rooms to No. 418½ Penn street, where it has secured more commodious quarters, and the club has been inspired with new life, every member going to work with the determination of making the club rooms the most attractive in the city. The parlor has been handsomely carpeted, while paintings and trophies of the race-path of '86 adorn the walls. But I dare not attempt to minutely describe the surroundings here; rather let us raise the *portières* and enter the next room. We now find ourselves among the wheels and lockers, by far the most useful and important during the summer months to our overworked members, who can here divest themselves of their artist tailor-made garments (which by the way are designed by one of our members, who ranks foremost among the knights of the needle), don their knickerbockers, and wheel away for an hour or two over our celebrated Oleo pike, only excelled in this State by the famous Lancaster pike, the riding district of the Philadelphia wheelmen. But back to my subject,—in the rear of the wheel room is the card room, where social games may be indulged in. Leaving the card room we enter the bath room, where a shower bath has been provided for the convenience of the members of the club after their usual runs. Steam heat has been introduced throughout and everything has been made as comfortable and cheerful as possible. At our last regular meeting the following officers were elected for the ensuing year: President, Charles W. Hendee; captain, W. I. Wilhelm; lieutenant, H. B. Schwartz; secretary-treasurer, W. B. Koch; bugler, J. L. Henritz; color bearer, R. Resley Eckert; board of trustees, Charles C. Graeff, Morris H. Diener, and J. L. Henritz. At present our membership is nineteen, but by the first of May we expect to have thirty active members enrolled.

The club has entered into negotiations for building a race track, and thinks that by fall it will be able to hold the most successful meet, both to riders and spectators, ever held in this vicinity.

By the way, I almost forgot to mention that two of our members, Wilhelm and Schwartz, are among the fastest Star riders in the State. The prizes won by them during the season of 1886 number some fifty, several being diamond medals, one of which was a very handsome one captured by Wilhelm last spring at Pittsburg in the five-mile state championship contest, when the most noted riders of the State were entered against him. The above-mentioned riders have gone into active training, and think that by the time the race meets are inaugurated they will be in their prime. Then look out for the records, as both have manifested their intention of lowering the records without any respect to previous seasons.

# Imitation is the Sincerest Form of Flattery

BUT IN SPITE OF ITS MANY IMITATORS



THE CUNARD CONVERTIBLE TANDEM

# LEADS THEM ALL!

UNSOLICITED TESTIMONY SPEAKS VOLUMES,

AND THE RESPECTED HEAD OF A RESPECTED MULTITUDE WRITES:

D. ROGERS & CO., Newark, N. J.

Gentlemen—Respecting the CUNARD TANDEM, I have to say that it is beyond all question the best Tandem yet produced. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle-bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine a pleasure. I have owned other Tandems, but this is the only one that was worth house-room as a convertible machine. I find it a perfect machine, in perfect balance either as a single or a Tandem. I have sought carefully for some three years now for the best Tandem, and have given the matter a great deal of thought and attention; and if asked to-day to suggest an improvement in the design and arrangement of the CUNARD I would be free to say that as it is I believe it is as nearly perfect as this type of machine ever will be.

Springfield, Ohio, January 11, 1887.

Respectfully, T. J. KIRKPATRICK.

# D. ROGERS & CO.

SOLE IMPORTERS OF THE CELEBRATED

Bicycles AND Tricycles, \* CUNARD \* Tandems AND Safeties,

75 CLINTON AVENUE, NEWARK, N. J.



We didn't have as long a line of wheels last year as we have this, but we received the first award at the New Orleans Exposition "just the same," and all the well-known makers were represented there, too. There is no getting away from the fact that our machines, both in material and finish, take the lead; and it doesn't stretch the buyer's pocket-book all out of shape to get one. '87 Catalog now ready, and will be mailed on application.

---

**GORMULLY & JEFFERY MFG. CO.**

Manufacturers of the American Cycles,

222-228 North Franklin Street, CHICAGO, ILLINOIS.



But I am afraid that I am intruding on your valuable space, yet before I bid you adieu, I wish to extend in behalf of our club a hearty welcome to all visiting wheelmen when in our city to make our rooms their headquarters, and partake of the hospitality which is always showered upon the cycling fraternity by the Reading Bicycle Club.

"LORD DOLPHIN."

READING, March 5, 1887.

## Among the Clubs.

**THE BROOKLINE CLUB**, under the efficient leadership of Capt. W. K. Corey, is determined to roll up a fine record. The following runs will be held during the month of April: Fast Day morning, a hare and hounds run, from the club rooms on Station street. The hare will start at 9 o'clock sharp. Paper will be used as a trail, and the course will be over some of the smoothest roads that can be picked out. On Tuesday evening, April 5, there will be a moonlight run over some of the "sand-papered" roads to Newtonville, to visit the Nonantum Cycle Club, leaving the club rooms at 7:30 p. m. On Saturday evening, April 10, there will be a run to Chestnut Hill reservoir, returning at option of members, leaving the club rooms at 7:30 p. m. During the month there will be one or two all day invitation runs, to which all members are cordially invited.

At the annual meeting of the **CITIZENS CYCLE CLUB** of New York, held March 21, the regular ticket was elected, without opposition, the former officers being unanimously re-elected, except in a couple of the minor positions where the former incumbents declined to serve again. After adjournment, the newly elected board invited their constituents to partake of a collation. The Citizens have 125 members, and the reports of the secretary and treasurer show the club to be in a most prosperous and satisfactory condition. "Smokers" receptions and social gatherings have kept up the interest of the members during the winter months, and, with the opening of the riding season, club matters are booming.

**KEYSTONE CYCLE CLUB** (Pittsburgh, Pa.) will award to members gold medals for the following: Greatest number of miles ridden; greatest number of days' riding; to all riding 1,000 miles; to all making a "century" run; and a booby prize for least number of miles. Season to last from May 1st to November 1st.

### CLUB ELECTIONS.

**ALBANY (N.Y.) WHEELMEN**—President, Charles S. Shanks; vice-president, Edgar V. Denison; secretary and treasurer, Henry Gallien; captain, Richard Robe; lieutenant, William Honig; color bearer, Thomas H. Clemshire; trustees, John H. Rathman, Henry Hawley, James Bradley, N. Howard Wendell; committees: entertainment, Howard Foster, Edgar V. Denison, P. C. Don, Jr., Frank Munsell, N. Howard Wendell; finance, H. Hawley, Dr. F. Le Grand Ames, N. H. Wendell.

**ALPHA WHEEL CLUB** (Bethlehem, Pa.)—President, C. F. Smith; secretary and treasurer, E. T. Parker; captain, Ellis C. Kent; sub-captain, Jas. E. Krause.

**ATLANTA WHEELMEN** (Newark, N.J.)—President, W. S. Gregory; vice-president, W. A. Drabble; secretary-treasurer, W. F. Coddington; captain, A. W. Snow; lieutenant, Samuel Drabble.

**ATLANTA (Ga.) CYCLE CLUB**—President, E. B. Osborn; secretary, Sim Post; captain, E. P. Chalfant.

**BAY STATE CYCLE CLUB** (Worcester, Mass.)—President, E. E. Eames; vice-president, C. E. Flagg; secretary and treasurer, R. C. Sweetser; captain, W. V. Fisk; first lieutenant, M. A. Wheeler; second lieutenant, Levi Wittemore; color bearer, John Murphy; bugler, Jas. Murphy.

**BINGHAMTON (N. Y.) CYCLE CLUB**—President, Charles E. Tichenor; vice-president, W. W. Sisson; secretary, L. J. Kingsley; treasurer, W. F. Sherwood; captain, W. H. Hecox, Jr.; lieutenant, M. J. Corbett; bugler, W. H. Stone; color bearer, A. M. Durkee; trustees, W. R. G. Downs, C. M. Bloomer, A. S. Bump.

**BLUFF CITY WHEELMEN** (Memphis, Tenn.)—President, D. A. McComber; secretary-treasurer, C. J. Sherer; captain, O. C. White; first lieutenant, R. W. Slusser.

**CENTAUR CYCLE CLUB** (Baltimore, Md.)—President, Chas. C. Gaskins; secretary-treasurer, C. L. Mitchell; captain, Fred A. Schwartz; first lieutenant, Fred B. Eisenbrandt; bugler, Frank J. A. Murphy; color bearer, E. B. Eisenbrandt; executive committee, Chas. C. Gaskins, Fred A. Schwartz, Frank J. A. Murphy, C. L. Mitchell.

**CENTRAL CITY CYCLISTS** (Macon, Ga.)—President, Dr. W. C. Gibson; secretary-treasurer, C. J. Winberg; captain, J. C. Flynn; first lieutenant, R. A. Brantley; color bearer, J. W. Burke, Jr.

**CHELSEA (Mass.) CYCLE CLUB**—President, Abbot Bassett; vice-president, John B. Seward; secretary and treasurer, Charles E. Walker; captain, L. H. Frost; first lieutenant, Fred A. Woodward; second lieutenant, P. E. Pratt.

**COLUMBIA CYCLE CLUB** (Washington, D. C.)—President, C. S. West; vice-president, H. Rittenhouse; secretary, F. W. Down; treasurer, J. P. Kane; captain, H. A. Lammond; first lieutenant, W. W. Maloney; second lieutenant, R. Murphy; chronicler, F. T. Lowey.

**COLUMBIA CYCLING CLUB** (Hartford, Ct.)—President, H. Seymour; vice-president, H. M. Pope; recording secretary, Clark Lawrence; financial secretary, J. Sutherland; captain, J. Birmingham; first lieutenant, A. G. Gruendler; second lieutenant, Thomas Wilson; third lieutenant, J. Galvin; color bearer, W. Holliston; board of directors, E. F. Oakley, Thomas Glover, William McIntosh.

**COUNCIL BLUFFS (Ia.) RAMBLERS**—President, F. C. Cook; vice-president, A. E. McFarland; secretary and treasurer, I. N. Parsons.

**DORCHESTER (Mass.) CYCLE CLUB**—President, George L. Haynes; vice-president, Clifford Gallagher; secretary and treasurer, Willard H. Forbes; captain, A. V. Wallburg; first lieutenant, Bert Gould; second lieutenant, Arthur Benson; color bearer, W. A. Clapp; bugler, C. L. Drake.

**DUTCHESSE WHEEL CLUB** (Fishkill, N. Y.)—President, Herman Deane; vice-president, Wm. H. Dolson; secretary, Fred Wright; treasurer, Fred L. Rosa; captain, L. D. Fouquet; lieutenant, W. H. Dolson.

**EAST CAMBRIDGE (Mass.) CYCLE CLUB**—President, F. E. Lantz; secretary and treasurer, Irving Baker; captain, H. A. Lienhard.

**FLORENCE (Mass.) CYCLE CLUB**—President, Omer M. Smith; vice-president, Harry B. Haven, Jr.; secretary and treasurer, Will Haven; captain, Edwin Brainard; first lieutenant, Clarence J.

Shearn; second lieutenant, Clayton E. Davis; directors, O. M. Smith, H. B. Haven, Jr., W. Haven, Arthur G. Hill, Warren Morgan.

**GLEN FALLS (N. Y.) CYCLE CLUB**—President, Dr. F. L. R. Chapin; vice-president, James Knight; secretary, Herbert Knight; treasurer, John Caukens.

**GLOUCESTER (Mass.) CYCLE CLUB**—President, Walter Garden; vice-president, Fred Fisher; secretary and treasurer, Joseph Lufkin; captain, Daniel McPhee; first lieutenant, C. J. Gray; second lieutenant, Frank Shute.

**HARLEM WHEELMEN** (New York)—President, J. B. Halsey; vice-president, F. L. Bingham; secretary, F. A. Ryer; treasurer, W. Zugalla; captain, E. J. Halstead; first lieutenant, George R. Pearse, Jr.; second lieutenant, Chas. Griffith; bugler, A. Rauchfuss; color bearer, F. A. Ridabock.

**HAWTHORNE CYCLE CLUB**—President, T. L. Davis; vice-president, J. F. Day; secretary, J. J. Lynch; treasurer, M. E. Crane; captain, W. H. Bondreau; first lieutenant, P. H. Creeden; second lieutenant, J. M. Brophy; bugler, B. J. Boudreau; color bearer, J. H. Murphy; club committee, W. H. Lemski, W. F. Walsh.

**HOLYOKE (Mass.) WHEEL CLUB**—President, John Hallin; vice-president, Fred L. Bardwell; general secretary, A. A. McGrath; corresponding secretary, George C. Prouty; treasurer, Richard A. Webb; captain, Richard A. Webb; first lieutenant, G. E. Dorn; second lieutenant, Henry M. Taylor; bugler, Richard E. Hildreth; color bearer, Thomas Harvey.

**JAMAICA CLUB**—President, C. A. Underwood; vice-president, George F. Riley; secretary, E. J. Woodworth; captain, F. C. Wellington; first lieutenant, E. C. Chase; second lieutenant, Waldo Cushing; bugler, W. D. Eldridge.

**KEystone CYCLE CLUB** (Pittsburgh, Pa.)—President, C. F. Siedell; secretary-treasurer, J. W. McGowin; captain, H. E. Bidwell; first lieutenant, F. S. Cormack; second lieutenant, T. B. Lee; color bearer, C. A. Smith; directors, C. M. Clarke, R. F. Smyth.

**LOS ANGELES (Cal.) WHEELMEN**—President, H. S. M. Judson; vice-president, W. W. Downing; secretary-treasurer, A. E. Little; captain, R. C. Woodworth; first lieutenant, O. C. Smith; second lieutenant, H. C. F. Smith; bugler, F. E. Olds.

**MASSACHUSETTS CYCLE CLUB CORPORATION**—President, Col. A. A. Pope; treasurer, C. F. Joy; clerk, W. S. Slocum; directors, A. A. Pope, A. F. Webster, F. W. Pope, A. S. Parsons, W. S. Slocum, C. F. Joy.

**MILWAUKEE (Wis.) WHEELMEN**—President, H. R. Miller; vice-president, H. Atschwager; secretary-treasurer, H. T. Andrae; captain, F. J. Schroeder; first lieutenant, W. H. Kassuba; second lieutenant, T. J. Schoenecker, Jr.; bugler, George Dorsch; quartermaster, Fred Mayer, Jr.

**MURFREESBORO (Tenn.) CYCLE CLUB**—President, R. L. Jetton; vice-president, H. L. Fox; secretary-treasurer, Chip Henderson; corresponding secretary, J. W. Sparks, Jr.; captain, L. F. Smith.

**NEW CASTLE (Pa.) CYCLE CLUB**—President, H. Warren Terry; secretary-treasurer, C. J. White; captain, Walter A. Crawford; first lieutenant, A. G. Thalmer; second lieutenant, O. H. P. Brown; color bearer, J. C. Taggart; track committee, W. A. Crawford, O. H. P. Brown, and W. L. Horner.

**NEW JERSEY WHEELMEN** (Newark, N. J.)—

President, T. A. Ball; vice-president, Paul Brangs; secretary, Charles Dennison; treasurer, A. G. Winters; captain, Mr. Longacre; first lieutenant, T. C. Theherath; second lieutenant, L. S. Klotz; club committee, president, vice president, secretary, treasurer, Messrs. Anderson, H. A. Smith, J. C. Willever, D. E. Drake.

NEW JERSEY CYCLING AND ATHLETIC ASSOCIATION (Newark, N. J.)—President, D. E. Drake; vice-presidents, L. J. Hardham and T. A. Ball; secretary and treasurer, C. M. Booth; directors, D. E. Drake, L. T. Hardham, Howard A. Smith, J. B. Lunger, Dr. R. M. Langer, E. E. Sargent, J. W. Smith, T. A. Ball, C. M. Booth, E. O. Alyea.

NEWTON (Mass.) BICYCLE CLUB—President, Freelon Morris; secretary, Henry C. Robbins; treasurer, Harry L. Wilson; captain, Eben H. Ellison; first lieutenant, Walter H. Barker; second lieutenant, Frank S. Wilson.

NEW YORK AND NEW JERSEY TEAM ROAD RACING ASSOCIATION—The clubs represented were New York Bicycle Club, Citizens, and Harlems of New York, Kings County and Long Island Wheelmen of Brooklyn, Elizabeth (N. J.) Wheelmen, Rutherford (N. J.) Wheelmen, and the Union County Wheelmen of Westfield (N. J.)—President, E. J. Shriner, New York Bicycle Club; vice-president, F. A. Miller, Union County Wheelmen; secretary and treasurer, M. L. Bridgeman, Kings County Wheelmen.

NORWALK (Ct.) WHEEL CLUB—President, W. T. Olmstead; vice-president, C. E. Miller; secretary, E. M. Jackson; treasurer, O. B. Jackson; captain, H. Van Ness.

PADUCAH (Ky.) BICYCLE CLUB—President, N. H. Wilkinson; vice-president, Charles Gilbert; secretary and treasurer, R. H. Woolfolk; captain, J. R. Seates; first lieutenant, W. V. Wheeler; bugler, Leslie Saule; color bearer, Cris. Kalp.

PARIS (Ill.) METEORS—President, P. O. Rudy; vice-president, M. O. Dole; secretary and treasurer, Frank Cook; captain, John Logan, Jr.; L. A. W. consul for Edgar county, Fred Harvey; representative L. A. W. Paris district, M. O. Dole.

PORTLAND (Me.) WHEEL CLUB—President, John Calvin Stevens; vice-president and captain, H. S. Higgins; secretary and treasurer, H. S. Gardiner; first lieutenant, F. E. Warren; second lieutenant, W. W. Beckett; bugler, F. W. McDowell; club committee, R. F. Sawyer, Dr. G. E. Dow.

RACINE (Wis.) BICYCLE CLUB—President, H. G. Mitchell; vice-president, Harry Van Arsdale; secretary-treasurer, W. J. Hopkins; captain, F. L. Mitchell; lieutenant, H. J. Rogers; quartermaster, D. Lewis; racing board, W. D. Driver, F. K. Bull.

ROXBURY (Mass.) BICYCLE CLUB—President, Wm. H. Emery, M. D.; vice-president, L. E. Moulthrop; secretary, B. W. Potts; treasurer, Wm. T. Johnson; captain, J. S. Lowell; first lieutenant, G. E. Marsters; second lieutenant, G. A. Titcomb.

SCRANTON (Pa.) BICYCLE CLUB—President, George A. Jessup; vice-president, John J. Van Nort; secretary, C. J. Gillespie; treasurer, F. D. Watts; captain, B. P. Connolly; first lieutenant, F. B. Ward; second lieutenant, H. C. Wallace; bugler, J. A. MacDougall.

TAUNTON (Mass.) BICYCLE CLUB—President, Albert F. Bailey; secretary and treasurer, George A. Clossen; captain, Clarence E. Bolton.

TROY (N. Y.) WHEELMEN—President, R. D. Cook; vice-president, T. W. Hislop; recording

secretary, H. A. Everett; corresponding secretary, G. B. Fales; financial secretary, H. R. Church; treasurer, F. H. Norris; captain, W. M. Thiessen; first lieutenant, A. F. Edmans; second lieutenant, H. P. Cole; first bugler, F. H. Norris; second bugler, G. L. Bavie; color bearer, H. R. Church; surgeon, Dr. J. W. Morris; trustees, T. W. Hislop, chairman, F. P. Edmans, J. V. Wilson, C. H. Gabeler, J. R. Mulliken; house committee, J. E. Miller, chairman, C. H. Wall, W. M. Taylor, re-elected.

WILKESBARRE (Pa.) BICYCLE CLUB—President, Prof. W. L. Dean; vice-president, Dr. H. N. Young; secretary, W. B. Bowman; treasurer, H. G. Shupp; captain, Charles E. Morgan; first lieutenant, E. N. Carpenter; second lieutenant, E. O. Myers; color bearer, H. D. Flanagan; bugler, A. E. Collamer; librarian, H. W. Blake; surgeon, Dr. F. L. Hollister.

WILKESBARRE (Pa.) RAMBLERS—President, M. Wildermuth; first vice-president, Oscar Smith; second vice-president, L. L. Reese; secretary, S. E. Innes; treasurer, John R. Lamb; captain, John D. Kutzner; first lieutenant, Carl C. Sevison; second lieutenant, J. G. Martin; color bearer, Henry Leffler; bugler, John Hughes.

WILMINGTON (Del.) BICYCLE CLUB—President, Charles W. Todd; secretary, J. Harvey Wiley; treasurer, Caleb M. Steward; captain, S. Wallis Merrihew; lieutenants, John H. Manz, Charles H. Smith; bugler, Victor R. Pyle; executive committee, Albert C. Philips, Charles J. Kent, B. Frank McDaniels.

## The Trade.

### PATENTS.

List of patents granted for devices of interest to wheelmen, for the month ending Tuesday, March 15, 1887, compiled from the Official Records of the United States Patent Office, expressly for THE WHEELMEN'S GAZETTE by O. E. Duffy, patent law office, No. 607, 7th Street, N. W., Washington, D. C., of whom copies and information may be had.

No. 357,691, February 15, 1887, David Hall Rice, of Brookline, Mass., velocipede.

No. 357,819, February 15, 1887, C. E. Duryea, of Washington, D. C., assignor of one-half to H. G. Rouse, Peoria, Ill., velocipede.

No. 358,178, February 22, 1887, David Wiggins, London, Eng., assignor to William Lee, of same place, velocipede.

No. 358,204, February 22, 1887, Homer A. King, of Springfield, Mass., assignor to the King Wheel Company of New York city, velocipede.

No. 358,533, March 1, 1887, T. Bieran, of Rathen, Lower Alsace, Ger., velocipede (2 patents).

No. 358,730, March 1, 1887, John H. Cilley, of Lebanon, Pa., velocipede.

No. 358,960, March 8, 1887, J. S. Copeland, of Hartford, Ct., assignor by mesne assignments to the Pope Manufacturing Company, of Portland, Me., velocipede.

No. 359,000, March 8, 1887, C. C. Anderson, of Morgan City, La., tricycle.

No. 359,126, March 8, 1887, James Brusie, of Oakland, Cal., bicycle.

No. 359,448, March 15, 1887, Benjamin Kelsey, of Birmingham, County of Warwick, Eng., bicycle.

No. 359,536, March 15, 1887, William L. Hazen, Newport, Ky., and G. H. Hildreth, of Cincinnati, O., bicycle brake.

The Rudge Enamel is a new candidate for popular favor. It is a specially prepared production and will be controlled by Messrs. Stoddard, Loveling & Co., who have given up the sale of Ardill's.

### NEW ENGLISH PATENTS.

List of new English cycle patents specially compiled for THE WHEELMEN'S GAZETTE, by Messrs. Hughes, Eli & Hughes, patent agents and engineers, 76 Chancery Lane, London, W. C., England, of whom copies and information may be obtained.

No. 136, G. Hughes, of Staffordshire, for "improvement in tricycles."

No. 147, G. Illston, of Middlesex, for "improvements in springs for saddles."

No. 160, J. Ashbury and J. White, of London, for "improvements in velocipedes."

No. 210, C. K. Welch, of Middlesex, and T. B. Bole, of Surrey, "improvements in velocipedes."

No. 335, C. Neeson, J. Neeson, and H. James, of Yorkshire, for "improvements in bicycles and tricycles."

No. 368, G. J. Chapman, of London Road, Enfield, for "improvements in bicycles."

No. 372, H. Jelley, of London, for "improved arrangement of telescopic axles for tricycles."

No. 418, W. Starley, of Coventry, for "improvements in detachable handle-bars for bicycles."

No. 481, J. Garr, of Leicester, for "improvements in velocipedes."

No. 498, G. Singer, of Coventry, and J. Dring, of Clapham, for "improvements in velocipedes."

No. 604, T. Morse, of London, for "improvements in means for propelling velocipedes and machinery or apparatus therefor."

No. 661, G. Howell, of Barrow-in-Furness, for "safety tip-wheel gear for tricycles or other velocipedes."

No. 710, S. Watts and R. J. Powell, of Bath, for "certain improvements in the construction of velocipedes."

No. 810, W. H. Smith, of Yorkshire, for "improvements in the apparatus for attaching the handles of bicycles, tricycles, and velocipedes to the handle-bars thereof."

No. 867, A. McSporran, D. McSporran, and A. Galbraith, of Glasgow, "improvements in cycles."

No. 894, A. Hunnable, of Bow, for "improvements in velocipedes."

No. 936, I. Morris, of Staffordshire, for "improvement in bicycles and tricycles."

No. 938, W. Giffard and W. E. Cormont, of Lancashire, for "improvements in velocipedes."

No. 972, G. Townsend, of London, for "improvements in velocipedes."

No. 1017, I. Morris, of Staffordshire, for "improvement in tricycles."

No. 1067, M. D. Rucker, of London, for "improvements in bells for use on velocipedes."

No. 1092, D. Albion, of London, for "improvements in velocipedes."

No. 1102, J. Asbury, of London, for "improved construction of folding handle for velocipedes."

No. 1115, W. Phillips, of Warwickshire, for "improvements in velocipedes."

No. 1141, S. Kendrick, of London, for "improvements in coverings for protecting velocipedes from atmospheric exposure."

No. 1162, W. P. Thompson, of Liverpool, for "improved combined tool and oiler, applicable for use with bicycles."

No. 1186, John Farran, of Manchester, for "improvements in tricycles and other velocipedes, parts of which improvements are applicable to bicycles of a certain construction."

No. 1214, H. Lucas, of Birmingham, for "improvements in velocipede lamps."

No. 1233, R. Caswell and J. Creffield Goslin, of London, for "improved gearing for driving velocipedes."

## "THE C. T. C. IN AMERICA."

BY KARL KRON.\*

"Co-operative Tailoring Concern" was an interpretation of the club's initials which "Faed" originated, and which *Wheeling* has proved the substantial accuracy of by exhibiting (Mar. 24, '86, p. 395), a half-page tabular-view of the C. T. C. finances for '85, from the Council's annual report in the *Gazette*, "as compiled by a cycling friend to whom the manipulation of figures is a delightful recreation." Without such help, few who look upon the undigested mass of official figures would have patience to study out for themselves the following significant summaries: C. T. C. gross profit on trading accounts, \$6,613,—comprising \$4,609 on uniforms, \$1,183 on badges, \$392 on hand-books, and \$429 on discounts. This profit was nearly all absorbed by the net cost of *Gazette*, \$6,438, whose total cost (\$11,317) consisted of \$6,804 for printing, \$4,027 for postage, and \$486 for adv. commissions,—the adv. receipts (besides \$680 due Dec. 31) being \$4,879. The "general expenses" (including the Secretary's salary of \$1,500 but excluding the adv. com. just named) were \$8,031, to which must be added \$2,793 for office stationery, and \$1,640 for postage,—a total of \$12,454, or almost as much as the revenue from membership-dues, \$12,740. The sum of \$250 was appropriated to the "N. C. U. reserve fund," and \$55 was spent for "danger boards,"—making with net cost of *Gazette*, the club's total expenses \$19,197. Its revenue exceeded this by \$294,—nearly half the excess being derived from interest on deposits, \$138, which sum, added to the membership-dues and trading profits already specified, raised the total to \$19,491. In addition to this, the entrance fees amounted to \$2,123, and were all, by rule, appropriated to the "reserve fund." The gross receipts on the trading transactions, which yielded a profit of \$6,613, were \$38,157; and, as payments on *Gazette's* account were \$11,317, the whole amount of C. T. C. cash handled during the year was considerably in excess of \$50,000. "Those who consider that the club is of use to the wheel world should support its finances by purchasing through its agency," remarks *Wheeling*, "since but for this it has no vital spark. Without the large profits secured on its trading, it would practically fall to the ground." At the annual meeting of May 8, '86, the Treasurer likewise said that each member annually cost the club 87c., or 25c. more than his annual dues. He reported that the monthly amount of checks drawn by him on the C.T. C. bankers often reached \$7,500. The Secretary reported that the club had been represented at England's first road conference; had distributed some 200,000 pamphlets on reform in road-repairs, and had arranged with the N. C. U. to lay a specimen road in Birmingham. The Council voted to establish life memberships at \$26; and one of their seven rules about the same provides that all receipts therefrom shall be invested as a special fund under four trustees. The scheme appeals to sentiment rather than economy, however, as shown by the fact that a man who should put \$25 in the P. O. Savings Bank would receive 62c. a year, by which he might pay his annual C.

T. C. dues and still retain ownership in the \$25. Mention was made at the same meeting that "the club's attempt to get incorporated without the word 'limited' had not been successful before the Board of Trade"; that the club's long-delayed road-book of Great Britain would be issued in the spring of '87; and that the club was also engaged upon a road-book of the Continent, "which would be incomparably in advance of anything hitherto attempted in that line,—its indefatigable compiler, S. A. Stead, C. C. of the General Foreign Division, having been complimented on his work by foreign members, as knowing more about their own countries than they did themselves."

The Secretary also reported that Council meetings had been held at Manchester, Edinburgh, Carlisle, Harrogate, Dublin, Shrewsbury, London, Newcastle, Leicester, Bristol, and Liverpool, respectively, with an average attendance of 14 $\frac{2}{3}$  per meeting; and that this perambulatory plan would be persisted in. The weakness of it was pointed out long ago (in Dec., '84, I think) by *Land and Water*, which said that, as regarded the last 12 meetings, 22 of about 75 Councilors had attended only once, 23 twice, and 15 thrice,—so that only about a dozen had attended a third or more of the year's meetings: "Yet each Council meeting is supposed to be supreme; and one great fault is that each, instead of keeping itself to the business arising in its own district, passes resolutions affecting the most remote districts. The consequence is that sometimes a resolution passed at one Council is disowned at the next. There is no power of appeal, except under very special circumstances, to a general meeting. The confusion which has thus arisen is very extraordinary. Councilors, not being watched by any executive, do acts to which there is grave objection. E. g., at one Council meeting it was resolved that no Councilor should participate directly or indirectly in any contract which the Council issued, yet within a few weeks another Council gave a contract worth nearly \$2,500 a year to the partner of one of their body who was present at the time. Evidently, the leading members of the club have not been able to frame a sufficiently elastic constitution to meet its present growth." At present these evils are intensified, for there are 22,000 members, nominally governed by 125 Councilors; yet any three of the latter who may happen to form a majority in a quorum of five, can commit the entire C. T. C. on any question or policy not expressly forbidden by its 70 rules. Of course, under such an irresponsible system, the Secretary must needs be the real executive chief.

The influence of the C. T. C. upon American wheeling is, of course, a purely social and sentimental influence,—since the League controls all practicable arrangements that can be efficiently worked for the encouragement of bicycle touring in this country. I recommend every League member who wishes to get a journal which can tell him most about foreign tours and tourists, at least expense, to join the C. T. C. simply for the sake of its *Gazette*. I call this an interesting and valuable paper, in spite of all the fun poked at it by the rival trade-circulars which chiefly cater to the racing men, and in spite of all the drivel and commonplace which it prints for "filling." Every American who plans to do any riding abroad should likewise join the club for the sake of the introduction which its ticket will give him to the verbal civilities of the consuls who may be found in nearly every large town. Besides these two

reasons, membership in the American Division offers the social reward implied in attending its annual convention and parade, and there forming the acquaintance of a somewhat select body of cyclers,—"select" in the sense that most of them are enthusiasts enough to pay an annual tax in support of the mere sentiment of "international good-fellowship," in addition to paying loyal tribute in support of the League at home. I assume that most of them are League men, though I do not know the exact proportion,—my assumption being partly based upon the League membership of their 15 State Consuls, whose geographical distribution is as follows: *A. I.*—W. V. Gilman, Nashua. *Mass.*—F. A. Pratt, 3 Somerset st., Boston. *R. I.*—A. G. Carpenter, 2 Westminster st., Providence. *C.*—F. A. Jackson, 608 Chapel st., New Haven. *N. Y.*—F. J. Pool, 3 Broad st., N. Y. *N. J.*—L. H. Johnson, East Orange. *Pa.*—F. S. Harris, 718 Arch st., Philadelphia. *Md.*—S. T. Clark, 2 Hanover st., Baltimore. *O.*—Alfred Ely, 873 Prospect st., Cleveland. *Ill.*—I. W. Conklin, 108 Madison st., Chicago. *Mo.*—W. M. Brewster, 309 Olive st., St. Louis. *Ia.*—S. B. Wright, Oskaloosa. *Wis.*—B. K. Miller, 102 Wisconsin st., Milwaukee. *Col.*—Geo. E. Bittner, 608 Harrison ave., Leadville. *Wyo.*—C. P. Wassung, Rock Springs. These State Consuls nominate local consuls and they also supply application-blanks to those who send stamped and addressed envelopes. Each candidate who signs such a blank sends it with \$1 to the Acting Chief Consul (C. H. Potter, 99 Superior st., Cleveland, O.), who transmits the same to the Secretary in England; and the renewal-fee of later years, if sent in the same way, is 75c., instead of 62c. These facts are announced in each week's *Bi. World*, together with the names and addresses of officers just given; and the candidates for membership are similarly mentioned there, before being advertised in the *Gazette*. This plan has prevailed for more than two years, and a very few additions have been made to the list of State Consuls during that period. Previously, the *Wheel* called itself the club's "official organ in America" (June 6, '82, to Feb. 29, '84), but did not regularly print names; and the *Canadian Wheelman* has inserted a similar "honorary adv." of itself, as "official organ of the C. T. C. in Canada," ever since Oct., '84. The slight hold which the club has gained upon that country is chiefly due to the absence of any such enthusiast as the one who pushed it into recognition in the United States: namely, F. W. Weston (b. July 14, '43), an Englishman long resident in Boston, an architect by training and originator of the *Am. Bi. Journal*, in '77. He was the earliest Chief Consul on this side the ocean, and still nominally retains the position, though a serious illness in the summer of '85 caused a transfer of its duties to C. H. Potter (b. May 20, '55), Capt. of the Cleveland T. C., who has since acted in his stead. I believe Mr. P. was the earliest American R. C. of the Division,—his predecessor having been Lacy Hillier, of London, while E. R. Shipton and H. Sturmy served in previous years.

The two just named "conjointly devised a reciprocal scheme whereby membership in the I. A. W. should entitle the holder *ipso facto* to the benefits and privileges of the C. T. C. when on a visit to England, and vice versa." The premature alteration of the amateur definition in the U. S., however, dealt the project its death blow ('82) and I do not know that at the present time of day

\*From advance sheets of "Ten Thousand Miles on a Bicycle" (800 pp. of text and 80 pp. of indexes, bound in cloth, with gilded top, price \$2.00), to be published May 15, by Karl Kron, at the University Building, Washington Square, N. Y. Copies will also be kept on sale at the office of the Springfield Printing Company, where the volume is manufactured.

I am in favor of recurring to the principle for which we then contended. Yet I believe that a great future lies before the C. T. C., in the U. S., if only an efficient corps of workers can be obtained to define some feasible method adapted to the peculiarities of the country." These words of Mr. S. in the *Gazette* were reprinted by "Faed," as the text for a long article (*Bi. World*, May 15, '85, pp. 33-35), which aimed to show that, "instead of the mere sentimentalism which now prompts 500 Americans to pay small annual fees to the C. T. C.," a practical plan might be devised for levying larger amounts, "so that as much as \$250 a year might be retained by the Division for the promotion of American touring, without actually being a drain upon the parent body in England." Of the same date (May 13, '85) was the report of the Division's treasurer, showing that \$62.25 had been subscribed by 15 members, for the erection of "danger-boards" at all the bad hills of the American continent, and that one such board had in fact been erected, at a cost of \$5.27. The comicality of this attempt to "do something" seems intensified by the fact that the "parent body" with a revenue of more than \$20,000 in '85, appropriated an even smaller sum (\$55) for the erection of "danger-boards" in England. Furthermore, the League has an efficient system of supplying stencils for sign-boards, and whoever may wish to spend money in that way can spend it most economically under League auspices. "But it is a mistake for the League to pattern after the practices of a small country like England, where dangerous hills are exceptional,"—just as it is a mistake for the League to copy the "cheap and nasty" hotel-policy of the C. T. C., and thus give vogue to the wrong idea that American tourists are a beggarly lot, who prefer the inferior food and lodgings implied by "reduced rates." The compiler of the League's "Penn. Road-Book" rightly says: "The natural conditions render cycling sign-posting impracticable in this country. A few dangerous hills on the most traveled suburban roads, and a few forks and turns where habitual mistakes are made, may be labeled with advantage; but, in general, considering the immense area to be covered by a small number of riders and volunteers, the placing of League sign-boards is far less desirable than the publication of good road-books." The same writer also gave vigorous warning in the 1st ed. of his book, that any endeavor, by the Boston managers of the C. T. C., to advance it beyond the stage of mere social recognition, and use it as a practical instrument "to usurp the government of touring relations in the U. S.," would be resisted to the uttermost. The *Bi. World*, having called this "a cowardly attack, which must bring upon the author the contempt of every fair-minded man," because "the country has ample room for two such societies," he responded by quoting from its columns the "creed" which formed the final paragraph in the report written by Chief Consul Weston to the annual Division-meeting at Cleveland, May 18, '85, thus: "A legislative cycling club should be a national club; but a merely national organization for touring purposes is a waste of power. A touring organization to be thoroughly efficient must be international. This little world of ours is not large enough for more than one such organization, and that organization is and should be, everywhere and always, the C. T. C." After this elegant extract, the League's defender nailed up, as an opposing "creed" the following neat para-

phrase: "A legislative cycling club should be a State club with a national backing. A touring organization to be thoroughly efficient must be a State organization with national oversight. This little America of ours is not large enough for more than one organization, and that organization is, and shall be, everywhere and always, in its own territory, the L. A. W."

These words seem to me to formulate the almost universal belief of touring wheelmen in America, and I think they put an effectual quietus on the visionary schemes of those who professed to believe that no arrangements to help such touring could be "thoroughly efficient" unless supervised by some shadowy authority in London. However hard it may be, for an American who has much sense of humor, to accept such professions as seriously intended, it is a matter of record that Mr. Weston devoted most of the long report just mentioned to explaining his scheme for a "reformed C. T. C., composed of self-governing Divisions, and really embracing the world" (*B. W.*, May 29, '85, p. 80). As one of a committee of five, appointed at a Council meeting at Leeds, in Aug., '83, "to consider such changes in its laws as might enhance the international features of the club," he said the committee had delayed reporting, to await the action of the American Division, and he urged it to act at once. How the advice was followed is shown by this extract from the *Bi. World's* review of the year, Jan. 1, '86: "A committee was appointed in May, to devise a plan for some systematic C. T. C. work in America, but has not yet met. The sign-board fund is now \$56.98, the same as then." I do not think the fund will ever grow any larger, or that any further attempt will be made to "develop" the C. T. C. in America, outside the strictly social lines to which the nature of things confines its growth. Whoever sincerely wishes to help the cause of touring here can work most effectively through the League; and no attempt to supersede this by an inferior foreign machine for going over the same ground and accomplishing the same results, will ever be supported by practical Americans.

Let me say to the readers of the *GAZETTE* that the foregoing contains only about a third of the "history of the C. T. C." which was written and electrotyped for my book, in November last, and that several of its phrases would never have been penned if I could have foreseen the remarkable addition which that month was destined to give to its "history." To the phrase "Founded May 5, 1878, at Harrogate," with which most C. T. C. men are familiar, should now be added "Founded Nov. 22, 1886, in the London Law Courts,"—a phrase which the autocrat of the society is very anxious that his followers should not become familiar with. On the day last-mentioned, standing in the witness-box, before the pitiless cross-questioning of a lawyer, "the Secretary-Editor of the C. T. C." confessed that he had committed literary forgery, by printing in his *Gazette*, over the signature of our Philadelphia artist, Jo Pennell, an abusive phrase ("the vaporings of elderly quidnuncs") which that gentleman had never written. He confessed, too, that he designed that phrase to stigmatize a certain J. B. Marsh, who was obnoxious to him on account of having published a half-dozen "Anti-Humbug" articles, exposing the "true inwardness of the C. T. C.," as a medium—not for "the advancement of wheeling" but for the advancement of the Secretary-Editor's personal fortunes as a seller of "official" breeches

and badges. When the presiding officer of the court, Mr. Justice Mills, heard "the Secretary-Editor of the C. T. C." thus confess that he had forged the signature of Mr. Pennell in order to hurl an insult at Mr. Marsh, that officer rose in his wrath and metaphorically kicked "the Secretary-Editor of the C. T. C." out of the witness-box and out of the court. He rebuked him scorchingly for having indulged in "the lowest and vilest abuse of the worst form of journalism," and said in effect that it would be an insult to the intelligence of the jurymen for him to attempt carrying his case further (he was nominally the plaintiff in a libel suit against this same Mr. Marsh), for no jury would think of giving him damages after such a confession. In America, any "Secretary-Editor" whose weakness and criminality had been thus judicially exposed and denounced would not only have instantly resigned his position, but would have "crept into the nearest hole and pulled the hole in after him," as the best means of escaping popular odium. Moral standards seem to be so much lower in England, however, that not only does "the Secretary-Editor of the C. T. C." continue in control of his "co-operative tailoring concern," whose "rules" give the 22,000 members no power to dislodge him, but even rival and hostile editors, like those of *Wheeling*, refrain from denouncing his position as scandalous. The leading article in that paper of Jan. 26, said, indeed, that he ought to resign the editorship, because he had proved incompetent and untrustworthy, but that he might nevertheless continue to do good service in the secretaryship, "as the right man in the right place"! In other words, *Wheeling* seems to think that though his forgery of the Pennell letter may prevent honest men from writing further for the *Gazette* while he is in control, his usefulness to the C. T. C., as an "international" peddler of breeches and badges, remains just as great as before!

Aside from this curious disregard of the ancient axiom, "False in one thing, false in all," there is something almost fantastic in the effrontery of the assumption that "the Secretary-Editor of the C. T. C." can make any more money in America, by peddling out his "new badge," just at the time when the L. A. W. has filed a formal protest against him for "pirating" the design from its own emblem, which is protected by United States patent. Even in Great Britain there seems to be a good deal of outcry against his "new badge,"—not simply because its design was stolen from America, but because of his endeavor to force its sale by adopting a membership ticket of such small size as to be readily lost unless framed in the badge for protection. In Ireland, likewise, there are signs that local wheelmen are seeing the folly of paying further tribute to certain trading Londoners, merely because they call themselves "C. T. C." So far are those initials from being "international," that they do not even represent the United Kingdom nor yet the whole of England, but chiefly its metropolis,—as may be shown by analyzing the membership statistics at the opening of 1886 (the latest ones on which I can now put my hand): The two largest "divisions," which include the city of London, claimed 6,962 men, or more than a third of all belonging to the entire 37 "divisions" of the C. T. C. The foreign contingent amounted to only 1,600, wherof the United States supplied 669 and all other countries 931.

Of the 700 Americans who were presumably on the C. T. C. roll of '86, I do not suppose that as

many as seven knew anything clearly about its mode of government. I myself take much more interest in such matters than the average wheelman; yet I must confess that, until the need arose of my seriously studying the C. T. C., in order to write its history for my book, I was quite ignorant of how absolutely it is owned and "run" (literally, "body, boots, and breeches") by the autocrat who poses as "Secretary-Editor." As he seemed to me a rather benevolent autocrat, my book mildly recommended that League men might "buy their breeches of him," and otherwise give him their patronage, without thereby casting any reflection on their own shrewdness or patriotism as Americans; but now that a London judge has kicked him out of court for confessing to the forgery of an honored American's name, I feel bound to do what I can towards opening their eyes.

Though neither American nor English members have any direct voice in the "C. T. C. government,"—because the "Secretary-Editor" can always control a majority of a quorum (3) in the "Council of 125,"—a chance for effective protest might be made if the "Acting Chief Consul of the American Division" were to proclaim in the English cycling press that he had in hand the renewal fees of several hundred American members, who had instructed him not to send them to England until the C. T. C. had been put in control of a man who had never confessed in open court to literary forgery. I suppose that the period of renewals will have passed before these lines are printed; but I hope that no honest American who reads them will hereafter send any C. T. C. money across the ocean until he is assured that an honest Englishman has been appointed to take charge of it.

In regard to the chief advocate of the C. T. C. in this country, Mr. F. W. Weston, of Boston, it is charitable to suppose that he has never paid any attention to the real weakness of its "government," which he has nominally been a member of for many years. I see by the *Wheel* of February 25 that the current *C. T. C. Gazette* has reprinted in full the glittering generalities which he published in the *L. A. W. Bulletin*, a few months ago, glorifying the "international mission of the C. T. C." Except for the fact that he declared in concluding that he would not be tempted into controversy, or make any answer to inquiries which might be called out by his letter, I should have pricked a good many holes in it with my pen,—I should have put a good many blunt questions which would not have pleased him. I should have asked if he knew anything at all about the real C. T. C., which is a London trading concern whose manager has been judicially reprimanded for literary forgery? I should have asked what possible similarity there is between this and the imaginary C. T. C. which he takes pleasure in talking about as a desirable "international" affair? In spite of his English birth, I am afraid Mr. Weston is trying to pose as a "great American humorist." Just at the time when "amateurism" is disrupting the English N. C. U.; just at the time when "literary forgery" is making the letters "C. T. C." seem scandalous to every honest wheelman; just at a time when "poor business management" has brought even the L. A. W. into trouble, this inveterate wag skips gaily forward with his gorgeous joke about a "grand C. T. C. universal." What adds immensely to the fun of it all is that he never even smiles! KARL KRON.

WASHINGTON SQUARE, N. Y., Feb. 28.



#### THE TRAMP'S SOLILOQUY.

I am only a tramp,—a poor yaller-dog tramp,—and yet I have my cares and troubles like the proud and wealthy favorites of fate.

I am up a stump,—so to speak,—and this is how it came about.

Last summer I earned the gratitude of a young man, by refraining from stealing his bicycle when I had a good chance.

True, I had no use for the machine, but I am that kind of a party that seldom fritters away his golden opportunities. The young man seemed to divine this, and when he thanked me with tears in his eyes, he said that if I would call on him a little later in the season he would reward me handsomely.

Alas for human gratitude! This was his reward,—an off-cast bicycle uniform. At first I was happy over my new possession. I put it on,—it wasn't new, but it was a dandy just the same. Scornfully, then, did I sell my old clothes to Soup-Bone Mike, a friend of mine, for fifteen cents.

My happiness was short lived. Some of the rest of the boys quit associating with me. They pointed at my knickerbocker pants in rude derision, and called me "dude."

That was hard enough, but matters grew worse. About the middle of the winter, when the thermometer strikes zero, we tramps make it a point to get run in for about sixty days. I worked it fine, and got arrested for smashing a show window. But next morning the cop who was to identify me before the mayor said I was not the right man,—the one he wanted wore a red suit of clothes instead of light yellow. Alas, alas, my uniform, that had been rapidly changing color ever since I had donned it, had at last betrayed me! I was thrown out upon the cold world. There was no alternative,—I had to work.

Now comes yet another trouble. Last week I got word from a young man by the name of Beckwith, that this uniform was intended to be worn only by members of a club called the L. A. W. He said I must either join or quit wearing the uniform.

I cannot join his club. I am a professional,—a professional pedestrian. Neither can I quit wearing the uniform. Does this young man think that in this raw early spring weather, I can doff my clothing, and walk forth clothed only in a liver pad?

They talk as though this uniform was some kind of a patent suit,—just as though I, an outsider, was trying to infringe. Even if this is so, I'm not to blame,—I didn't do it. The seat of my pants was all in a fringe when I got them.

No, young man, you ask too much. You are permitting yourself to be torn up about nothing. Just you wait till next season, when all us tramps will be wearing this old uniform. Wait till then if you really want to get excited.—*Wheelmen's Record*, Indianapolis.

#### COMING TO THEIR SENSES.

At a late meeting of the N. C. U. of England, Mr. Henry Sturmy, editor of the *Cyclist*, moved and Mr. W. McCandlish, of *Wheeling*, seconded the following resolutions, which were carried by a large majority:—

No. 1. "That the regulations existing in most clubs whereby professionals, as such, are excluded from membership, be removed wherever possible, and that the fact of a man riding for money be not made a bar to his becoming or remaining a member of a club, provided his social position in all other respects be sufficiently satisfactory."

No. 2. "That an amended set of rules for the government of professional racing be drawn up, based to coincide as far as practicable with the present rules and regulations governing amateur races."

No. 3. "That clubs who have established a reputation for their annual amateur race meetings be strongly recommended to assist the Union, by including in their programme, for the coming year at least, one professional handicap, inasmuch as a regular sequence of such events, either in the whole country or in one district, will, in the opinion of the committee, do much to increase genuine professionalism, and to induce riders who prefer cash prizes, or who would otherwise be unable to ride under the present conditions of amateurism without infringing its rules, to follow the course best suited to their feelings or circumstances."

No. 4. "That in view of the popularity of international racing, the Council should approve of the selection of a team of the best riders in the country, irrespective of the class to which they belong, to compete, in the event of any international arrangements being made by the Unions of the several countries. At present no arrangements have been made, but in the event of such arrangements being made, the committee thought that England should be represented by the best men it could put upon the path, irrespective of what they called themselves—(loud applause)—that they might show the world what they could do as Englishmen, apart from all questions of status and the like."

No. 5. "That the fact of the N. C. U. not being exclusively an amateur body is not sufficiently known and understood throughout the country, and that it is advisable to procure the assistance of professionals at its deliberations, either on the Council or the Executive."

#### STEVENS'S FRIEND.

WHO MADE IT POSSIBLE FOR HIM TO CYCLE ROUND THE GLOBE.

With the full blaze of public attention, and amid the plaudits of his countrymen, the adventurous bicycler, Thomas Stevens, comes to make his report of success, to receive the loud "bravos" and enthusiastic applause of those who gave into

his charge the command to circumcycle the globe. It is a tribute to municipal pride that from Boston Stevens secured the stimulus to exertion, so necessary to success in an undertaking of such danger and import, and to the liberality of Colonel Albert A. Pope, whose name must ever be held in high esteem amongst patrons of adventure and travel, is to be traced the financial aid necessary to Stevens's success; all honor should be accorded to the gallant and genial gentleman who has, on so many occasions, proved his willingness to assist legitimate aspirations.

This story of Stevens's wonderful journey is so graphically described by his picturesque pen in the columns of *Outing* that it is unnecessary to enlarge upon them in these columns, but the general public knows so little of the details of the great wheelman's life that a few of the circumstances attending the inauguration of what must rank as the greatest achievement of cycling travel of this century are given.

Stevens purchased in San Francisco from the California agents for the sale of Columbia bicycles, a Standard Columbia, his object being to ride from ocean to ocean. His journey, which he describes in the journal which has so long had the good luck to print and publish his communications, naturally attracted some attention. Colonel Pope, who is the proprietor of the Columbia bicycle and an enthusiastic cycler, naturally took a keen interest in Stevens's progress.

When the journey terminated at Boston he offered to present Stevens with a new "Xpert" in exchange for his old wheel. This brought about a meeting at which Stevens regretted his financial position did not warrant his riding round the world. The colonel was satisfied, after some little questioning, that Stevens had the requisite "stuff" in him, and undertook to furnish all requisite pecuniary aid. Thus was started the great journey that has so satisfactorily terminated.

When Colonel Pope turned *Outing* into a corporation he still retained a controlling interest in the magazine, thus assuring the public of a continuance of the delightful pen pictures by Stevens.

—*Boston Herald.*

#### A STARTLING FACT.

The events of the past six months have beyond a question justified our stand on that antiquated chestnut, the amateur question. Chestnut or no chestnut, the amateur question is still a living, burning issue, and must be met and dealt with firmly and squarely. No "Missouri Compromise" or "Mason and Dixon's Line" will meet the issue. Are you aware, wheelmen of America, that the racing interests are ruined, that the tournaments are things of the past, and that the glories of the American racing path are not to be repeated? The assertion is startling, but it is true. Who is to blame? There is but one answer, the men who have forced the restrictive legislation down the throats of the racing clubs; men who, knowing nothing of racing themselves and caring less for it, played a dog-in-the-manger policy, and refused to let capable men handle racing affairs, while they showed their own utter incompetency to deal with the subject; men who applauded Mr. Harris's churlish threat at the Boston meeting: "If you don't like our way of running things, get out; we don't want you." These are the men who are responsible for the present state of affairs. A set of pre-Adamite fossils, fondling an antiquated relic of the Azoic age.

For heaven's sake, gentlemen of the board, let us have a little sense in dealing with this matter before racing is ruined past repair. It may not be complimentary, and you may not believe it, but the fact remains that your legislation on this subject has been stupid, blundering, and dogmatic. The racing men are disgusted, the racing clubs are disgusted, and the manufacturers are disgusted. You ruined last year's tournaments by forcing the fast men into the professional ranks, thereby preventing the Englishmen from racing against them. The racing clubs, disgusted with their failures of last fall, are abandoning this year's tournaments. You have struck a blow at the League in Massachusetts which only time can repair. And now you assert your supreme control over racing matters. Heaven save the mark!

*Let the racing men control racing.* Keep your delicate little plaything, the amateur rule, and fuss with it to your heart's content, if it will do you any good, but give up the control of racing to men who understand the subject, which it is quite evident you do not.

There is a great field for the League, gentlemen, one to which racing is but a Tennyson's inoffensive little brook to the Mississippi river—*good roads.* Turn your energies to that, and you can make a great organization and a useful one of the League, but for heaven's sake let racing alone. You have done injury enough there already.—*American Wheelman.*

#### RACE MEETINGS.

##### CYCLING IN AUSTRALIA.

A series of "test races," consisting of one, three, five, and ten mile races, the winner to score the most points, came off on the Association Cricket Ground, Sydney, N. S. W., Feb. 5, 12, amateurs and professionals competing together in some of the events, which resulted as follows:

##### One-Mile.

Fred Wood, first, Time, 3.21  
C. R. Wood, second,  
C. W. Bennett, third,  
Con Dwyer, fourth.

##### Five-Miles.

Con Dwyer, first, Time, 17.18 4-5  
Fred Wood and C. R. Wood, a dead heat for second place.

##### Three-Miles.

Fred Wood, first, Time, 9.51  
C. W. Bennett, second, by thirty yards,  
C. R. Wood, third.

##### Ten-Miles.

C. W. Bennett, first, Time, 38.23  
C. R. Wood, second,  
Con Dwyer, third,  
F. Wood, fourth,  
R. James, fifth.

Fred Wood lost half a lap by stopping to screw up a loose nut.

On Jan. 29, at Newcastle, a match between R. James and Rolfe, the Australian champion, for \$500 a side, took place, over two thousand people attending. The conditions of the match embraced three distances, one, three, and five miles, the winner of two out of the three to be entitled to the stakes. The men first tried conclusions over one mile with the result that Rolfe won as he pleased, and in the second event, three miles, after waiting upon his rival for more than two-thirds of the distance, Rolfe fairly ran over the Englishman, and beat him home by a dozen yards.

#### LOS ANGELES WHEELMEN.

Second annual race meeting at Los Angeles, Cal., on Feb. 22.

##### Half-Mile, Open.

J. P. Percival, first,	Time, 1.37 3-4
W. S. Wing, second,	" 1.40 1-4
P. L. Abel, third.	

##### One-Mile Club.

F. E. Olds, first,	Time, 3.40 1-4
O. C. Smith, second,	" 3.43 1-2

##### Two-Mile L. A. W. State Championship.

R. C. Woodworth, first,	Time, 7.03 1-4
J. P. Percival, second.	

##### Half-Mile, Club.

First heat, P. L. Abel, first,	Time, 1.42 3-4
E. P. Woodworth, second.	
Second heat, P. L. Abel, first,	Time, 1.48 3-4
E. P. Woodworth, second.	

##### One-Mile, Boys under Eighteen.

F. Pattison, first,	
F. N. Lewis, second.	

##### Five-Mile, Open.

R. C. Woodworth, first,	Time, 17.50 3-4
P. L. Abel, second.	

##### One Hundred Yards Slow Race.

A. E. Little, first,	Time, 2.19
J. F. Plank, second.	

##### Three-Mile Club.

O. C. Smith, first,	Time, 11.32
W. W. Downing, second,	
E. P. Woodworth, third.	

##### One-Mile, for Stars.

A. E. Little, first,	Time, 3.45 3-4
W. S. Wing, second.	

#### RECORDS.

We take the following table of comparative records from the *Australian Town and Country Journal*:

	Grass Track Times.	Cinder Path Times.
	Australian. English.	English. Australian. American
1-4 mile.	.45	.37 2-5 .38 .35 1-5
1-2 mile.	1.26	1.16 1.15 4-5 1.12 4-5
3-4 mile.	2.09	1.53 4-5 1.57 2-5 1.50 1-5
1 mile.	2.51 4-5	2.54 2.32 2-5 2.38 2-5 2.29 4-5
2 miles.	6.20	5.54 1-5 5.30 4-5 5.49 2-5 5.11
3 miles.	9.41	9.10 1-5 8.20 2-5 8.48 7.48 4-5
4 miles.	13.09	12.38 4-5 11.24 11.50 2-5 10.40 2-5
5 miles.	15.31	16.40 1-5 14.18 14.51 2-5 13.23 4-5
6 miles.	19.42	20.07 2-5 17.33 3-5 17.53 2-5 16.12 3-5
7 miles.	23.16	23.44 1-5 20.30 20.51 1-5 18.59
8 miles.	26.51	27.12 4-5 23.28 4-5 23.46 2-5 21.41 2-5
9 miles.	30.06 1-2	30.31 4-5 26.22 2-5 26.42 2-5 24.26 3-5
10 miles.	33.19	33.40 2-5 29.19 2-5 29.39 1-5 27.07 1-5

#### COMING EVENTS.

##### MAY.

- 6 Friday—Annual supper of the Springfield Bicycle Club, at Springfield, Mass.
- 20, 21 Friday, Saturday, and Monday—Annual meet of the League of American Wheelmen, at St. Louis, Mo.
- 30 Monday—New York and New Jersey Team Road-racing Association's twenty-five mile race, at Irvington, N. J.
- 30 Monday—Race meeting of the Lynn Cycle Track Association.
- 30 Monday—Race meeting of the San Francisco Bicycle Club, six events.

##### JULY.

- 1 Friday—Canadian Wheelmen's Association annual meet, at Brantford.
- 2, 3, 4 Saturday, Sunday, and Monday—Annual tour of the Illinois Division L. A. W.
- 4 Monday—Annual meeting of the New Hampshire Division L. A. W., at Manchester.
- 4 Monday—Race meeting of the Somerset (N. J.) Wheelmen.
- 4 Monday—Annual meeting Pennsylvania Division L. A. W., at Wilkesbarre.

Mr. Ducker's vindication in another column will be read with interest and gratification by all Americans. The slur which has been cast on American reliability and truthfulness by the *Cyclist and Bi. Nexus* "crowd" got to be a source of constant irritation, and we rejoice that the report of Mr. A. J. Wilson will compel these men to swallow their own words—to eat crow—the digestion of which will be painful and of long duration. Tally one for Ducker.—*Bicycling World.*

# THE WHEELMEN'S GAZETTE.

## THE GEARED FACILE.



"Gearing" consists in causing the driving-wheel to make more than one revolution for each complete stroke of the legs. Two types of geared bicycles are in market, called after the names of the particular machines of those types that first attracted attention. The "Kangaroo" type is a revival of the Hall Safety, which appeared in 1881 and was then unsuccessful; it is a very small bicycle of ordinary shape, driving the front wheel by two disconnected cranks and two chain-wheels and chains. The "Rover" type is still older, having been patented in 1879 as the Bicyclette; it follows in general shape the ancient velocipede or "bone-shaker," seating the rider nearly between the wheels, steering with the front wheel, and driving the rear one by a rotary shaft and cranks suspended just in front of the wheel and using one chain only. The "Kangaroo" type, although scarcely known in this country, has for the past two years had a considerable sale in England; but it is now eclipsed there by the rear-driver pattern, and this latter will probably be pretty strongly pressed in this market as the ultimate improvement.

Gearing is now offered on the FACILE in two patterns. There is no chain; the driving is by a sun-and-planet gear, placed on one side only, power from the opposite lever being transmitted to the gear, so that the levers drive equally. In appearance the front-driver is hardly distinguishable from the usual FACILE. A hollow axle connects the hubs, and through this passes a solid axle on which the cranks are placed. The larger or sun wheel is a fixture with one hub, outside the fork, and revolves with the driving wheel; the smaller or planet wheel at the crank end travels round in a circle with the crank but does not itself revolve, being held fast by the connecting rod, so that the same teeth always point towards the ground. The wheels have 37 and 18 teeth respectively, the effect of the "odd tooth" being to lessen wear by lessening frequency of contact between the same teeth. The operation is that while the cranks and inner axle make one revolution the hollow axle and driving wheel make one and a half.

The teeth are cut from the solid by accurate machinery, and hardened; they are also detachable from the inner part, so that accidental breaking of a tooth (a very unlikely mishap) would not destroy the entire gear-wheel. Friction, uncleanness, and "back-lash" are less than with chains; the running is smooth and noiseless, and the construction obviously simpler than the two disconnected chains of other front-drivers.

The sun-and-planet gear was invented a century ago by James Watt, but this is a patented combination of it which removes its practical objections as applied to bicycles. The lever and stroke are somewhat lengthened, to increase power. The driving wheel, levers, and connecting-rods have double-ball bearings, and the duplex axle runs on five rows of balls, adjustable simply and simultaneously from a single point. The head is the "Abingdon," and every bearing in the machine is adjustable ball, there being no less than 21 rows of these, some 250 balls in total. Tires are  $\frac{3}{4}$  and  $\frac{5}{8}$ . Rims, forks, fork-extensions, connecting-rods, levers, handle-bars, and axle are hollow. Finish is as usual FACILE, and construction the very

finest possible. Sizes are 38, 40, and 42, geared respectively to 57, 60, and 63; usual size is 40, weighing 38 lbs.

The rear driving pattern has a 36-inch wheel geared to 54; 22-inch steering-wheel; the simplest possible frame; uses the same gearing; bearings, finish, and construction of levers and frame same as the front-driver. Weight about 42 lbs. Unlike all other rear-drivers, the saddle is directly over the axle, and although the wheels are small the machine is singularly free from jar. The steering is easier than on other rear-drivers, and the steering of the front-driver is faultless and (if any difference) even better than on the ungeared. Both patterns are guaranteed free from "skidding" or side-slipping, a fault which has been characteristic of geared bicycles heretofore.

The real truth about geared bicycles in general lies between extremes. They are not wholly good, and not wholly bad; this depends on the riders and the uses. Their present position in market has been made by some special and admittedly remarkable "record" performances, but these, however valuable for advertising purposes, are not a safe basis from which to draw conclusions as to general riding. Under favorable conditions, such as have been carefully procured for these show performances, they are the fastest machines possible to make; on bad roads and under hard conditions, the wheel will be likely to slow down and merely, the ordinary pace be accomplished, at a slower rate of pedaling. The front-driving FACILE opened this year's racing by easily winning the first road race (10 miles) against good competition and over very muddy roads, within 50 minutes; riding the same machine into London, the following day, a like distance on like roads, made me admit that it consumes less power, and drives more agreeably, than would have been expected on bad roads and hills. Still the probability is that

successful and satisfactory use of geared machines, of whatever sort, will in this country for some time be confined to Boston and suburbs, the Orange district of New Jersey, Washington city, and a few other sections having fine roads.

Of the two patterns, notwithstanding the present fancy for rear-drivers, the front-driver FACILE avoids the defects of the "Kangaroo" type, as the better and as also destined to prove superior to all other geared bicycles, not only for ease and comfort but for speed; when built on racing lines, as it can be, there need be no surprise if it takes the lead on the track and puts the mile record at its nearest to two minutes. The front-driver is therefore recommended to customers who decide that gearing is on the whole desirable for them; but even this pattern will hardly be kept regularly in stock at present, and the rear-driver will be held back awhile, as to this country, to await demand.

W. G. WILCOX, 33 Murray Street, New York.

## THE FACILE TRICYCLE.

By using a central driving wheel, this new machine dispenses with balance gearing, and gains much in directness and simplicity. By having two small wheels and one large one, instead of the usual two large wheels and one small one, these advantages are attained: the smallest wheel has the smoothest part of the road; the total size of wheels and total weight are much reduced; and the frame is simpler and smaller. Through the saddle-post—which, with its brace-tubes, forms a triangle—passes the steering-rod, operated by both handles and both arms equally; the curved handle-bar passing behind and forward of the rider as in an arm-chair; two small fixed wheels and a steel band transmit the motion to the reversed steering head. The steering-wheels run freely on the cross axle, which itself forms a most convenient foot-rest. The machine is a "straight

steerer," and could even be guided by the feet in case of necessity. The brake is ample for control under any circumstances; it is a spoon on the driving wheel, operated by the foot, and is within easy and instant reach. By turning on one side, the machine will pass an ordinary doorway. The frame, including levers and cross-axle, is weldless steel tubing. All bearings except on the head (which could be made so to order) are adjustable ball. Front wheels are 24 inches; driving wheel is 38 to 40 inches; tires  $\frac{3}{4}$  and  $\frac{5}{8}$ . Finish, enamel, with nickel trimmings. Weight only forty lbs.; gentlemen's pattern, fifty lbs. This is from 30 to 45 lbs. lighter than other tricycles for road use, and even lighter than racers.

Lever-driving requires less movement of the feet than the rotary, and is more graceful and desirable for ladies; the remarkable lightness, compactness, and simplicity of this machine, together with its ease of running and its perfectly open front, make it the best ladies' tricycle in market, and as such it was primarily designed. As yet, it has been built ungreased, but the FACILE gearing can be applied to order.

For more complete particulars of the FACILE machines, send to

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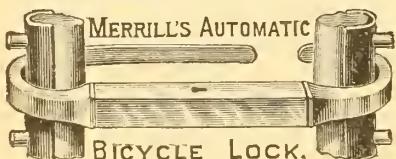
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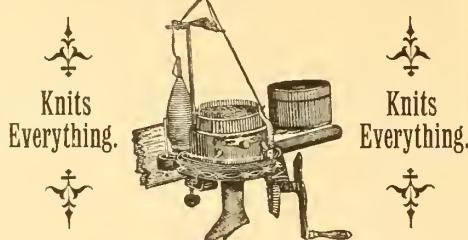
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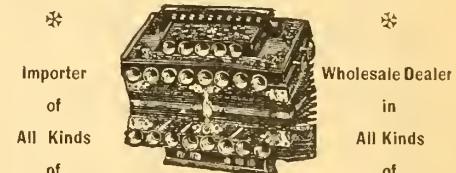
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