

THE WHEEL

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OUR WAY OUT.

Racing is of the least interest to the majority of the League's members. Better let the League have nothing whatever to do with racing, and admit to its ranks every wheelman of respectability.—*Boston Globe*.

Let us elevate the professional. Let us welcome him to the League and let us eat and drink with him. Let us take the stigma from him.—*Bicycling World*.

A cursory reading of the bicycling and semi-cycling papers during the last few months must have convinced the unprejudiced that the wheelmen of America were a nation of prospective lawyers, judging from the regularity with which they advanced questions for press discussion, and the passion they developed for the noble profession of ink-slinging. After the place and date of the League meet was settled, that old chestnut, amateur versus professional, was resurrected and discussed with renewed vigor. Although it is a mooted question whether Tom, Dick and Harry should be allowed to promulgate their views in two column articles, it is universally admitted that this is probably the most innocent way in which they can discharge their surplus energy, and there is no doubt but that it is a good antidote to the usual winter lethargy. However, the gist of the innumerable columns that have treated on this class question is contained in the above quotations.

The League of American Wheelmen, and in fact all cyclers are either racing men or tourists, although to be sure there are fancy riders, carriers, messengers and other small divisions which can not alter the aspects of the question. There are many wheelmen who maintain that there is little general interest taken in racing and that this branch is illegitimate. In cycling, as in many kindred sports, the racing department should be regarded as the principle means of attracting attention to that sport. The chief claim of the wheel is not that you can wander aimlessly and lazily along at a snail's pace, but that you can scour over the country at will, quadrupling your best pedestrian efforts, and thus secure more ample and more frequent views of the surrounding neighborhood. Even the most cynical will admit that the element of speed has some attractions for them, and will at least secretly admire the man who, by proper and regular training, is able to cover his thirty, forty or fifty miles on an afternoon spin, or for the man who can put a mile behind him in the neighborhood of 2.45. When we consider that Brown or Robinson takes his spin along an unfrequented road without bringing his wheel to the notice of a single person to whom it was hitherto unknown, while Sellers, Dolph or Hendee reels off a mile in 2.40 to the admiration of thousands, some of them surely strangers, it must be admitted that racing is the introducing medium between the wheel and the public, and by showing what is possible a-wheel, many new converts are made. Besides the race-meet will always be the means of enriching the club treasury, and it is from this institution that almost all clubs derive the revenue which provides them with handsome club-houses and supplies them with the wherewithal to maintain the same. An additional fact in favor of the position we have taken is that an analysis of the league membership will prove that with few if any exceptions, those cities in which one or more meets are held have the largest membership and are the most enthusiastic.

It will be readily seen that the League should and can not give up the supervision of racing. Although the late newspaper discussions would lead one to conclude that the racing legislation was the chief aim in life of the League of officers, it is not so. The League should rate racing and touring equal, and if the former must of necessity require much of its public attention, it should never allow the needs of the tourists to be neglected, but continue to add to their comfort and privileges by quiet but effective work.

Another question is whether the distinctions between the amateur and professional should be continued in their present severity. The *Bi. World* very philanthropically and patronizingly wants to elevate the professional. This "elevate" by the way is rather ambiguous. We might elevate him by the boot method, or he might be "raised" by many other methods. If the *B. W.* wants to elevate his morals, or elevate him in the social plane by removing the stigma from him, we say it is impossible. Your average professional would not allow himself to be raised. He regards himself as infinitely above the innocent amateur who rides only for sport. He wallows in, enjoys, and by many tricks seeks to heighten the prevailing impression that a professional is the incarnation of all that is fleeting, tricky and deceptive. And what is the use of getting one's self into a "stew" about the professional, his rights, his social standing, etc. There are too few of them to radically change our customs for this accommodation. We can eat and drink with them, tour with them, and if they are found to be gentlemen we can assimilate with them. The question of stigma and elevation remains with themselves, and just so soon as they become desirous of being considered gentlemen and model their actions both on and off the racing path accordingly, then only will the stigma be lost and the elevation gained.

In regard to those men who have become professionals through connecting themselves with professional polo clubs,

we think the Racing Board should adopt an amateur definition, to be accompanied by a list of explanatory clauses; make this retroactive, and then "begin all over again." The principal reason advanced for the prohibition of professionals from amateur competitions is that the professional makes a business of racing, has more time to get fit, etc., while with the amateur it is merely a pastime. No matter how much a man may skate it adds very little to his cycling ability, no more in fact than would a walk, and as it is only engaged in after business hours, the amateur and the professional can devote the same time to it. Again a large per cent. of rink professionals became so through ignorance. If it were possible the League Consuls might vouch for the character and amateur spirit of these unfortunates, but this would be an unfair distinction, and would exclude those with whom the consul was unacquainted. If all were readmitted, those who were really anxious to become and remain amateurs would refrain from indiscriminate competition, while those who intended to make a living in the rinks would soon declare themselves. This would be our "way out."

HUB HAPPENINGS.

One of the best entertainments of its character held hereabouts for a long time, was the minstrel show given by members of the Somerville Bicycle Club last Wednesday evening at Welden Hall, Somerville. A sufficient number of tickets had been sold before the entertainment to ensure its success financially and the careful previous training of the performers, provided for its artistic success. Much enthusiasm was displayed by the large audience in its applause of the favorite numbers, and it is not unlikely that the entertainment will be repeated in the near future. F. E. Houghton opened the entertainment with a well rendered ballad. Comic songs by Ralph Akerman and Wm. Fitts; ballads by Joseph Powers, Albert Colby, Henry Knowles and selections by a male quartette—Messrs. Houghton, Knowles, Colby and Thompson—were among the best features of the first part. Mr. Johnson was interlocutor, while R. Akerman rattled the bones and W. Fitts

pounded the tambo. Part second consisted of selections by the Alpha Banjo Quartette, a stump speech by J. T. Butler; banjo songs and funny sayings by Ralph Ackerman; Irish song, dances and recitations by Mr. Gallager, the whole concluding with a laughable farce, entitled the "Haunted House." At its annual meeting held a short time since the following officers were elected to serve for the ensuing year:

President, E. H. Foote; vice-president W. R. Maxwell; secretary and treasurer, George F. Steele; captain, H. S. Worthen first lieutenant, Eugene Sanger; second lieutenant, G. G. Beals; bugler, W. F. Lovejoy; club committee, E. H. Foote, George F. Steele, H. S. Worthen, George Shaw, W. C. Conant.

The new firm of W. B. Everett and Company are now comfortably established in the stores formerly occupied by Cunningham and Company. Their stock of machines has not yet arrived but is expected daily, and as soon as they arrive a reception to local wheelmen will be given. The firm will carry a full line, of Singer and Company's machines, bicycles tricycles and safeties. Their leading machine will be the British challenge, which was so popular here last season. A few improvements have been made in the construction of this machine, and there is every reason to believe that its popularity this year will even excel that of last year. The Apollo is a light machine with hollow rims and tangent spokes and comes well recommended for strength and ease of running. The challenge safety in a little machine that looks as though it well deserved its name. A number of cheaper grade machines will be kept in stock so that all can be supplied. Varied styles of tricycles, carriers tandems and childrens machines will all be carried; making the stock one of the most complete in the city.

Mr. H. D. Corey of the Massachusetts Bicycle Club has astonished riders by the speed of the new tricycle, "The Crippler." He rides the first one imported into this country, and one of the first ever made. The machine was invented by Robert Cripps, a noted English amateur racing man. It is like the ordinary Humber, with the exception that the small wheel is in front. The small wheel it attached to the frame as in the Star. The upper part of the upright rod is crossed by a long handle bar. Instead of steering very quickly, as in the Humber, the front wheel is controlled by an eccentric, and swings back in a straight line. Very short corners can be turned and turning can be accomplished in the circumference of the machine. It is one of the lightest tricycles made, actual weight being under 70 pounds. On the road 12 miles can be made in the hour. It can be ridden on any hill that the ordinary bicycle can surmount.

The Dorchester Bicycle Club is a lively organization of a dozen or so members, and has inaugurated a series of musical and literary entertainments at their club house. Visiting wheelmen are always hospitably cared for. The club has recently adopted a new uniform of dark brown, with standing collar, bearing the initial letters of the club name in silver. The whistle cord is of white cord. The officers are designated by the white braid on their caps and silver wreath and letters on the sleeve indicating rank. The new club-room is to be furnished throughout prior to the May meeting. The newly

elected officers are as follows: Harry S. Kendall, captain; Warner Doane, first lieutenant; William Rhoades, second lieutenant; Fred W. Archer, secretary and treasurer.

The meeting of the Massachusetts Bicycle Club held last Tuesday evening was largely attended, and 18 new members were admitted. It was voted that the club give a reception to its lady friends on April 27, and Messrs. A. E. Pattison A. D. Peck Jr., and F. Alcott Pratt were appointed as a committee to arrange all details. The supporters of a big club helmet made a gallant fight, but were badly defeated, it being almost unanimously voted to adopt a cap. The design will probably be similar to that worn by the Ramblers when they were in existence. It was decided to retain the same style of club badge. The club was presented by Messrs. Frank Stinson and Mr. Ethier with a horizontal bar and a set of boxing gloves for the gymnasium.

The Cyclist's Road Book of Boston and Vicinity, by A. L. Atkins, League Consul for Boston, just published, is undoubtedly the most carefully compiled and exhaustive work of its class. It has 48 pages, and contains 52 distinct routes with many side and return routes, in all reaching over 100 points. The usual condition of the roadbed is specified, turnings are designated as right or left, and the important hills, the rivers and railroad crossings, the hotels, the leading attractions and points of interest along the routes, are also given. The book is of convenient size in the pocket.

A. E. Pattison of the Massachusetts Bicycle Club has returned to Boston after a seven weeks' trip through the West in the interest of the Pope Manufacturing Company. He reports that the number of riders of bicycles will be fairly doubled, and that there is fully as much interest manifested in the sport in Chicago, Louisville, Minneapolis and other large Western cities as among Eastern riders.

Mr. White, manager of the Coventry Machinists company, arrived from England last Monday, and is now actively engaged with Mr. Gaskell in establishing an American agency for the sale of their machines. A building has been secured at a central location on Columbus avenue and the agency will soon be ready for business.

A Boston paper states that the recent cartoon published by the Bicycling World was interesting. The writer probably mistook the cartoon for a prize puzzle similar to those issued by patent medicine men, in which it is alleged that you can find truthfull likeness of dogs, cats, cranks and other animals.

The note published in a recent issue of the Cyclist and Athlete regarding certain wheelmen wanting back the money that they had sent to Karl Kron, for his road book, leads one to believe that the C. and A. has adopted the time honored custom of writing notes to itself.

The Canary and Gilmore bicycling and skating combination, are on their way East. Sewell, another of Boston's trick riders is expected here from the West in a few days.

The Massachusetts Bicycle Club Incorporation has elected the following officers

to serve for the ensuing year: President Colonel A. A. Pope; clerk, W. S. Slocum treasurer, Charles F. Joy; directors, A. A. Pope, A. S. Parsons, E. W. Pope, Henry W. Williams and W. S. Slocum.

F. Alcott Pratt of the Mass. Bicycle Club took a number of excellent photographic views of the club on Fast Day. Mr. Pratt intends accompanying the club on all its runs this season and to make a collection of views to ornament the club house.

The members of the club show great activity in all matters relating to wheeling and are now planning for a three days run to Portsmouth and return May 30, after the plan of the Ramblers successful tour last year.

Dr. G. F. Harwood, of Worcester, well known among cyclists as manufacturer of the Harwood safety bicycle step, left for Bemuda last week, where he goes for the benefit of his greatly impaired health.

Advanced copies of the May issue of Outing show that the magazine still continues to improve in artistic and literary merit. To say that Outing is the best magazine of its class, would scarcely do it justice.

The monotony of the pleasant weather that we have enjoyed for the past week, was relieved Sunday by a slight snow storm, causing the postponement of many a planned cycle run.

On Memorial Day the Cambridge Bicycle Club will hold a fifty mile road race from Harvard Square to Beverly and return.

Gold and silver medals will be awarded the winners. A number of "safety" riders will be among the competitors, and an interesting contest is looked for.

The Harvard University Bicycle Club will not hold a tournament this season but will give a number of tours and road runs, some of several days duration.

The suspension of H. J. Webb by the N. C. U. for false statements regarding his road record, should be a warning to all similarly inclined Americans.

C. D. Vesey, the English crack will probably visit Boston this season. He will undoubtedly be warmly greeted by a host of old friends.

Our local League consuls promise to do some good work this year in the way of putting up sign boards and stencils.

Both the East Cambridge and the Somerville Cycle Clubs have adopted new club uniforms of dark grey.

Thomas Stevens account of his wheel around the world as published in Outing, will be looked for with interest.

It is said that Vivian, the fast man of the Charlestown Bicycle Club, will do no racing this year.

The Boston club rode to South Natick and returned Sunday in the snow and rain.

Charles Pope returned last week from an extended trip through Pennsylvania.

Mr. E. G. Whitney of the Boston Club has ordered a Crippler tricycle.

The new League uniform promises to take well here,



A. G. Spalding & Bros. New Store.

The most interesting event in metropolitan sporting circles within the last few weeks has been the opening of Messrs. A. G. Spalding & Bros. sporting goods house, at No. 241 Broadway, of which the above cut is a good representation. A few months ago when the Messrs. Spalding announced their intention of opening a branch store in New York, it was looked forward to with much interest by both sporting men and dealers. Judging by the reputation of their Chicago store, which was elegantly fitted up last October, something in the way of a model was expected, and it can be safely said that the reality has far exceeded the most sanguine ideal. Pushing our way through the crowd that has besieged their variously stocked windows since the opening on April 1st, we find ourselves in the large, roomy, ground floor. This is the retail department, and is lined its entire length with light, cherry counters, glass cases and glass wall cases. On the right is the fishing-tackle, gun and shooting goods department; on the left is a handsome display of cutlery, kennel goods, skates, base-ball supplies, cricket, foot-ball and a complete assortment of sporting goods. Passing to the rear of the store and up the broad flight of steps, we find ourselves in the bicycling department.

This is under the charge of Mr. F. White. This year the Messrs. Spalding will make a specialty of the new "Spalding Light Roadster." This is built by Messrs. Hillman, Herbert & Cooper, especially for the American trade. It is a staunch, medium-weight machine, made of the best materials, has hollow forks and backbone, dropped handle-bars, Coley's ball bearings. The peculiarity of this machine is the spokes, which the makers claim possess all the qualities of both "tangent" and "direct" spokes. They are screwed into the hub at an angle of ninety degrees and are soldered together.

Among other machines they will handle are the "American Premier," the "Kangaroo," the "American Challenge," the Spalding "Ideal," the "Hecla Special," the "Hecla" youths' bicycle. They will make a specialty of boys' and youths' machines, handling the "Petite" wooden tricycle, selling at from \$7.50 to \$12.00, the "Columbia" wooden tricycle, and the "Petite" steel tricycle, and a boy's velocipede.

They have, also, parts for all styles of bikes and trikes, and will keep an expert on hand and make a specialty of all kinds of repairs. They will sell the Spalding and McDonnell cyclometers, the Conkling combination lock, and every make of bell, alarm, bag, saddle, lamp, whistle, the Buffalo Home Trainer, a full assortment of League pins, shoes, bicycle costumes, and, in fact, any and everything for any and every bicycle and bicyclist.

The wheels are all nicely arranged around the sides of the room, and present a handsome appearance. The central portion is used for exhibiting the machines.

The Messrs. Spalding Brothers issue a "bicycle journal," which contains much interesting cycling matter, and a complete catalogue, containing cuts, descriptions and prices of every article now on the market.

Race Meet at San Francisco:

A successful race meet was held at the Mechanics' Pavilion, San Francisco, Cal., March 28th, under the auspices of the Bay City, Oakland, San Francisco and San Jose wheel clubs. The meet was held for the purpose of raising funds to build a track.

The proceedings were opened by a parade, in which thirty-seven bikes and one trike participated. The one-mile handicap was won by H. O. Fenney (25 yards) in 3 m. 21 1-4 s.; C. F. Thompson (60 yards), second, and F. E. Johnson (scratch), third. The two-mile handicap was won by M. Berolzhime (45 yards) in 6 m. 59 3-4 s.; George Day (scratch) second. This was followed by a five-mile race, won by W. Meeker in 17 m. 21 3-4 s., with H. S. Blood, second; H. O. Tenney, third. The 100-yard slow race was won by T. L. Hill, all the other competitors falling before reaching the finish. Fred. R. Cook, the Pacific coast champion won the ten-mile race in 33 m. 38 s., defeating F. C. Johnson, who caught cramps before going two miles. This is very good time, and is now the coast record at the distance.

Between the different races the Bay City Wheelmen's team went through some graceful movements under the captaincy of E. Mohrig, W. D. Wilmot; and Miss Annie Sylvester also gave fancy riding exhibitions. Wilmot concluded the exhibition by taking off the hind wheel and handle bars and riding on one wheel, holding on to the forks. Miss Sylvester received a gold medal from the clubs, bearing this device: "World's Champion."

THAT HINT ACCEPTED.

SAMMY SUPPRESSED—SOME FACTS ABOUT THOMAS STEVENS—A ROAD BOOK FOR NEW YORK CITY.

Editor of *The Wheel*: As I'm always glad to profit by rational criticism from any quarter, and always happy to oblige a subscriber and well-wisher, I obey the suggestion made to me in

your paper of April 3, and suppress from chapter viii. all reference to the political history of those sad old days of '76. My aim is simply to produce a book that shall command the patronage of wheelmen as such, and so I am ready to exclude any non-essential remark which may be thought likely to ruffle the susceptibilities of even the tenderest.

Nevertheless, it strikes me as odd that anyone should object to my tossing a casual compliment to "the old man," by alluding to the unique fact which distinguishes him above all other mortal men, and thus renders his riverside wigwam worth pointing out as a curiosity to the wayfaring wheelmen. About the fact itself there never has been any dispute, while, as regards the right or wrong behind the fact, there are likely to be two opinions for many a year to come, and my own allusion certainly expressed no opinion whatever. I insist, therefore, that the remark was essentially colorless and inoffensive, but, since it did in fact have power to offend, it thereby stands condemned as out of place, and shall therefore be obliterated. In just the same spirit I would suppress the allusion which my chapter xxv. makes to the fact that "Washington drove the British out of Boston by means of gunpowder, which the Bermudians stole for him," if I were seriously informed that my English subscribers would be displeased by it. I might pity their lack of the humorous sense, but, as a sagacious man of business, I should defer to their prejudices.

I dropped work for an hour last Thursday, in order to walk down to the Inman dock and say "good bye" and "good luck" to Thomas Stevens, before he sailed away for Liverpool to resume there his round-the-world bicycle ride. C. R. Zacharias, of Newark, and Elliott Mason, of this city, with one or two other wheelmen, also went on board the "City of Chicago" with me to wish a pleasant journey and a safe return to this most adventurous tourist. I found that an old college mate of mine who had lived some years in Japan, was a passenger on the steamer, and I introduced him to Mr. Stevens with the request that he supply the latter with all knowledge he might have about the roads of that country. Another fortunate coincidence was the presence on the steamer of the author of "Our Boys in India" and "Our Boys in China" (Harry W. French), from whom much interesting information would no doubt be gained while on the voyage. Mr. Stevens will first take train to London to make certain business arrangements for his journey (letters may be sent to him in that city, care of Iliffe & Son, 98 Fleet street, until May 15, or later), returning to Liverpool, to begin his ride across the island, on or about the 1st of May. I had a long talk with him on the first day of his arrival in New York (August 15, eleven days after he completed his San Francisco to Boston tour), and was impressed at that time, as well as in later interviews, with his simplicity and good faith as a tourist. There is no nonsense at all about the man, no boastfulness or pretense. He likes the adventure for its own sake, and I'm sure he will carry it through, if he doesn't get killed on the way. His sketch in the April *Outing* shows that he has the knack of telling a readable story, and the enterprise of that magazine in sending him as a special corre-

spondent around the world, deserves recognition by wheelmen.

After Mr. Stevens had sold his series of four sketches to *Outing*, last October, he devoted himself for six months to writing a regular book concerning his tour, and, in the course of six months, put together a manuscript of 140,000 words. I think that is rather faster than I could write; and, for a man who had never before had any extensive pen-practice, I consider it a remarkably rapid pace. As the plan now is to have the whole series of *Outing* articles finally expanded into a round-the-world book, profusely illustrated, it is possible that this preliminary volume, "Across America," may not be published, unless, perhaps, in England. The longest chapter in my own "X. M. Miles on a Bi." has proved to be the one descriptive of the roads around New York, comprising about 18,000 words. It required 105 solid hours of work for me to put those words together, and though I began the task February 19th I didn't finish it till April 11. At this rate about two more years would be needed to complete the book; but I hope for happier things. The article in this month's *Springfield Wheelmen's Gazette*, combined with those in *THE WHEEL* of March 13th and 27th, makes just half the chapter, and I intend to reprint the whole chapter in a separate pamphlet, with special index, as a complete guide to metropolitan bicycling. The whole number of subscriptions enrolled to-night is 2,693.

KARL KRON.

Washington Square, N. Y., April 13.

FROM THE CLUBS.

PICTURES.

- April 17.—Second Annual Indoor Race Meet of Citizens Bi Club.
- April 25.—Manhattan A. C. Games at Madison Square Garden.
- April 27.—Massachusetts B. C.: Ladies Reception.
- April 28.—Kings County Wheelmen, Musicales Literary and Social.
- April 30 May 1, 2.—Memphis, Tenn. Cycle Club, three days race meet.
- May 2.—Young America Cricket Club Games at Stenton, near Phila.
- May 19.—Cleveland B. C. Annual Spring Race Meet.
- May 23.—St. Louis Ramblers Race Meet.
- May 27, 28.—Louisville, (Ky.) Wheel Club Annual Race Meet.
- May 29, 30.—Yale B. C. two days race meet, at New Haven.
- May 30.—Ixon Bicycle Club, Fifty Mile Road Race.
- May 30.—Illinois State Division L. A. W. Meet and Tournament at Chicago.
- June 20.—Kings County Wheelmen Annual Race Meet Brooklyn N. Y.
- June 30, July 1st.—Two Days Race Meet of the Fort Schuyler, N. Y. Wheelmen.
- July 2, 3.—Sixth Annual Meet of the L. A. W. at Buffalo.
- July 3, 4.—Race meet of Bartholomew County Wheelmen of Columbus, Ind.
- July 6.—Big Four Tour starts from Buffalo.
- July 20, 21.—Ohio State Division L. A. W. Meet and Tournament at Springfield.
- Aug 27, 28.—Annual Race Meet Cleveland Bi. Club, at Athletic Park.
- Sept 8, 9, 10.—Annual Tournament of Springfield, Mass. Bi. Club.

CLOSING OF ENTRIES.

- April 25.—Entries close for Young America Cricket Club Games, including One and Two races handicap and one mile scratch novice. Entrance fee 75 cents for each event, Address, G. D. Gideon, P. O. Box 1108 Phila.
- April 18.—Entries close for the two mile Bicycle race of the Manhattan A. C. games, to be run at Madison Square Garden, N. Y. City. April 25th at 8 p. m. Entrance Fee 50 cents. Address L. P. Smith Sec'y., 86th st. and 8th ave.

ALLSTON, Mass.—A new club was organized at Allston, Mass., on March 14th, with a membership of eleven members. The following officers were elected: President, H. B. Lord; Captain J. W. Kennedy; Secretary and Treasurer, J. L. Howard. Members: F. W. Clark, Thomas London, C. B. Tucker,

A. A. Smith, R. M. Dams, A. H. Everett, W. E. Geyer, H. S. Chandler. As there are eleven members and eleven officers there can be no kick on the part of the governed at the methods of the governors.

BROOKLYN.—At the sixth annual meeting of the Brooklyn Bicycle Club, held at the club rooms, 366 Livingstone street, on the evening of the 7th inst., the following officers were elected for 1885-1886: President, Wm. F. Gullen; Vice-President, Geo. Bancroft; Trustees, H. R. Elliott, L. W. Slocum, Geo. Bancroft, A. C. Brush, A. B. Barkman, F. B. Hawkins, S. C. Tirie; Secretary, Herm. H. Koop, Jr.; Treasurer, L. W. Slocum; Captain H. R. Elliott; 1st Lieutenant, F. B. Jones; 2d Lieutenant, How. Spelman; Bugler, E. Annan; Color Bearer, W. F. Hayman; Surgeon, Dr. A. C. Brush.

HERM. H. KOOP, Secretary.

DANVERS B. C.—The Danvers Bicycle Club has elected the following officers for the ensuing year: President, John C. Brainard; Vice-President, Samuel P. Dodge; Secretary and Treasurer, A. G. Allen; Captain, F. C. Damon; Lieutenant, E. J. Nightingale; bugler, W. P. Hood; Color Bearer, M. H. Lyon.

ELIZABETH (N. J.) WHEELMEN.—At a special meeting, called for the purpose, it was resolved that Dr. G. Carleton Brown, one of the members, should be renominated for the position of Chief Consul of New Jersey, which he has so ably held for the last year.

Yours, A. F.

KINGS COUNTY WHEELMEN.—At the last annual meeting officers as follows were elected for the ensuing year: President, Robert F. Hibson; Vice-President, T. B. Hegerman; Secretary, A. C. D. Loncks; Treasurer, Charles Schwalbach; Captain, E. Pettus; 1st Lieutenant, E. F. Fisk; 2d Lieutenant, F. N. Fenstermaker; Color Bearer, J. H. Long; Bugler, E. Johnson.

LEOMINSTER.—The Leominster has elected the following list of officers for the year ensuing: President, W. H. Chase; Secretary and Treasurer, Edward Munsie; Captain, E. E. Burdett; Lieutenant, A. M. Litch. Charles A. Joslin was re-elected captain, but having been re-elected Leominster's Town Clerk and Treasurer the same day he declined the captaincy.

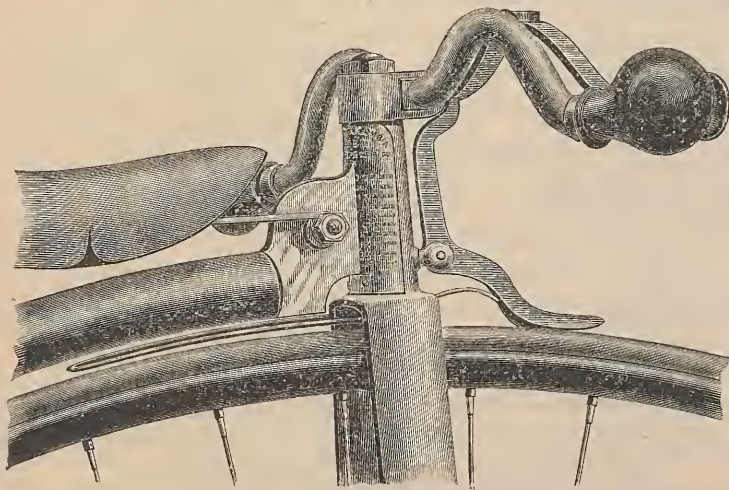
NEW BEDFORD.—The annual meeting of the New Bedford Bicycle Club was held last Monday evening, when the following officers were elected: President, James B. Bradford; Secretary and Treasurer, Arthur L. Blackmer; Captain, E. M. Almy; Executive Committee, Norman L. Willis, Edgar A. Lincoln, and William H. Dewhurst. The club is reported to be in a flourishing condition, with prospects of an increased membership.

TRENTON.—The Trenton Bicycle Club has elected the following officers: President, Dr. William G. McCullough; Vice-President, B. S. Rose; Secretary, S. P. Camp; treasurer, C. T. Stutpin; Captain, F. W. Whitehead; 1st Lieutenant, B. S. Rose; Bugler, Robert V. Whitehead; Standard Bearer, W. M. Crozer; Trustees, Dr. William G. McCullough, George F. Applegate and S. P. Camp. It was voted to incorporate the club.



THE COLUMBIA LIGHT ROADSTER.

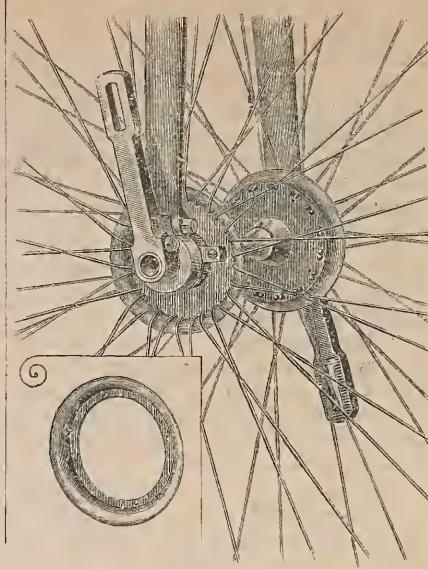
The Columbia Light Roadster is a genuine light-weight bicycle, about ten pounds lighter than the Expert. We cannot say that it is as staunch and reliable for all-around road use as the Expert, for no very "light roadster" is, and there is no magic by which mechanical laws can be subverted, or three pounds of steel made as strong as four pounds when of the same qualities and distributed in the same way. But this machine has been designed and constructed by the same careful and scientific methods, with the best improvements known to the art, for very light riders and experienced ones, and for good roads. That is, it is a light machine for light riding. It is made of the best qualities of materials throughout, in forgings, weldless-tubing and all the parts.



The wheels are made of entirely new design; and, after our thorough experiments and tests, we are satisfied they will become the favorite for light wheels. On a firm steel axle are very light forged steel hub flanges most rigidly secured, sufficiently recessed to take in the bearing parts necessary, and having secondary flanges (Wallace patent) of curved section at their periphery. The rims are of cold-rolled, hollow steel, made by the White patent process, invented for us, and of utmost rigidity and reliability. The rims made by this method have no lap or seam on the exterior at all, and though made in two sections have no

joint dependent upon bearing or solder, as all other hollow rims have. They are the stiffest and lightest hollow rims made, as they are the most expensive. The spokes are steel wire of generous diameter, headed at the hub, and are drawn over the curved secondary flanges so as to be nowhere weakened by bending; they are set at an angle, with one crossing where they are held by a fine wire wrapping and solder, and are held in the rim in the line of draught by a neat sleeve nut extending well over the spoke and strengthening it. These spokes will be classed, perhaps, with "tangent" spokes; but they are not. An idea, prevailing to some extent several years ago, that in the bicycle the strain at the hub is transverse, and that, therefore, the spokes (and the wheel) are stronger when arranged tangentially to the hub, has recently been revived; and many riders have been led to believe that there is nothing so good as a "tangent spoke."

A little careful mechanical study of this will show that there is an element of truth in the fact that in the direct spoke a part of the strain (not all) is out of the line of pull; while the larger element of error lies in the parallel fact that very little of the strain lies exactly in the direction of a tangent to the hub; so that a tangent spoke is further from correctness than a direct one. But, as a spoke must take its draw in some one direction. The correct mechanical choice is the line of direction of the *resultant* of all the forces acting upon it. This direction we have chosen for the spokes in our Light Roadster and Racer wheels, and we call



them what they are,—resultant spokes. These spokes are single, and vary in number from 48 to 68, according to the size of wheel; and they may be adjusted as easily as direct spokes, without removing the tire, and being held in the rim by a device on the ball band-socket principle, they are not weakened by bending there.

The front wheels are all made on the odd-inch sizes, from 47 to 59 inch.; and the construction is such that ordinarily a rider fitted by a 54 in. full roadster will take a 55-in. size of these machines with the same fit. This difference is not, however, gained at the expense of spring room.

The rear wheels have light steel hubs, double resultant-spokes set at an angle as the others and with similar sleeve-nuts, and crescent steel rims, and are very light and strong. The rear wheels are 16-in. on 51 size and under, and 18-in. on larger sizes.

The front forks, perch, and rear forks are all made of the best weldless steel tubing on lines similar to those of the Expert but lighter; and the of peculiar construction of these forks gives them the greatest possible rigidity for the given weight of metal. The rear forks are made of one homogeneous piece from the weldless-steel tube, by the Knous & Wallace patent process, and are very rigid and steady.

The tires are of the best rubber, endless moulded, and held in the rim by a cement process very securely. They are 7-8 to front and 5-8 to back wheel. We adhere in this machine to the Serrell contractile tire, because, by its circular section, undiminished elasticity, and slightly contractile fit, it offers the most relief from jarring, the best tread and the most security of any construction yet fully tested.

The bearings are the adjustable Columbia ball (Wallace patents) to front and back wheels, as in the Expert, but lightened, and gauged with such accuracy that the balls vary less than one four-thousandth of an inch in size. The surfaces are not only formed and held with accuracy and in few pieces, free from displacement, but are smoothly polished and well hardened, and afford everywhere an unbroken track for the balls.

The cranks are slightly different in shape from those of the Expert, for lightness, but are detachable, and have from 4 1-4 to 5 1-4 in. throw. The pedals are of the new Columbia parallel style, with detents to the rubber bars (Wallace patent), and with strengthened

pins. In fact the pedal has been made from entirely new designs and dies for this machine. The new Columbia ball-pedal will be supplied as an extra at the difference in price.—\$6.00

The spring is of the bolted sliding pattern, with anti-rattling (Knous patent) clip, by a small steel spring acting in a steel shoe above the saddle-spring, not only prevents rattling, but insures an even bearing for the spring and clip as they wear, and offers no projection whatever to the clothing or to the hand in trundling. The Columbia swing-spring will be supplied as an extra at the difference in price.

The neck-and-spindle is of improved pattern, with a new oil-diverter between centres, which conducts the oil from the upper centre to the lower one, and keeps it off the neck and prevents soiling; and the centres are long and hemispherical or "ball" (Hicks patent) centres, which have proved so valuable a specialty in the Expert.

The steering-head is cylindrical, slightly tapered, of new design; and the handle-bar lug is forged solid with it, of closed front, and very neat and strong. By a new and ingenious spring-clip under the neck, the dust-shield is readily removed and replaced without bother with little screws; and it is also modified at the edges so as not to scratch and soil the sides of the head.

The handle-bars are hollow, of one continuous piece of steel-tubing, curved both upward and downward ("cow-horn"), and tapered toward the ends, whereon large, nutless, vulcanite handles are directly applied, and are of good length. By a new method of attachment (Pratt and Knous patents), the handle-bar is readily removable by simply taking off the left handle and drawing a key. This light, rigid, unbreakable detachable handle-bar will be found one of the valuable features of this machine; and the ability to set it at any angle of revolution, bringing the handles to any position, will add to its value.

The brake-lever is a steel-forging, curved to conform with the handle-bar; and the brake is of easy action and reliable. There is a rigid steel leg-guard, and a step well adjusted for height to the different sizes of machines.

The saddle is of the Columbia long-distance pattern, having more suitable leather, and lower sides than the long-distance saddles heretofore used, and considerably improved. The Columbia Adjustable (Veeder and Peet patents) saddle will be substituted, if particularly ordered, without extra charge.

The Columbia ball-pedals will be substituted for the parallel ones, when ordered, as an extra, at the additional price of \$6.00.

The lines of this machine, whether seen in front or side view, are believed to be as beautiful as can be obtained with due regard to non-excess of metal and thorough stanchness for work, and the more they are looked at the better they will please. The tread is extremely narrow, and yet the wheel is broad between flanges, as is necessary to insure against buckling. The rake of the front forks is a good mean between the requirements of the coefficient of safety in position and steadiness in work, and of the correct position of the pedals with reference to the perpendicular through the centre of gravity of the rider in propelling. Hence it is both a safe and an easy mount. And those who desire a very

THE WHEEL.

light machine will find here a weight of some ten to twelve pounds below that of ordinary roadsters, and less than the average of "light roadsters," when weighed under the same conditions.

WHEEL GOSSIP.

Chicago will shortly possess a ladies' club.

The Harvard Bicycle Club has eighty-eight members.

The price of the new L. A. W. uniform will be \$18.

G. Lacy Hillier is a strong friend of "the strict amateur rule."

Pittsburgh society is enthusiastic to the highest pitch in cycling.

The "cycling snob" is a respected being; they are numberless.

Kentucky is coming out strong with L. A. W. members this year.

A younger brother of H. D. Corey shows a pretty stiff pace on the road.

W. B. Everett & Co. have secured the sole American agency of the Singer cycles.

Fred Wood will appear on the path this season, in case his arm is not troublesome.

Geo. M. Hendee will referee the Ixion B. C. annual Decoration Day Road Race.

"Deudle Wobinson" has left Panama, and once again treads (the pedals) on English soil.

A friend inquires if we have for sale any snowball-proof face coverings for winter riding.

Scantly buttered toast and a cup of tea is the best lunch that can be eaten just before a race.

Smith has never fallen from his wheel. The latter has always fallen on him. This is a pun.

Whittaker, the holder of the 200-mile road record rides a 36-inch (geared to 60) Rudge Safety.

Always make it a point to carry a few nails in your tool bag; suspender buttons can't be relied upon.

John Brooks, of Blossburg, Pa., is of the opinion that all records will be slaughtered this season.

Wheelmen, as a rule, do not regard the saying "that the rough and stony path is the road to Heaven."

George D. Gideon is going South for the good of his health. He is suffering from a severe cold on his lungs.

H. D. Corey is doing some very fast riding on his new tricycle, the "Crippler," procured by him in England.

If your uniform is a little dirty, don't mind it. You can then with apparently more truth tell of a "record run."

If you wish to test a bit of rough road in your vicinity never ride your machine; take advantage of some kind friend.

Decoration Day is well supplied with club runs, etc., and if the weather is propitious, will be a gala day for wheelmen.

Shreve, Crump & Low, the well-known Boston jewellers, will make the die for the League championship medals.

We received a handsome invitation card for the Pennsylvania B. C.'s annual reception, which took place last night, April 16th.

The Kings County Wheelmen announce their annual race meet for June 20th, at the Williamsburg Athletic Club grounds.

Herbert W. Clarke, of Woodstock, Canada, although but 18 years of age, holds the one-mile Canadian record, 2:59 1-8.

A Mr. Wetmore, of Elizabeth, in a recent "yarn" told us that he possessed a tricycle, with solid gold forks and handlebar.

The roads in the vicinity of Boston were alive with wheels on Fast Day. Nearly all the neighboring towns turned out parties.

It is said that an American firm are going to "patent" a four-wheeled tricycle, different from any wheel yet brought out.

Mr. Gideon Haynes, of the late firm of Bull & Haynes, of Buffalo, has entered the employment of W. B. Everett & Company, of Boston.

In East Saginaw, Mich upwards of one hundred bone-shakers are in use. Not old worn out machines, but bright and new from the factory.

The Denver B. C., in conjunction with the Denver Base Ball Club, will construct grounds, a fast bicycle track with grand stand and dressing rooms.

There is a place in Wales at which a meet is to be held, called Bettros-y-Coed. It might be more euphoniously called I-bet-you-he-could.

The cyclist who was afraid to trust Karl Kron with his dollar, was, we understand, a Western man, and probably not a subscriber for his book.

The Butcher Cyclometer Company has removed to Bicycle Corner, 6 and 8 Berkeley street, where they will locate with W. B. Everett & Company.

The medal given by the Springfield Club to Prince for his 2.39 is an elegant affair in the figure of a three-quarter moon, with 2.39 engraved on its surface.

In passing a team of horses always give the beasts a little fright. It makes the driver think you are a formidable man, and in future he will respect your rights.

Among the entries for the Citizens' Race Meet, which takes place to-night, are: L. B. Hamilton, G. H. Illston, H. E. Bidwell, A. B. Rich, H. J. Hall and Dr. N. P. Tyler.

The New York branch of Spalding & Bro. has achieved success even thus early, and drawn much trade from older houses in the general sporting line.

The fund being collected for John Keen has reached the sum of \$750.75. It is probable that the race meet to be given for his benefit will raise the total to at least \$1,000.

We are of the opinion that four racers at least will break 2.39 this year, Prince,

Dolph, Hendee and Hamilton, and in England probably Howell, English, Wood and Cripps.

A non-informed correspondent wants to know why "cyclists put their feet on the handlebar when coasting a hill." He thinks they could go much faster by working the pedals.

And still they come. Within two months Philadelphia will have a new quarter-mile bicycling and running track, to be built on the Athletic Base Ball Club's grounds.

An exhibition of "Photographs by Amateurs" will be held at London from April 23d to May 9th. It is surprising that more attention is not paid to cycling photography in this country.

Mr. C. H. Lamson will soon place a new cyclometer on the market. It will be the same size as the McDonnell, and will be attached to the spoke and operated by contact with the forks.

NERVE.—A cyclist who went to the rink half-seas over and returned with a large area of his chin polished, and his eye in mourning, explained that "the floor wood came up and hit him."

Messrs. Geo. R. Bidwell & Co. have issued a neat little pamphlet containing their rates for instruction, for the hiring of bicycles and tricycles by the hour, day and month, also for storage, repairs, etc.

According to the last *Official Gazette* the Secretary of the Buffalo Bicycle Club answers to the toothsome cognomen of Butter. As we know his name to be Butler, we would recommend Mr. Aaron to "cheese it."

The Trojan wheelmen held their final soiree of the season on Thursday evening, April 9th. The club members wore their bicycle costumes, while the ladies were richly attired. The dancing programme contained sixteen numbers.

The entire stock of R. V. R. Schuyler, of 17 Barclay street, consisting of bicycles, guns and sporting goods, will be sold by auction on April 21-22. After April 16th, catalogues may be obtained and the different lots examined.

An English paper lauds that enterprise of American cyclers which induced most of our railroad corporations to carry wheels free. In England wheels are charged the usual baggage rates and travelling with a wheel is very expensive.

The old and reliable English firm of Humber, Marriott & Cooper, has been dissolved, the senior member of the firm taking into partnership T. H. Lambert, while Messrs. Marriott & Cooper have the right and still continue to manufacture the Humber cycles.

Mr. H. J. Webb, who was charged with making a false record by tricycle from Land's End to John O'Groats, by taking a train part of the distance has at last been tried by the National Cyclists Union, found guilty and executed; that is, suspended from racing for one year.

What a deal of sympathy has been awakened in England over the premature death of Sir Justin Aylmer, and all because he was a baronet. Oh, ye English papers, why do ye not cease shedding these crocodile tears and give the

space thus absorbed to more interesting reading.

C. D. Vesey, who will be remembered as the straightest amateur who appeared in America during the season of '83 will, we hear, emerge from his retired life, and once again try conclusions on the racing path. We trust that he will visit America again, and if so, be more successful than of old.

Grant Bell challenges all amateur wheelmen and Cnas. Frazier in particular, to a five-mile bicycle race for the rink championship of the United States and a \$50 medal presented by J. W. Clark, of Chicago, the race to be run at the Washington Avenue Roller Rink, Minneapolis, on April 23d.

The latest English bicycle wrinkle is a lozenge which is to be taken before or between the heats of a race, or before training, if you have to go directly from business to the track. It possesses all the advantages of a "square" meal, and reduces the "emptiness" feeling to a minimum.

The Rev. Sylvanus Stall, whose touring exploits were so widely noticed last Spring, is organizing a 900 mile tour in Canada for a party of clergymen and college professors. They will leave Niagara Falls on August 5th and return August 26th.

The Pope Manufacturing Company has just issued its spring catalogue. The book contains 52 pages, is handsomely printed on fine paper, and illustrated with nearly 70 engravings of the Columbia bicycles and tricycles and sundries for the season just opened.

The New York WHEEL celebrated its entrance upon its eighth volume by issuing a sixteen page illustrated number. The printing and illustrations of the paper rank with *Outing*, and this is saying something. The WHEEL is a bright weekly visitor to our sanctum.—*Landisville Viril*.

A correspondent wants to know what we pay for matter, and sends the following "lay" as a sample of his abilities:

1st verse:	2d verse:
Boy,—	Small log—
Wheel—	One boy no more
	will squeal.

At a recent social of the South London T. C., the proceedings were opened by the Lord Mayor of London. The Citizens should endeavor to secure Mayor Grace at their meet, and perhaps the Star B. C. of Washington might impress President Cleveland into their services at their next entertainment, and thus outdo the proud South London Tricyclists.

That very old saying "It's like the play of Hamlet, with Hamlet left out" was forcibly recalled to our minds by reading in the last *Cyclist and Athlete*, in a description of the Star machine: "The above engraving represents," etc., and behold, the engraving was not there! By the way, the description was a lot of unintelligible gibberish thrown together, and gave one the idea that the writer of it knew not whereof he spoke.

The Buffalo B. C. will shortly issue a pamphlet in book form, setting forth the programme for the League meet. The following subscriptions have been re-

ceived for the League entertainment fund: Pope Manufacturing Co., \$100; Stoddard, Lovering & Co., \$50; Wm. Read & Sons, \$50; Bull & Bowen, \$50; Overman Wheel Co., \$50; Geo. R. Bidwell, \$25; H. B. Smith Machine Co., a pony Star.

The C. T. C. have just issued their handbook for 1885, and it far excels previous ones in information. The consuls in all places throughout Great Britain are found within its pages, as well as recommended inns, etc. A map of Great Britain is an excellent feature of the work, as well as a short diary in the back part of the book. In size the work is 3 1-2 by 6 1-2 inches, bound in cloth, and can correctly be called "A Pocket Edition."

The Citizens Bicycle Club will hold forth in all their glory at the Knickerbocker Rink, this Friday evening, April 17th, commencing at a quarter of eight. This will be the racing event of the metropolitan Winter season. Many entries from first-class men have been received, and what with fast races, fancy riding, music, polo, and roller skating, an enjoyable evening is promised. The programme will be in book form and will contain much interesting matter.

The number of clubs who will build tracks this year and hold one or more race meetings is surprising. By the way, why don't the road riders of each club, especially those who grumble because racing is given too much attention from committees, announce tours, and invite neighboring clubs to join them. If they showed the same spirit as the racing men, they would get out a list of fixtures and have them published.

Chicago is deep in the subject of track. Although all are decided that it should be built on the Chicago Base Ball grounds, the plan of raising the needful is not yet clear. The *Mirror of American Sports*, John Wilkinson Co., The Pope Manufacturing Co., and A. G. Spalding Bros. are willing to subscribe. The resident cyclers are so determined that Chicago needs a track that before long definite action will be taken, and Chicago will push Hartford and Springfield in the matter of records.

He had just passed that period, when he could dismount without the customary header, and he was proud of it; but pride goeth before a fall. When he, one bright summer day, attempted to dismount at the house of his best girl, her sweet face in the window, and caught his long, thin legs between the spokes, and a small boy cried out to the evident satisfaction of his darling and the assembled crowd, "What's der matter with der stilts!" then indeed did he wish that he had never been born.

And now a hyper-conscientious amateur writes Editor Aaron that he won a billiard competition and received for a prize, money with which he purchased a cue. He wanted to know if he was a professional bicyclist. This is the most curious phase of the A. v. P. embroglio that has yet come to light. We shall shortly have men telling us that for engaging in a six-day competition for their bread and butter, with a little cake thrown in, they received a prize of twenty dollars, and wanting to know if they are pros.

John S. Prince and W. J. Morgan engaged in a series of races at Pensacola, Fla., on April 2d. A race in half mile heats, between W. J. Morgan and the horse "King John" was won by Morgan, the last half mile being run in 1.32. Prince gave Morgan 200 yards start in a three-mile, and captured the race handily in 11 m. 13 seconds. Prince is eager for a contest with the horse "Douglas" (whom he defeated some time ago), and has deposited \$100 with Dan Burgmann, a sporting man of Pensacola, for a five-mile, \$500 a side-but his deposit has not yet been covered.

Southern wheelmen are endeavoring to organize a tour to start either from Montgomery or Atlanta, Ga. Through Georgia, South Carolina, North Carolina and Virginia, straight to Washington, where some days will be spent in sight-seeing is the proposed route. On the return trip, Philadelphia, Boston, New York, and Springfield will be visited much of the distance a-wheel. August will probably be the favored month for the start, as several wheelmen have signified their willingness to join if this season is selected. A tour of this kind would tend to increase Southerners interest in the sport more than anything else we know of, as they have several times evinced even more enthusiasm over journeys, like the one in prospect, than our Northern people.

The first English professional championship of the season was run off at Leicester, March 28th, the distance being 20 miles. A gold watch was the prize, the conditions being that the race should be won thrice by the same man. Both Howell and Wood had each captured the affair twice, and this race, it was thought, would be a close one between the two; Wood, however, having been placed hors de combat, it looked a soft snap for Howell. However, the following "fast" men started: R. Howell, F. Lees, F. De Civry, H. O. Duncan, T. Battensby, A. Hawker, A. G. Birt, Grose and Cleminson. Howell shot to the fore at the pistol's fire, but Battensby shortly rushed ahead of him, and stayed in first place till five miles were completed. One and another led after this, till when at the beginning of the last mile De Civry spurred to the fore, but soon dropped behind. As the bell sounded for the last lap Howell dashed ahead at a fearful speed, with Lees and Duncan in close pursuit, the rest having no chance. An exciting contest for first place ensued between Howell and Lees, ending in a dead heat, with H. O. Duncan five yards behind.

FOR SALE AND EXCHANGE.

[Advertisements inserted in this column, not exceeding thirty words nonpareil, for one dollar. Any subscriber can insert an advertisement free of charge once during the year of his subscription.]

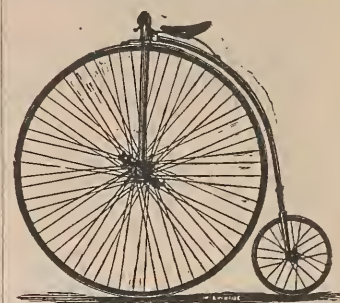
FOR SALE—54-inch Rudge Light Roadster, in excellent condition. Ball pedals, standard finish. Too small for owner. Price \$110. Address RUDGE, care The Wheel, Box 444, New York.

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

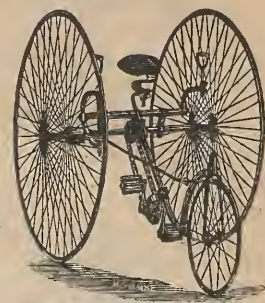
FOR SALE—A 52 in. Columbia Expert with dropped handle bar, ball bearing pedals nearly new also a Victor tricycle '88 pattern in good condition: Chas. L. Hoyt, Stamford, Conn. 1128

FOR SALE—56 inch Harvard, full nickered in perfect condition. Price \$100. Address G. A. Corry, 204 East 27th street, New York. Can be seen at above address. 1251

THE RUDGE Bicycles and Tricycles.



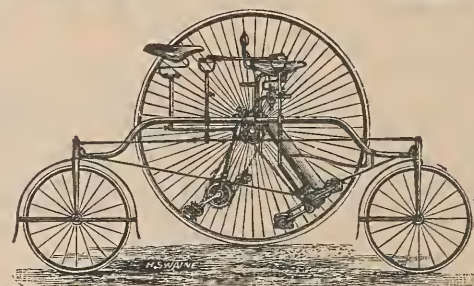
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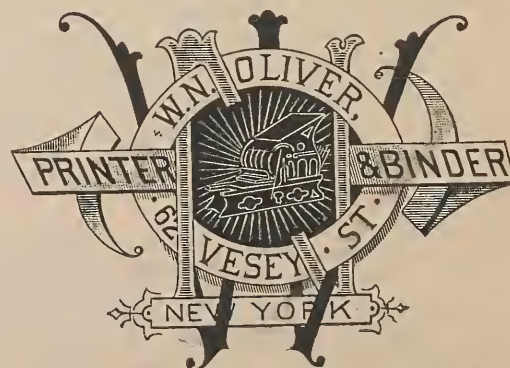
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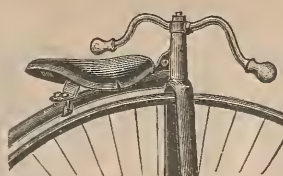
AMERICAN CLUB,
UNIVERSAL CLUB,
CLUB SAFETY,
CLUB RACER,
CLUB SEMI-RACER.

TRICYCLES.

CLUB TANDEM,
CHEYLESMORE CLUB,
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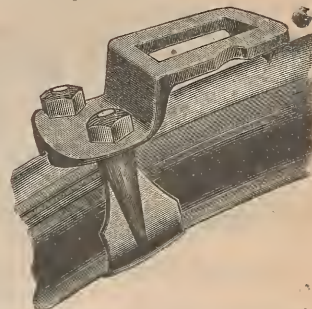
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Weights only 5 ounces

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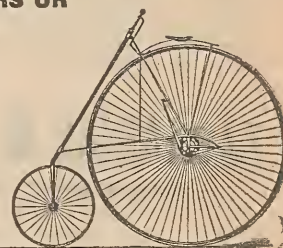
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The workmanship and entire practicability of each and every machine are fully guaranteed.

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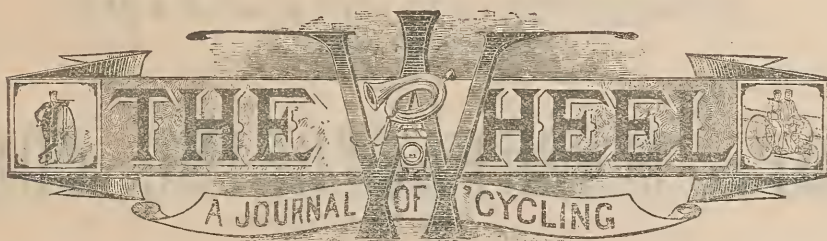
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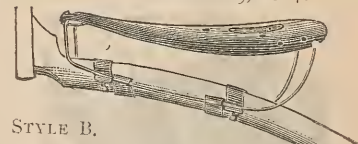
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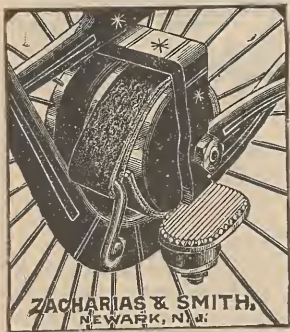


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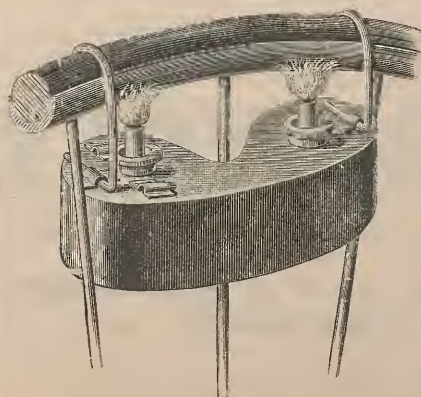
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