

THE WHEEL

A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN AND THE CYCLIST TOURING CLUB OF AMERICA.

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"TEN THOUSAND MILES ON A BICYCLE."

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(As arranged 3d Dec., 1883.)

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This guide book to American highways is designed to give minute descriptions of about 5,000 miles of road which I have personally explored, while driving my forty-six-inch bicycle ("Columbia, No. 234") twice that distance, in the regions indicated by the list of titles. Most of these pieces have already been printed separately in the newspapers and magazines.

Besides this, however, the chapter called "Routes of the Long Distance Riders" is expected to present a summary of all important road reports thus far published in the cycling press by other American tourists (giving exact references to the journals where those full descriptions may be found) and also to embody such information as can be privately secured concerning notable tours and excursions on routes not yet traversed by myself. A general account of 5,000 miles of roadway, or of a distance as great as that whereof I personally give a particular account, may easily be included in this chapter, if wheelmen take the expected pains to supply me with notes of their explorations.

The chapter concerning "Transportation" will present a list of the numerous railroad and steamboat lines which have agreed to classify a passenger's bicycle as "personal

baggage, to be carried free at the owner's risk;" and also a list of the few hostile lines which have adopted the policy of driving away the patronage of the bicycle tourist, by enacting the collection of a discriminating tax against his personal outfit. The lines will be arranged geographically, and the length of each, with its terminal town and chief intermediate points, will be indicated, together with its relation to adjacent highways which are known to be suitable for bicycling.

The chapter concerning the "L. A. W." will give its history, constitution as amended at its fifth annual meeting (May, 1884), and list of officers then elected.

The distinguishing feature of the book, however, will be the indexing; for this is to be so classified and elaborated as to make every fact and statement instantly accessible. The chief local index will consist of an alphabetical list of all the towns mentioned (with typographical devices distinguishing the "court house" and other important towns from the littler ones), and the names will then all be repeated under an alphabetical arrangement of States and counties. There will be special lists of rivers, valleys, lakes, mountains, waterfalls, battle fields, monuments, colleges, hotels, and places rendered notable for historic or sentimental reasons. One special index will contain the names of all men who are mentioned in the book; another, the desirable routes for tours; another, the "free" railroad and steamboat lines; and so on.

The publication of the volume is made conditional on my ability to secure in advance the pledges of at least 1,000 wheelmen that they will purchase copies at one dollar each. Assuming that these subscribers are obtained, I shall print in the book an alphabetical list of their names, accompanied by residences, and also an alphabetical list of these residence towns, accompanied in the case of each town by the name and exact address of every subscriber living there. By this device each owner of the book will know where he can find a copy for examination when he is touring, and thus be saved the trouble of carrying the book about. I shall hope to persuade one hotel keeper in each town on the chief touring routes that it will be for his interest to enroll his name in this reference list of subscribers. No names can be inserted later than May, and I cannot promise insertion to names received later than April.

The book will be handsomely printed on good paper and securely bound in cloth. No advertisements or business notices of any sort will be admitted. It is expected that

the number of pages will be about 300, and that the date of publication will be about the 15th of June, 1884.

All communications should be addressed directly to the author and publisher, Karl Kron, at the University Building, Washington square, New York city.

CIRCULAR TO AMERICAN WHEELMEN.

The undersigned hereby respectfully solicits your co-operation and patronage in the project of publishing a road-book called "Ten Thousand Miles on a Bicycle."

The accompanying prospectus indicates the scope and character of the volume, and declares that "its publication is made conditional on my ability to secure in advance the pledges of at least 1,000 subscribers, at a dollar each." I shall therefore be glad to have you sign and mail to me the enclosed subscription-blank, and to recommend similar action on the part of such of your acquaintances as may be interested in cycling.

Much has been said and written concerning the desirability of a wheelman's guide to American roads; but, as such a book must needs be uninteresting to the general public, it may be doubted if any regular publishers could be found willing to issue it in the usual way through the book stores, and trust to casual sales for a return of the investment. For this reason I have decided to ignore such publishers, and to make a direct appeal to the individual wheelmen of the country that they personally pledge me their support in personally bringing out the book.

My plan of preserving the names of subscribers, by giving each of them two insertions in an appendix (one alphabetical, the other geographical), will be a permanent token of the co-operative character of the enterprise. Subscribers' copies, furthermore, will contain a special fly-leaf, which will be numbered, addressed and signed in the autograph of the author.

In order to ensure accuracy in the printing of proper names, subscribers are requested to take special pains in writing their signatures and residences on the subscription blanks, since these will be copied closely in preparing the lists for the printer, and the books will ultimately be mailed to the exact addresses indicated. Each subscriber who is or has been either president, captain or secretary of a bicycle club, or who is or has been an officer of the League, or of any of its divisions, is requested to mention the fact, in connection with his signature; and each member of the League who intends to continue his membership during its fifth year, 1884-5, is requested to add L. A. W.

to his signature. If professions or occupations are also added, I may perhaps be able to indicate them in the lists or in a special summary.

My hope is that these printed lists of subscribers will be sufficiently extensive and representative to serve as a directory by which all the prominent wheelmen of America may become acquainted with one another's addresses. I wish to have every club in the country represented by at least one of its officers, and hope I may be able to name in each case all three of the principal ones—president, captain and secretary—so that the list may also serve as a complete directory to the clubs. I trust, too, that each officer of the League will consider that a copy of my manual is a necessary part of his official equipment. In my list of League officers, subscribers to the book will be specially designated; and, in my lists of subscribers, League officers will be specially designated, as aforesaid. My endeavor will be to secure at least one patron in every town in America, where cycling is practised, or where there is a hotel liable to be visited by cycling tourists, so that the "list of subscribers classified by residences" may make a good display of the geographical range and extent of the pastime.

Contributions of material for my proposed chapter on "Routes of the Long Distance Riders" will be gratefully received from any quarter. I wish to include in it some account of all those Americans who have driven the wheel 10,000 miles or more since the day of beginning, or 3,000 miles or more in a year, or 1,000 miles or more in a month, or 100 miles or more "straightaway" in a day, or 25 miles or more "straightaway" without stop; or who have traversed 1,000 miles of roadway altogether, or 500 miles of roadway at a single excursion, or 250 miles of continuous roadway either straightway or in a circuit. Of the men who have done any of these things I ask to know their names, residences, ages, occupations, size of wheels, dates and conditions of the riding described, and as minute reports of the character of the roads explored as they may be able and willing to write out for me. I shall be glad to print some of the facts about a rider and withhold others (including his name and address), if so requested; and also to print accounts of notable tours or excursions which do not chance to be included among the exploits about which I make a specific request for information. The article "Four Seasons on a Forty-six," in the *Wheelman* for February, 1883, may be named as supplying a pattern for a sort of report which I wish the "10,000 mile men" might be persuaded to prepare for me concerning themselves.

Promptness in answering this appeal for your subscription will be esteemed a favor by me, even though the response be a negative one; for, if there is no real demand among the wheelmen of the country for the publication of such a road-book, it is desirable that I should be convinced of it quickly, and so be saved from wasting further time and money upon the enterprise. You will know, as soon as you have read this circular and prospectus, whether you wish to contribute a dollar next summer in support of the scheme, or whether you do not wish to. In the former case you will please sign a postal card subscription blank and forward it by return mail.

In preference to mailing the blank card to me, however, you might hand it and the circular to some other possible subscriber among your acquaintances. I shall, of

course, be glad to send the prospectus, circular and subscription-blanks to all possible patrons whose addresses may be recommended to me; and I am particularly desirous of being put into communication with solitary wheelmen who reside in out-of-the-way places, and have no club or League connections, since their existence is not apt to be made known to me through the medium of the cycling press. *Subscribers who do not wish to have their names included in the printed list will please give notice to that effect.*

The numerous college students who corresponded with me as "*World's Coll. Chron.*," during the half dozen years, 1876-82, while I was conducting for their benefit a special department in the Monday issue of that newspaper, may, perhaps, be pleased to identify the "*Chronicle*" as the "*Kron*" who now again seeks their support, but in a different field of literary labor. KARL KRON.

The University Building, Washington Square, N. Y., Tuesday, January 15, 1884.

Editor of the Wheel: In case you have a sufficiently friendly feeling towards my scheme (of publishing a road-book), to grant me the use of your columns in making a preliminary canvass of the League, I wish you would allow me to ask each member thereof, who similarly desires to see the scheme carried out, that he forthwith address to me a postal-card inscribed as follows:

"The undersigned hereby subscribes for a copy of 'Ten Thousand Miles on a Bicycle,' and agrees to send a dollar in payment thereof, to Karl Kron, at the University Building, N. Y., as soon as the book shall be published, provided that the month of publication be not earlier than June, nor later than December, 1884."

The number and character of the responses received to this request will enable me to decide whether or not it is worth my while to attempt a regular canvass among outside wheelmen, by addressing circulars to them individually. It is a respectable proportion of the League men, and other readers of your paper, promptly pledge me their support, I shall think that a fair chance exists of my gaining enough others to make up the "one thousand names" needed as a security against financial loss. On the other hand, if the League men ignore my appeal, I shall be convinced of the futility of carrying my canvass any further, or of wasting time and money in the publication of a bicyclist's road-book for which there is no real demand.

KARL KRON.

THE ROADS IN THE VICINITY OF PHILADELPHIA.

Editor of The Wheel: I have never seen in any of the various bicycling periodicals a description or notice of the roads in the vicinity of Philadelphia, and although my experience in the matter is limited as compared with others more competent in knowledge and ability to assume the task, I will state, with your permission, some facts connected with our bicycling possibilities, for the benefit of the inexperienced, and also for the yet unwritten Handbook of roads, etc. It is strange that while the Lancaster pike is undoubtedly the best road for our purpose in the country, yet it has never been mentioned except desultorily, and as a means towards reaching some of the towns that beautify its views. We read of Bryn Mawr, Wayne,

Ardmore, and other pretty summer places, but the way on which these lonely little hamlets are reached is passed over as quickly as it is done by the wheel. The pikes running to Gloucester, Swedesboro, Moorestown, Haddonfield, and Merchantville, N. J., are almost unknown, and I venture to assert that the great majority of wheelmen in Philadelphia have never enjoyed a run over these excellent roads. If I am wrong in these statements, the present article may serve to recall the pleasure of a former run, with an anticipation of future spins.

The pike from Gloucester to Woodbury, five miles, and on to Swedesboro, ten miles further, is reached by taking the lower South street ferry to Gloucester; fare fifteen cents going and five cents returning. The difference in fare is the result of a New Jersey statute by which no ferry company is permitted to charge more than five cents for carrying a passenger from New Jersey, and the company balances the matter by demanding an extra rate from those going from this city. The pike begins almost at the ferry house, and is quite level until it reaches Woodbury, a quaint and very beautiful old town. At the approach there is a smart hill, which is easily ridable. From here to Swedesboro there are only two or three hills that are difficult, and these are not long. In company with two other riders I rode from Gloucester to Swedesboro, fifteen miles, and back in four hours' riding time, without any trouble. This road is put in first-class condition in the spring and late in the fall. It is better to use it soon after mending, as the pike is much used by heavy market wagons, which cut it considerably and make some portions of it rather heavy. It is good, however, until July. I should say no toll is charged. The pikes to Haddonfield and to Merchantville are kept in about the same condition, but the distance is shorter. It is six miles to Haddonfield, and four to Merchantville. These pikes are reached by taking the lower Market street ferry to Camden, N. J., and by going out Market street eight or nine squares, where, on inquiry, one can easily find them. The best way is to go along Market street to Front, north one square to Cooper street, which is macadamized to 8th street, and thence, by inquiry, to the pikes themselves. Broad street is paved with a good pavement from Reed street to League island, three miles, making an agreeable run for a short afternoon. In fact, the entire length of Broad street is ridable, although it is paved with Belgian blocks elsewhere.

The Lancaster pike is the best road for bicycles, not only in Philadelphia, but in this country; a fact which I think is conceded by every experienced wheelman. However, whether it is admitted or not, there is no doubt as to its excellence. The facts given below may give it a new significance and

interest to bicyclers. The best way to reach this pike for any person living down town, is to go up 22d street, which is paved with the Telford system, from Walnut street to Cal-lowhill street; thence by the same pavement, which runs (or will shortly do so) to the Green street entrance to the park. From this point the rider passes the Lincoln monument on the left, up Lemon hill, across Gerard avenue bridge, up the Lansdowne drive to Belmont, and across, passing the Catholic fountain to 52d street; down 52d street to the first gate is a distance of about a quarter of a mile. Toll is charged, payable at the second gate, and averages about one and a half or two cents per mile. After passing though part of Hestonville, under the Penna. Railroad bridge, a slight grade is reached, which becomes rather more decided after passing the second railroad bridge. This is the Overbrook hill, about a quarter or three-eighths of a mile long, but it is easily rideable. It is the longest hill below Berwyn, fourteen miles out. About one mile west of the Overbrook toll gate there is a sharp but short hill, which generally conquers the inexperienced rider. It is followed by two others, less decided, but somewhat longer. The road bed itself, the entire length of fourteen or sixteen miles, is as smooth and almost as hard as stone. There is scarcely a rut, and not a stone to worry the beginner, or to attract the eye of any rider. Before reaching Ardmore, about four miles out, there is a level stretch of half a mile or more which rivals paradise. It is rather elevated, and is generally so cleanly swept by the wind that it resembles a Dutch kitchen. This dead level runs through Ardmore, and the riding is so fine that the wheelman rarely stops at either of the hotels in that place. Bryn Mawr lies about two miles and a half beyond, and the way is dotted with hills that are not difficult. From this point to Berwyn, about fourteen miles from the pike entrance, the grades are less pronounced, and can be easily ridden by any one.

Along the sides of this beautiful road there are innumerable residences, palatial and otherwise, of Philadelphia's wealthy citizens. Bryn Mawr itself is a seat of opulence. Building sites are sold only upon the agreement that the houses to be erected shall cost many thousands of dollars, and other places, such as Ardmore and Wayne, possess magnificent villas. There is one attraction upon this pike that has never been written about, but which has become the subject of comment among riders. I first saw the scene two years ago. On the west side of the road there stands a comfortable gray house, rather square and aggressive in appearance, as if it had borrowed from its owner the air of determination which accompanies success in a man of otherwise medium ability. Sur-

rounding the building is a field, or curtilage, as lawyers say, of several acres. On the side nearest the road this field is almost clear of trees, and the cleanly shaven grass on the level shows that it is both an object of care and pleasure. A wide porch runs along two sides of the house, and bears on its ample bosom the easy chairs and other traps usually found in the country. At the second story there is a window cut down almost to the floor. Red curtains of some soft material hang inside, and make the only contrast of color visible from the road. There is nothing in these facts to attract special attention, and if there were nothing else to be told the interest now felt would never have been excited.

On the afternoon when the old mansion first attracted my attention there was another feature which held my eye, and has since, by its recurrence, caused the comment I speak of. On the lawn, standing alone, I saw a young lady of about seventeen years of age. In her hand she held a croquet mallet and a book. She was of medium height, and possessed the unusual combination of lily and pink in her complexion that is rare even in youth. Her hair was thrown from her forehead under a wide straw hat. The latter showed a knot of cherry-colored ribbon on one side, which looked like a flower springing from her chestnut hair. This lady was dressed in a light gown, white in color, and rather short. Over her shoulder lay a brown jacket or coat, which seemed to retain its hold only by a natural sort of clinging to so proper a resting place. I was near enough to see that her eyes had assumed that far-off gleam which accompanies intense thought or reverie. She seemed so lost that I am sure she took no note of my intrusion, and as I rode slowly by her self-forgetfulness permitted my looking at the scene long and earnestly. At the top of the hill which lies just beyond I dismounted, under cover of her dreaminess, and looked back again. From this place her outline was sharply cut against the sky, and formed a new contrast of color and form. Since then I have frequently seen her at various times, and always with a sense of renewed beauty in the scene, although I am quite sure she is ignorant of the interest attaching to her appearance, nor does she know that other riders have noticed her existence. As far as I can judge, the young lady is oblivious to the charms of the wheel, even when combined with that manly grace and health which have elsewhere proved irresistible to her sex. At least she has never given the smallest sign that a wheelman has crossed her line of vision, nor has any rider ventured to display more pronounced admiration than that which is disclosed in a series of earnest but respectful glances across several rods of country and an intercepting fence.

AN AMERICAN ABROAD.

Last September I went to Coventry, England, to buy a bicycle. I reached there at noon, and found the streets filled with factory people, mounted on every variety of wheel, all riding like mad in the direction of home and dinner. The chief, and, indeed almost the only industry of the city, is the manufacture of "bikes" and "trikes," and so every one rides, old and young, rich and poor, lame, halt, and blind. Even the postmen make their rounds on tricycles, made especially for the service.

I purchased a "58" of Singer, and rode it to the Queen's Hotel. I was received warmly by the hostlers, who rolled my machine into the stable, and at once proceeded to rub it down with great vigor (although it was perfectly clean), accompanying the exercise by the peculiar whistling sound which hostlers make while grooming horses, to keep the flying hair out of their lungs. I noticed that whenever the machine exhibited any tendency to wobble about, he would call out "Whoa!" with great severity, garnishing the exclamation with choice samples of the British oath. At dinner time I got into conversation with the waiter. He proved to be a wheelman, and gave me some valuable information in regard to roads, etc., and even went so far as to offer to accompany me, if I would wait over until his "afternoon off." Although I am not proud, I declined this offer. "Beg pardon, sir!" he remarked during our talk, "but the minute I see them legs o'yaurn, I says to the boots, says I, 'if that there gent dant stretch to a 60, blow me.'"

The next day I started out, after an early breakfast, to make Stratford-on-Avon. I found the road all my fancy had painted it. Very wide, of hard, smooth Macadam, gently rolling through fine views and past picturesque cottages. Six miles out I came to Kennilworth, where I stopped long enough to go through the ruins of the old castle, and a pint of the wheelmen's tippie—Shandy Gaff—a beverage composed of beer and ginger-beer.

Here I fell in with two tricyclers who were going in my direction. They were portly middle-aged men, who were spending their holiday on the wheel. We rode in company as far as Warwick, and the easy way in which these staid gentlemen jogged along, up hill and down (and especially down), increased my respect for the tricycle. It was aggravating to see them overhauling their valises, and producing such luxuries as flasks and pipes, and opera glasses, etc., while my baggage consisted only of an oil can and a wrench. For touring, in Great Britain, I consider the tricycle way ahead of the two wheels.

At Warwick (eight miles) I left my two ac-

quaintances, and kept on toward the birthplace of William.

I soon overhauled a curious old pair—man and wife—gliding slowly and majestically along on a "Sociable." The old gentleman hailed me with some inquiry about roads, and we got into conversation, and I kept with them for a couple of miles. The old boy said he was in his seventy-fifth year. "Ladies," he observed, "never confess to anything beyond 'forty-two,' but my wife has great grandchildren." I learned from this remarkable pair that they had been traveling about England and Scotland for five weeks on their wheel, laying up on Sundays and in bad weather, and that their average was 30 to 35 miles a day. They walked on up-grades which were at all heavy, but the way they let things slam on the down-grade, was a trifle startling.

A little further on I met a Washington man, clicking along, wrong end foremost, on a "Star." Soon after, I met with my only mishap. I forgot to turn to the left (the rule of the road in Great Britain), and consequently banged violently into a stout youth on a tricycle. He said I was a "blooming duffer." I told him I would admit it, for the sake of the argument, and went on to explain that in our enlightened country we turned to the right. This he thought was "beastly odd, you know." He said he expected to go to New York in the fall, and inquired if he would get any opportunity, as the steamer "skirted along the coast, to get a glance at Niagara?" I assured him that he would, borrowed a pin of him, to mend my shattered wardrobe, and left him after an international exchange of courtesies. I kept on without incident, over grand roads, to Stratford (10 miles), where I ordered dinner at the "Shakespeare" Inn. I then remounted, and rode to Shakespeare's home and birthplace. I leaned my wheel against the outside of this sacred edifice, and went in. I was shown about by a lovely old lady, who went over her oft repeated formula in such an interesting and charming way, that I could scarce believe she had been telling the same thing to all comers for many a year. It is said that she is a descendant of the immortal bard, and if it be so, she certainly does him great credit.

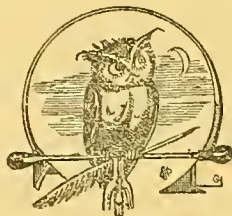
Coming out, I found my bicycle quite safe and unmolested. Right here I should like to add a leaf to the laurel crown of the British small boy. His treatment of wheelmen is so radically different from what we are accustomed to receive from the small boy at home, as to be positively bewildering. He does not rush violently at you, with terrifying cries, threatening to overturn you. He does not call your attention to imaginary straws in the road, affecting solicitude lest you fall over them. He does not scornfully reflect upon the development of your lower limbs, nor scoff at your attire. He does not cause the

iron to enter your soul by calling you "Hi, Oscar," nor does he say, "What is it?" or "Is it alive?" He simply pays the bicyclist the most flattering of all attentions—he leaves him and his machine alone—unless spoken to—when he answers civilly. I wish we might import a few of these paragons to leaven Americo-Celtic youth.

I next went to the cottage of Ann Hathaway, who afterwards became Mrs. Shakespeare. It is a mile and a half from the village proper, and I thought, as I spun over the perfect road, how long that distance must have often seemed to poor William, hurrying to his sweetheart's side, and how long when trudging home again. How a bicycle would have facilitated his wooing! and yet, with William's development of brow—a polo cap would *not* have been becoming.

Space will not permit me to describe the remainder of my ride. Suffice it, that, after seeing the sights, I rode back again to Coventry, taking in Warwick castle on the way. I can recommend this ride to any one visiting England, as the going is fine all the way. I covered about fifty-five miles, with little fatigue, and I am far from being a strong rider.

F.



The *Mirror of American Sports* asserts that Joe Dean, the willowy editor of the *Kickers' Own*, is going to enter the pleasing state of connubial connubiality. I wonder if he was thinking of this when in his last issue he remarked, "We may now expect to hear a lecture from Mr. Devil on the advantage of living in a cold climate."

The cycling confraternity now centre and circle around in the evenings at the Olympian Club's roller skating rink. The management extend more than a fair show of attention and courtesy to bicyclers, and now that things have passed the roughness of opening night, nothing tends to mar the pleasure of visitors. Wheelmen are allowed full and sole use of the floor during all hours not used by skatorial artists.

The Ixions and Citizens will send a full complement of their best saltatorial experts to the receptions of the K. C. W. and the New Haven clubs.

The effect of the forthcoming nuptials of an editor of a prominent wheel journal is shown in the following query: "A bicyclist marries a tricyclist. Will the union make a unicyclist?" Mathematically speaking, a

union of a three and a two wheeler ought to make a quinquacyclist. But it does seem to me that this editor should take a dose of his own medicine, and remember that we have lady members and others who do not appreciate such vile queries.

The "printer's devil" of THE WHEEL has evolved from knickerbockers into long breeches, and feels highly elated in consequence.

FROM THE CLUBS.

PENN CITY WHEELMEN.—The dozen or so Star riders who proposed uniting with the Germantown Club, of Philadelphia, have organized a new League club, which will be known as the Penn City Wheelmen.

THOS. E. COOKMAN, Sec.

YALE.—There was a fair representation of the club at the bicycle meeting last evening. After the minutes were read and accepted, an executive committee to make arrangements for the coming May races, consisting of Atwoods, Colgate, Kimberly, Maxwell, and Paterson, were elected. The question of drilling was then discussed at length, and it was left with the president to choose eight men who should represent the club in all drills, and to procure, if possible, the armory for that purpose. A letter was read from the president of the Harvard Club requesting that there be at least two races exclusively for Yale and Harvard contestants. The letter also stated that if Yale would agree to this Harvard would have similar races at her meeting, and that as many wheelmen from Cambridge as possibly could would attend our races in New Haven. The letter was given to the executive committee with power to reply when the number and character of the events should be definitely decided. Vincent, '85, was appointed editor, and Foster, '85, assistant editor of an advertising sheet to be published shortly before the races. After some minor business, the meeting adjourned.—*News*.

STAMFORD WHEEL CLUB.—I am very glad to be able to report that at last we have a bicycle club in Stamford, known as the Stamford Wheel Club. It was organized on Thursday, Jan. 10, with twelve members, of whom the following are officers: President, Wm. A. Hurlbutt; Vice-President, H. S. Hale; Secretary and Treasurer, W. L. Baldwin; Captain, W. J. Michel; Lieutenant, C. W. Hendrie. Four of the members already belong to the L. A. W., and I will send you the names of the others shortly. There is no prejudice here against the bicycle, and I think there is a prospect for a bright future for the club. We voted unanimously to join the L. A. W., and to support it with all our strength. After we get settled we will welcome any and all wheelmen to our club

rooms. Hoping that we may grow in numbers and strength, I remain

Yours fraternally,

W. L. BALDWIN, Sec'y.

SALEM.—The second exhibition of the Salem Bicycle Club takes place at the Salem Roller Skating Rink, Friday evening, Jan. 25, and will consist of single and double riding by Wilmot and Sewell, exhibition of the "Star," and club drilling by eight of the Stars, of Lynn. Skating before and after exhibition.

CAPITAL.—The Capital Bicycle Club, of Washington, D. C., at their annual meeting, Jan. 12, elected the following officers: President, Leland Howard; Vice-President, Chas. R. Dodge; Recording Secretary, Chas. A. Caldwell; Corresponding Secretary, D. E. Fox; Treasurer, C. G. Allen; Captain, Max Hansman; Sub-Captain, B. W. Hanna; Junior Sub-Captain, W. S. Dodge; Executive Committee, J. E. Leaming, J. W. Wagner, S. P. Moses, Jr., Dr. H. M. Schooley, and the officers.

MISSOURI BICYCLE CLUB.—At a meeting of the Missouri Bicycle Club, held in the gentlemen's parlor of the Southern Hotel, (which the proprietors have kindly placed at our disposal), on the evening of the 8th inst., the resignations of Prof. C. H. Stone, as President, and Will A. Gardner, Secretary and Treasurer, were offered and accepted, and Mr. George C. Oeters and C. E. Jones elected to the positions vacated, as President and Secretary and Treasurer, in the order named. At the same meeting it was decided to give up the club room, for the winter at least, or until the new Lucas Wainwright ball grounds are finished, as this association contemplate putting in a No. 1 five-lap cinder track, also club and bath rooms, and they wish us to take rooms with them, which they say they will let to us on very reasonable terms, and when finished we will consider their proposition.

A MINOR'S WAIL.

Editor of The Wheel: In your issue of Jan. 11 I see an article on "suggestions," and with much respect for "Squibbs'" view of the matter, would like to ask what are the hundreds of minor cyclists to do for an organization, and what are you going to do with us members under that great and venerable age? Presto! we get the bounce, and the difficulty would probably lead to another fraternity that would weaken the League. But no, let all amateurs join, and when the kids become men they will work all the harder for the fellow wheelmen that have stood by them. Let us remember the old motto, "In union there is strength."

ALAKAZANDER.

LOWELL, Jan. 17, 1884.

ALBANY GOSSIP.

Editor of The Wheel: The present long season of sleighing has seldom had its equal in our city, and the boys have wondered if they were ever going to see old mother earth again. Even the large space afforded for riding at the bicycle school has grown irksome, and on Tuesday evening of this week a party of five, three "bikes" and two "trikes," started for Hurst's tavern, four miles, on the snow. The road was found in excellent condition, and the long hill rode with the greatest of ease. Although considerable power was applied to the cranks, the wheels did not slip once. The members comprising this party soon spread the "joyful news," and runs were held the three following days.

Yesterday fourteen miles were taken on the ice of the canal, and the "trikes" just made it hum, with the "bikes" well up. But one fall was had from slipping wheels, and that by our member with the big moustache, who probably looked to one side and overbalanced his wheel. No, you have not got to part your hair in the middle to ride on ice, and so I say to all who have stored away their wheels for the winter, bring them forth and try the ice and snow. FIFTY-INCH.

SPOKES FROM BRIDGEPORT.

Editor of The Wheel: Not having ever seen anything in THE WHEEL from Bridgeport, and about the Pequonnock Wheel Club, I thought that it might prove of interest to wheelmen in general to hear from this quarter of the globe. Bridgeport is known for its manufacturing interests in general, and as the residence of Showman Barnum and "Jumbo" in particular.

We have a membership of twenty-four live men, and hope to have it increased to thirty by spring. We are quartered in a large room, situated on the corner of two of the principal streets. The room is nicely frescoed and steam heated; each member having contributed something towards the furnishing of the room. I think we have as nice a room as any bicycle club in New England. The efficient officers of the club are, Messrs. G. H. Johnson, President; E. Stuart Sumner, Secretary; J. H. Smith, Treasurer; and an executive committee consisting of Messrs. S. S. Sanford, Glover Sanford, and A. N. Stanton. Mr. E. Stuart Sumner is the L. A. W. Consul for this city, and Mr. C. W. Spooner representative. We have a piano in the room, and I do not see how any club can get along without one, judging from the amount of pleasure we have evenings when we gather around the piano and have a social song. We have a visitors' book, which is graced with the autographs of Messrs. Da Camara and Campbell, of the Ixion Bicycle Club.

We are expecting to go into practice soon,

and hope by next spring to show the bicycle world some drilling that we will be proud of. At a recent meeting we voted to become a League club, and to support that organization. Our room is always open at all times to wheelmen, and any who happen to pass through Bridgeport touring, or otherwise, are most cordially invited to make us a call.

PEQUONNOCK.

BRIDGEPORT, CONN., Jan. 15, 1884.

FROM THE FAR WEST.

Editor of The Wheel: As the clubs of the far West do not seem to be at all represented in your columns, I thought a few notes from this section might not prove amiss. We have been pretty well snowed up since the first of December, but have had some very fine weather for the past week or two, and the roads are once more in good condition. The Colorado Wheel Club, organized last October, now has a membership of twelve, all of whom are enthusiastic and active wheelmen, bent upon doing everything in their power for the advancement of the cause. Our club is strictly a League club, and claims the honor of being the first in the State to give its unanimous support to the League. We think our roads will compare very favorably with any in the U. S., and we have been frequently told by visiting wheelmen that they are far ahead of anything to be found in the East. Our finest run is one of seventy miles straightaway to Sulley, which several of our wheelmen have covered inside of ten hours; the road generally being in excellent condition for the entire distance. We have our headquarters at present, through the kindness of Mr. H. M. Pope, at the Columbia Riding School, but have great expectations in the direction of permanent club rooms, which we hope to see realized early in the coming summer.

REFLEX.

TO THE INDIANA DIVISION OF THE L. A. W.

The proposed constitution and rules of the Indiana Division of the L. A. W. will be submitted to you for ratification or rejection about February 1st.

A copy of said constitution will be mailed to each member, and he is expected to mail his vote to the Secretary of the division before Feb. 10, 1884.

Vote "Yes" or "No." Let each member vote, and without delay.

Yours fraternally,

L. M. WAINWRIGHT,
C. C. Ind.

APPOINTMENT.

NEW YORK, Jan. 21st, 1884.
The L. A. W. membership in the State of Connecticut has now passed that numerical limit prescribed in Art. 4 of the Constitution, entitling it to a second representative, in view of which fact, I am pleased to appoint for that position Mr. Chas. W. Spooner, of Bridgeport.

Mr. H. S. Kidder is also appointed a representative for New York.

N. MALON BECKWITH,
Pres. L. A. W.



The Official Organ of the League of American Wheelmen and the Cyclist Touring Club in America.

FRED. JENKINS, Editor and Cor. Sec'y L. A. W.
45 West Thirty-fifth Street, N. Y.

N. M. BECKWITH, Pres. L. A. W. } Editorial
W. V. GILMAN, Treas. L. A. W. } Contributors.

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New York, January 25, 1884.

To League Members and Correspondents.

All communications for the Editor and Corresponding Secretary of the League of American Wheelmen must be addressed to Fred. Jenkins, 45 West Thirty-fifth Street, and not to the office of this paper.

League Members must be particular to notify the Corresponding Secretary promptly of any change in their address, and should in all cases quote their League number. If members do not receive their paper regularly it is on this account.

Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contributions. Write only on one side of the sheet, and have all communications sent in by Monday morning at the latest.

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the firm. Make all Checks and Money Orders payable to OLIVER & JENKINS.

AN OLD TIMER.

Mr. E. M. Gilman, representative L. A. W., Nashua, N. H., has removed from that city to Wichita, Kansas, where he accepts a lucrative and promising position in the Citizens' Bank and Davidson Loan and Trust Co. Mr. Gilman claims to be the original wheelman of N. H., as he owned and rode a bicycle as early as July 10, 1878, at Cottage City, Mass. Mr. C. A. Hazlett, of Portsmouth, followed in August, and very soon thereafter, Mr. W. V. Gilman, of Nashua, now Treasurer of the League. The wheels first used at Nashua were the Newton Challenge, manufactured at Newton Falls, Mass. Since that early date nearly every pattern known to the American market has been introduced and used. The first bicycle tour of any length made in N. H. was that of Mr. W. E. Gilman, ex-editor of the *World*, and a resident of Chelsea. He wheeled from Portland, Maine, up the Androscoggin Valley to Gorham, N. H., thence to Franconia Range, via Jefferson, returning to Boston, via Pemigewasset and Merrimac Valleys. This was a three-week trip in July of 1879, and was considered at that time as a great accomplishment. Wheeling in Nashua assumed no definite shape until the forma-

tion of the Nashua Wheel Club, September 17, 1881, in which Mr. E. M. Gilman was deeply interested, and was elected the first Captain. He was subsequently made Secretary of the club, filling both positions to the perfect satisfaction of every member. He was appointed Consul L. A. W. for Nashua, by ex-Chief Consul Hazlett, but resigned upon his selection as Director by the officers at Chicago, May 30, 1882. On the first popular ballot for State Officials, he was unanimously elected representative, and has also been given a second term, a position he has been compelled to resign from change of residence. With all the advanced movements of wheeling in N. H. Mr. Gilman has been most intimately connected. He has also proved of great value from his wide and favorable acquaintance with the leading wheelmen of the country, and is deserving of special mention as one often and almost always found in his place at meetings of the Board. We wish him success in his new field.

We have given "Karl Kron" in this issue, the full benefit of our circulation of forty-five hundred papers per week, with its ten thousand readers, in order to suitably announce and make a canvass for subscribers for his "Ten Thousand Miles on a Bicycle." If Kron can induce one in every ten to send his name in, we will feel that we have hastened the publication of a work that will increase the interests in cycling as well as distribute information of what we most need concerning roads. Karl Kron, as an individual, is in a better position to publish a work of this character than the League, which has been looked upon as the proper authority to undertake it. In the first place, we are assured that he writes from personal observation, and secondly, his opinion as to the quality of roads is always the same, no matter where the locality. If we know what Karl Kron calls a "good" road, we may be pretty sure to find that others of that name, are at least equal in character, whereas a road book published by the national organization, would be apt to be misleading in some respects, according to the various opinions of the consuls at different points, whose experience would naturally be drawn upon for the required information.

Karl Kron proposes to do what the League cannot accomplish for lack of funds, and also lack of the minute information necessary to make the work a success. We trust that League members will lend their hearty support to this worthy project, and immediately send their postal cards to the author at Washington Square, New York.

The price, one dollar, is not unreasonable, and within the means of all who can afford a bicycle. Regarding the arrangement of the work we will not comment further than to

express a wish that in addition to the reading description of routes, distances, etc., a tabular statement of such information be prepared, that will tell at a glance, and in brief, what we are most anxious to ascertain, without wholly depending upon the reading matter for our information.

We have received an article from Mr. A. L. Fennessy, called "A Malicious Falsehood," which is written in what is now known as the "Fennessy" style of journalism, and is of such a character as to exclude itself from the columns of any respectable journal, without the assistance of the editor. Briefly stated, it is a denial that Fennessy, or the Springfield Club, owes a balance to the Wheelman Co. From any standpoint we prefer to take the word of that company to that of Mr. Fennessy, and think that there are a few others who concur in this opinion.

Outing and The Wheelman for February is out, and shows to our mind a decided advance towards the perfection arrived at. Mr. Chas. E. Pratt is unquestionably the best editor that cycling journalism has yet produced. To his naturally literary intelligence is added a knowledge of the public taste that cannot fail to please the most fastidious. "Comparisons," to be sure, "are odious," but we trust our readers will pardon us for contrasting our Mr. Pratt with the English editor, Henry Sturmey, whose *Wheel World* cannot be spoken of in the same breath with *Outing and The Wheelman*, either as to its literary or editorial excellence, to say nothing about its wretched illustrations. Then, too, the *Wheel World* has a faculty for pirating American productions without giving credit. (See *Wheel World* for December, 1883, where the "Britisher's Lament" is copied in whole cloth.) *Outing and The Wheelman* opens with a paper on Florida, rather short, but nicely illustrated and very comprehensive, scarcely a portion of Floridian territory being slighted. The second installment of the serial "Summer Sweethearts" is interesting, and the conclusion of the down East trip (illustrated), by John S. Phillips, formerly the literary editor of the *Wheelman*, is very happily written. "Over the Ortle," a pedestrian trip, "Out of Doors in Philadelphia," and "Under the Southern Cross," the latter descriptive of Cycling in Australia, are well worth reading. "The Twiddle Twins," a story by President Bates, is amusing. Mr. Hazlett begins his paper on our noted century runs, and has prepared a table, also, in which he failed to mention Pitman's creditable and authentic 150 miles within the 24 hours. Mr. Bassett contributes "The Best Amateur Bicycle Records" in convenient form for reference. The editorials are to the point. Glances at our letter file reveal an exceedingly amusing communication from Mr. Julius Wilcox, in which that gentleman retracts his well known principles in re monopoly, and gracefully admits that he was in the wrong. He is now the im-

porter of the *Facile*, and doubtless sees the advantage of the protection of the Pope Manufacturing Co. "Among the Books" contains criticisms on the more prominent literature of this day. Altogether *Outing* and *The Wheelman* for February is a superior number, and ought to be found in every wheelman's home. *Outing* and *The Wheelman* and *WHEEL* for one year, \$2.25.

League of American Wheelmen.

The following is a list of applicants for membership received up to date and published in accordance with Article III. of the Constitution. Any objection must be made to the Corresponding Secretary within two weeks from date of publication, and it will be considered confidential. It is the duty of every League member to examine the names of applicants and see that no objectionable person is admitted to the League. Candidates will please notice if their names and address are correct, and report any error at once to.

FRED. JENKINS,
Cor. Sec'y, L. A. W.

APPLICATIONS FOR MEMBERSHIP L. A. W.
NO. 52. Total 39. NEW YORK, Jan. 25, 1884

Unattached—8:

- 320—Dr. E. R. Mullett, Clinton, Iowa.
- 322—W. G. Porter, 506 State street, New Haven, Conn.
- 324—W. H. Jones, 25 Olive st., New Haven, Conn.
- 325—Arthur B. Talcott, Vernon Depot, "
- 326—W. R. Sparks, " "
- 328—John D. Parker, " "
- 330—Luther C. Eaton, Stafford Springs, Conn.
- 323—C. W. Kellogg, 506 State st., New Haven, Conn.

Laramie Bi. Club—2:

- 331—John N. Dimitt, Laramie City, Wy.
- 332—E. B. Combs, "

Yale Bicycle Club—20:

- 333—J. A. Atwood, 43 College street, New Haven, Conn.
- 334—T. S. Chase, 215 York st., New Haven, Conn.
- 335—A. Cowles, 177 Farnam, " "
- 337—L. M. Colgate, 13 South, " "
- 338—Wm. M. Derby, 176 Farnam, " "
- 339—L. Foster, 218 Durfee, " "
- 340—L. M. Grant, 160 Farman, " "
- 341—W. E. Hutchings, 163 Temple street, New Haven, Conn.
- 343—L. K. Hyde, 127 Crown street, New Haven, Conn.
- 344—E. Keith, 36 Elm st., New Haven, Conn.
- 346—L. J. Martin, 361 Elm st., " "
- 347—W. A. Nettleton, 124 West Divinity, New Haven, Conn.
- 348—T. H. Newberry, 43 Collegest., New Haven, Conn.
- 349—Wm. F. Peet, 174 Farnam, New Haven, Conn.
- 351—R. W. Pinney, 167 Temple st., New Haven, Conn.
- 354—H. Rustin, 44 Elm st., New Haven, Conn.
- 355—R. L. Redfield, 48 South Middle, New Haven, Conn.
- 356—G. P. D. Townsend, 252 York street, New Haven, Conn.
- 357—G. E. Vincent, 104 North, New Haven, Conn.
- 358—E. A. Wright, 23 South, New Haven, Conn.

INDIANA DIVISION—1.

- 362—Chas. Evans, New Castle, Ind.

MASSACHUSETTS DIVISION—4.

Massachusetts Bi. Club—add 3:

- 363—Stuart C. Miller, 104 Faneuil Market Hall, Boston, Mass.
- 364—Justin D. Litchfield, 81 Water st., Boston, Mass.
- 365—Chas. L. Hovey, 13 Avon st., Boston, Mass.

Northampton Bi. Club—add 1:

- 366—Louis L. Campbell, 26 King st., Northampton, Mass.

MICHIGAN DIVISION—1.

Bay City Bi. Club—add 1:

- 368—Allen R. Baker, Bay City, Mich.

MISSOURI DIVISION—1.

- 339—Louis E. Schaefer, 410 Blow st., St. Louis, Mo.

OHIO DIVISION—2.

Cleveland Bi. Club—add 2:

- 370—N. D. Chapin, 944 Kennard st., Cleveland, Ohio.
- 371—W. Ingersol, 1045 Prospect st., Cleveland, Ohio.

EXPELLED FROM THE LEAGUE.

Mr. F. Jenkins, C. Sec. L. A. W.: The Membership Committee having considered the case of A. L. Estabrook, of New York city, expelled from an amateur club, "for conduct unbecoming a gentleman," and having endeavored to communicate with him by addressing him in writing at his last known address, without eliciting any reply, do hereby declare him expelled from membership in the League of American Wheelmen.

For the Committee,
S. TERRY, Chairman.

HARTFORD, Ct., Jan. 16, 1884.

OUR BOSTON LETTER.

Last week the weather was so agreeable, and the roads were getting to be in such splendid condition, that we expected to be able to have some good road rides this week; and a number had planned for long runs Sunday, but the snow descended Saturday, and with it descended all our hopes of having an enjoyable spin on our wheels for the present. It is consoling, however, to know that the snow can't last a great while longer, and that in two more months the riding season will be in full bloom again. I was out on the road several times last week, and met a number of wheelmen, most of whom, like myself, were mounted on tricycles. Jamaica Pond is a favorite resort for winter riders, and I recently counted seven there at one time. They usually take their skates with them, and are thus enabled to have a variety in their mode of locomotion. The Charles River, until a few days since, was in very good condition for wheeling on, but for some reason very few cyclists availed themselves of the opportunity offered. For myself, I think there is no pleasure equal to a brisk ride on the ice, more especially when mounted on a tricycle with a strong wind behind, and smooth, glassy ice ahead; the machine seems to fairly fly along, with scarcely an effort on the part of the rider. If the pleasures of riding on the ice were more generally known, I am sure the river would be crowded daily with cyclists.

The Ramblers are trying to decide on candidates, for election at the annual meeting next month. From what I can learn from the members, I should judge there is a change to be made in nearly all the offices, and that the election will be a very hotly contested one. In a young club like the Ramblers, there is always a great deal of interest taken in the elections, but when they grow older, they will find it is not a matter of sufficient importance to warrant much fighting over. The Massachusetts Club has adopted a very sensible plan of conducting their elections, and one which has always proved satisfactory. Two nominating committees are appointed, one by the chair, and the other by the members. These committees decide on

different candidates, and present their names at the time of the election, and as there are two candidates, the members have an opportunity of voting as they wish. If all the members are allowed to nominate their own candidates, a great number of different persons are likely to be nominated for the same office, and, as only one can be elected, much ill feeling is sure to be the result.

Mr. W. W. Stall, now known as the man who had so many medals stolen from him, is at Smithville, N. J., assisting in developing ideas for the improvement of the Star. Stall is a first-class mechanic, has very original ideas, and if any one can make the Star amount to anything, he is just the one to do it. The Cunningham Company have recently issued their 1884 catalogue. It is a very extensive and nicely gotten up affair, and gives a complete description of all their machines. One of the (Rucker) machines described is the "Tandem," which is composed of two large bicycle wheels joined together, one behind the other. Although what purports to be a full description is given, no one can obtain the slightest idea how it is managed to keep the thing balanced, and the promised arrival of one of these machines in this country is anxiously looked forward to.

The Bostons did but little road riding last year, but this year Captain Dean promises that they shall do more. The club is now more of a social organization than anything else, and the new captain will find it a very difficult matter to revive any of the old time enthusiasm for road riding. On January 24 a "ladies night" will be held at the new headquarters, for the double purpose of giving the members a good time, and affording their mothers, sisters, cousins, etc., an opportunity of viewing the place where the "dear boys" spend so much time.

There is a possibility of Boston having an excellent bicycle track next season, but nothing definite can at present be ascertained about the matter, for the projectors seem to have some trouble in securing a sufficient number of subscribers for the stock to warrant them to begin work on the grounds. The proposed plans are to lay out on Huntington avenue, near Dartmouth street, a base ball and athletic grounds on the most excellent and approved style. The base ball grounds will be in the centre, and surrounding it will be laid a bicycle cinder track of the best construction, five laps to the mile. The grand stand, overlooking the grounds and track, will be forty feet high and one hundred and thirty feet long, with a seating capacity of twelve hundred. Bicycle races and ball games will be held as often as once a week, and the track will be open at all other times for training purposes, and dressing rooms and shower baths, with proper attendants, will be provided. It is to be most

sincerely hoped that the project will be carried out, for if there is one thing Boston needs more than another it is a good bicycle track of easy access to city wheelmen. We have a number of fast riders here, and all that is needed to bring them out is a good track on which they can train. I should think the bicycle dealers would be willing to interest themselves in the affair, for it would certainly be of great benefit to their trade.

It was hoped that the track at the Institute roller skating rink would prove a good place on which to hold winter bicycle races, but it has been laid out with such short turns that it is impossible to make fast time there, and it is now so slippery from the roller skaters constantly using it that it is a very risky piece of business to attempt riding on it at all. For the bicycle race of the Union Amateur Athletic Club, which is to be held there on the 30th, canvas will be laid on the track, which will do much towards guarding against the riders slipping down on the turns.

Bicycle "home trainers" have been placed in most all the Boston gymnasiums, and are proving very popular with both the riding and non-riding members. D. J. Canary was here last week, and in a conversation I had with him said that he had succeeded in accomplishing Burt Pressey's much talked-of feat of riding up a flight of steps, and in a more difficult manner, as his steps were higher and not so wide as those used by Pressey. He also spoke about a new trick he had, called the "somersault act," which consists of making the machine turn a complete somersault without he himself dismounting from it. I cannot say how the trick is performed, but I have been told by a number of persons that they have seen him do it, but have promised not to describe how it is done, as he wants to keep it secret until after his competition with Tufts for the championship of the United States.

There are rumors of a new club being organized in Roxbury next season. The present club is composed of very good fellows, but they don't seem to have much push or enthusiasm about them. The students at Harvard College take great interest in bicycling, and the club there is in a flourishing condition. "Smokers" are held at their club rooms every week, and are always well attended. The club is making preparations for a large tournament, to be held early in the spring, when several inter-college championships will be decided.

I noticed in one of yesterday's papers, the *Herald*, I think, that an organization of Boston cyclists was being formed, the members of which are to agree to wear knee-breeches attire at all times. I have heard nothing of such an organization, but think it a first-class idea, and if one was formed I don't know but what I should like to become a member. The Pope Manufacturing Company received last week an order from Mr. E. F. Tolman

for a 62-inch Expert Columbia. There are only two other as large bicycles in use in this country. The Massachusetts Club has sent to its members a circular requesting information in regard to the members' age, whether married or single, number of miles ridden in all, what club runs would be most convenient to attend, etc., to be used in making up statistics, and for assistance in the future government of the club.

LEWEE.

BOSTON, MASS., Jan. 21, 1884.

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FOR SALE.—One 48-in Standard Columbia Bicycle in good condition. Price low. For further information, address C. HERBERT MILLER, Huntingdon, Penn.

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For February will claim the special attention and interest of all wheelmen by four prominent articles and compilations, namely:

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NOTABLE RUNS AND EXCURSIONS OF 1883. By C. A. HAZLETT.

BICYCLING AND TRICYCLING
RACING RECORDS. By AB-
BOT BASSETT.

A WHEELING IN NORAMBEGA,
PART II. By JOHN S PHILLIPS.
Richly Illustrated by HY. SAND-
HAM.

UNDER THE SOUTHERN CROSS:
A Review of Wheeling in Australia.
By THOMAS A. EDWARDS.

MAURICE THOMPSON'S fascinating novel, "Summer Sweethearts," is continued; a handsomely illustrated paper on Florida is given; there is much other bright and readable matter, and the editorial departments are crowded with information, discussion, and suggestion of the greatest interest to all wheelmen.

If you are not already a subscriber, the present is a good time to become one. No wheelman can afford to miss the monthly inspiration which the pages of *OUTING AND THE WHEELMAN* bring.

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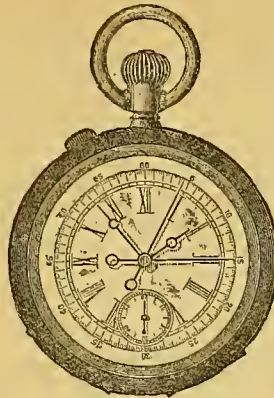
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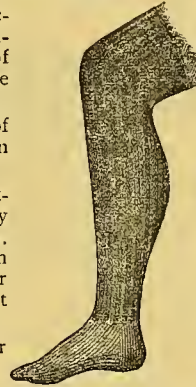
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Having recently enlarged our factory, we shall be able to fill the increased demand of the season of 1884 promptly and in a workmanlike manner.

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Our stockings are made of first-class German knitting yarn, in any color, worked in ribbed patterns, and any one who has once worn them will always ask his agent for the Goetze Stocking, or send direct to us for a new supply.

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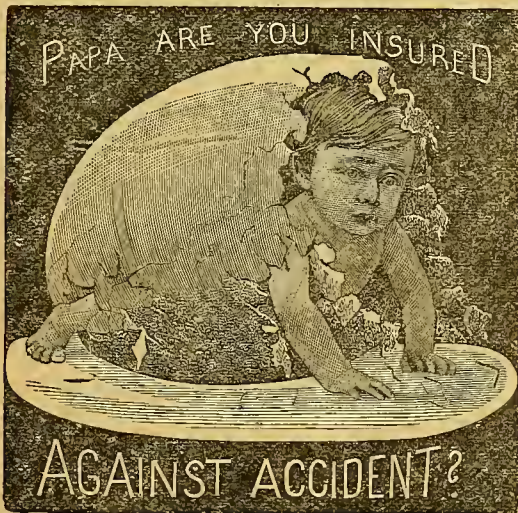
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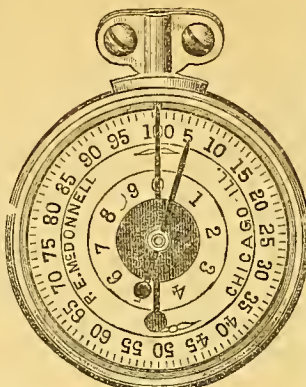


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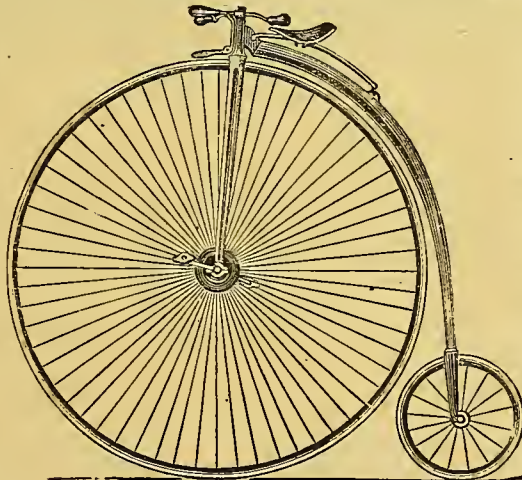
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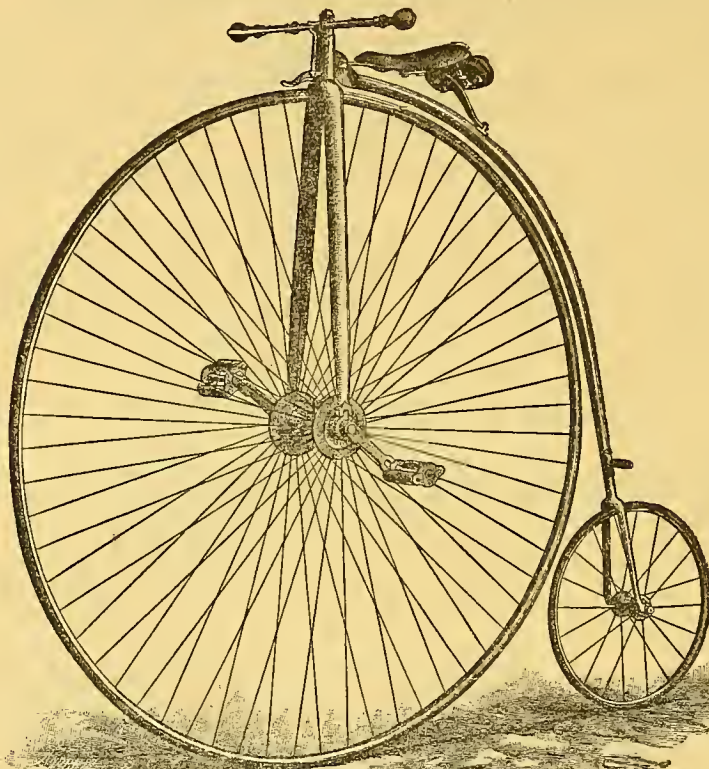
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