

THE WHEEL

A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

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'CYCLING IN NEWARK.

New Jersey is located in the United States. Newark is a prosperous city in New Jersey, and Oraton Hall is located at the corner of Broad street and Washington Park in Newark. Inside of Oraton Hall can be found Messrs. Zacharias & Smith, who are the

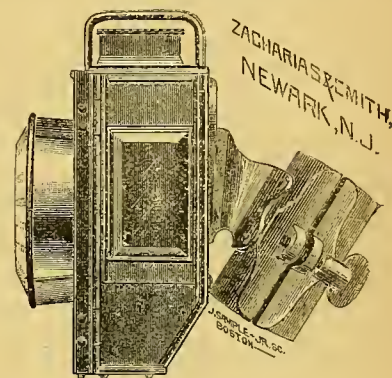
a gallery has been erected for the exhibition of new machines of various makes, for which the energetic firm are agents. Here are kept constantly on hand a stock of Columbia, Star, Sanspareil, American Club, Harvard, Yale, and Shadow bicycles, and the Victor and Columbia tricycles. Through the

persuasive influence of Manager Coleman, of the Western Toy Co., the firm introduced a line of boys' bicycles, and have in all a stock of nearly one hundred machines, which is a mark of enterprise worthy of mention.

Underneath the gallery are stored the various kinds of sundries used by both Star and crank riders, as well as a very neat style of luggage carrier, suited for bicycles and tricycles. Their specialties are the Star lamp, which was described in THE WHEEL of February 22d, and a cut of the same is now shown for the first time. The firm manufacture a tool bag for the Star,

which has been admired by crank riders for its excellence. They also control the Serrell Alarm as adapted to the Star, and the special luggage carriers.

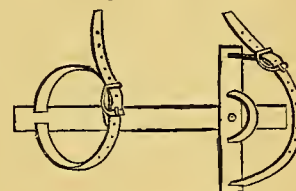
June 7, 1883, was the day that Oraton Hall was introduced to the bicycle, and also the date that sundry novices were introduced to the surface of Oraton Hall. From the day of the opening the owners have been liberally patronized, and the genial manners of the proprietors have won for them many lasting friends. Later on in July a very complete repair shop was fitted up, containing a forge, lathe with screw cutting attachment, and a very extensive outfit of taps and dies of every description. Two machinists are steadily employed on all kinds of repairs, and everything from the simplest job to the most complicated fracture receives prompt attention. The firm have adopted a



STAR LAMP.

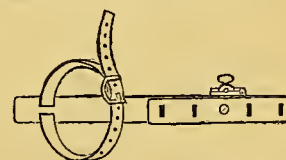
uniform scale of prices, and one can entrust a wheel to their care without the fear of exorbitant prices.

On the first floor are located the club rooms of the New Jersey Wheelmen, a flour-



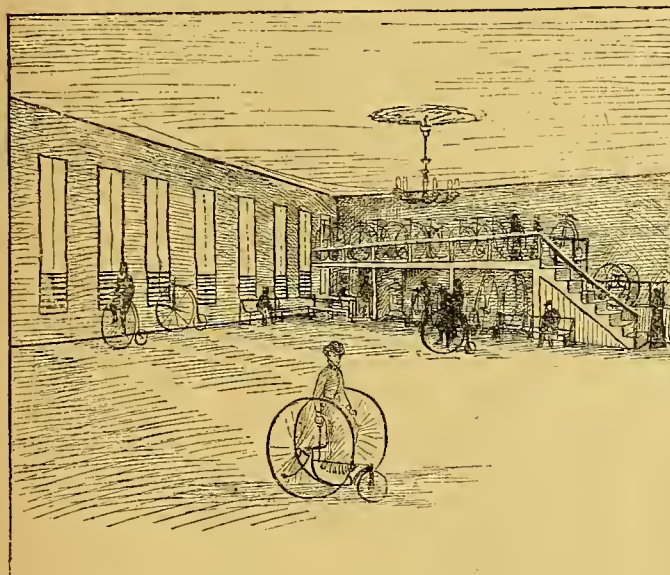
LUGGAGE CARRIER—OPEN.

ishing League club. Storage and locker rooms are also furnished to unattached riders at a reasonable rental. One large sunny room has also been tastefully furnished in true bachelor style for the proprietors.



LUGGAGE CARRIER—CLOSED.

"Nothing succeeds like success," and success has marked the career of Zacharias & Smith. Although they have only been known to the cycling public the past year,

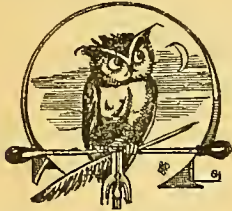


RIDING HALL.

gentlemanly proprietors of a flourishing bicycle business.

Some time ago we had occasion to speak of the progress of the business in Newark, but it was not until recently that we had an opportunity to make a critical examination as to its career. The D., L. & W. trains afford a means of rapid transit to Newark, trains running at intervals of half an hour from Barclay and Christopher street ferries. Once in Newark, a five minutes' walk brings you to Oraton Hall, which is a large, commodious riding hall without posts, and with a smooth riding surface that is utilized both as a riding school and roller skating rink. Monday and Friday afternoons and evenings are devoted to the lesser wheels, and that, together with a band of music, has served to attract the patronage of some of the best families of Newark. At one side of the hall

they have secured for themselves an enviable reputation, which they propose to retain in the future. In addition to other things the firm have secured the agency of the Victor tricycle for the State, and have already appointed sub-agencies throughout the immediate vicinity.

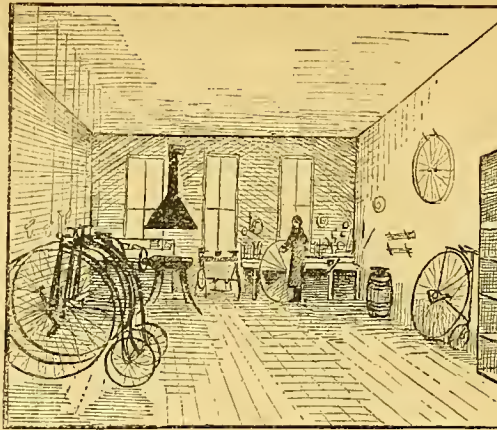


I saw the first two really good articles in the *Milford Cycle* that I have ever seen there, when a friend brought a pair of ball pedals to my office the other day wrapped up in that journal.

The Nashville *Sunday Journal* devotes a column to bicycling, in which from time to time they favor me by inserting something from this column. From any quarter such treatment is appreciated, but especially so from there, as be it known to my friend of the *Journal* that I was once a resident of the fair "Rock City," in the days of long ago, when knee-breeches were a part of my every day apparel, not as a choice, as they are now, but as a necessity, because my parents paid my tailor bills, a thing I wish sincerely they would do now.

My dear "Secretary's" latest is a good in full keeping with his ability as a graphic narrator of somnambulist experiences; but what a terrible effect that Bostoneese banquet must have had on him when half the circle appeared black and half white, one of burning heat and the other of frigid cold. I am not a betting man, but I would lay long odds that it was less than a quarter mile in circumference, and the colors were red and black, and that when the ball fell in the black and the stack stood on the red, then did it strike him as being "as cold as the frigid zone," and that when he awoke he found from his empty pocket that it was not "all a dream."

Having waited until the neighboring clocks proclaimed that five cents would carry me to my uptown mansion, I waded through a motley crowd, who, like myself, had waited for this money saving event, when a nondescript individual shoved a circular in my hand, which mechanically it retained until I had gained a seat in the cars. I opened it, and the sight that met my eyes caused my hair to stand on end like the quills of the fretful porcupine, and visions of dynamite, Fenian vengeance, etc., rushed through my brain, for there in the boldest of type I read "*Boy-cott the Owl*." If this was a staggerer, imagine my despair when farther on I read "*Boy-cott the Whole Owl Family*." I was almost too terrified to read the remainder, fearing that if this was the beginning of this cheerful circular, that the end would certainly contain the name and address of some Fenian undertaker, with the recommendation that I forthwith apply to him for a wooden overcoat. Finally, brave till the last, I read the remainder, and found it was only a circular issued by the striking cigar makers of Straitton & Storm, who use my portrait as a trade mark. Breathed I sigh of heartfelt relief, and safer



REPAIR SHOP.

felt, as in a thousand pieces I cast that fearful circular to the winds and mud.

The Hackensack Club, one of the signers of the opposition N. J. State ticket, say they are a League club with ten members; hence this correction.

I have always admired the illustrations of the *Wheelman*, but I must say that about the worst specimen I have ever witnessed is that of S. Conant Foster's poem in the March number. The expression on the face of the giddy cyclist, who is supposed to be "on the wings of love" and a bone shaker simultaneously, reminds me of a gander watching thunder, or a dying calf, more than anything else.

Fie, Terry! Why "terryfy" your friends by declining re-election? When such as you shirk work, what must we expect of the lesser lights?

The advantage of having a handsome man in a concern was never better shown than when the Cunningham Co. caused the likeness of the genial Frank to appear upon their cut of a Sociable, though it seems to me both unfair and unjust to print in large type "The Winter Gloom" directly opposite it, for anybody that knows Frank is aware that his is not a countenance of gloom, especially when mounted beside so pretty a girl on a Sociable.

The "K. C. W's" are deserving of the highest praise and congratulations upon their recent club drill at the rink. Their uniforms, bright machines, and splendid evolutions were the subject of general commendation from all who witnessed the affair. Bar the Rochester club, I do not hesitate to proclaim them the best drilled club in the State.

Tennyson, the poet laureate of England, recognizes the power of cycling when he speaks of "fifty cycles of Cathay."

I see that the Boston Ramblers have adopted black stockings for their new uniform—or at least a part of it. Well, who would have ever thought that so prominent and so circumspect a club would thus voluntarily become a "black leg" association?

There is probably no harder, more intelligent, or less selfish worker for the practical cause of cycling than Karl Kron, and any cyclist who does not lend a helping hand and purse towards his forthcoming book is unworthy of the name he bears. While speaking of this gentleman, the peculiarity of his name has caused much comment. He was for several years engaged as College Chroni-

cler in the columns of a New York daily, and was in receipt of many letters addressed "Col. Chron.," an abbreviation of his more lengthy title, which he has Germanized by spelling Karl Kron, and adopting as a *nom de plume*. Now be it known, this gentleman has all the modesty that doth always hedge a scribe, and cares not to have his real name known, hence I am under pledge not to disclose it, therefore I will not tell a lie, man, see! and let the cat out of the bag, but if you read this carefully you will find his name in full.

TO MEMBERS OF THE MASSACHUSETTS DIVISION L. A. W.

Under the new League rule giving one Representative to every fifty members, Massachusetts is entitled to twelve Representatives, and at the pending election you will vote for these officers, and a Chief Consul. According to Rule 21, the Corresponding Secretary must send you a voting blank between the 1st and 10th of March, the polls closing April 10th. At the present writing there are no nominations made for these offices, and we have no system of making them, this important matter having been left to the uncertainty of club or individual action. With an increasing membership in all parts of the State, and the consequent increase in the number of officers, it is evidently of much importance that some just method of distributing this representation, and providing for nominations, should be devised, and incorporated in our system.

Being entitled to these Representatives at the time of attaining the necessary membership, it was necessary for me to send to the President names for appointment to these offices for the remainder of the L. A. W. year, and not being willing to choose the names at random, or according to my individual judgment, I divided the State into representative districts on the basis of location and number of members, and requested the League clubs in each of these districts to jointly nominate a candidate.

The districts and number of Representatives each is entitled to are as follows:

Pittsfield District.....	1
Greenfield ".....	1
Springfield ".....	2
Worcester ".....	1
Lowell-Lawrence District.....	1
Salem District.....	1
Boston ".....	4
Brockton ".....	1

12

This method of appointment and nomination seems to be fair and just. The candidates so nominated have been appointed your Representatives, and hold office until the expiration of the current League year, May 30. As the election of officers for the ensuing year takes place during the month of March, and as no other means of nominating a ticket exist, which will rightly represent the State, I shall take the liberty of sending to each member, as early in March as possible, a list of the Representatives who are now in office, as the choice of their respective districts, believing no better means of presenting to you a regular ticket at the present time exists.

This provides for Representatives only; nominations for Chief Consul must be left to clubs or individuals, or to the unled choice of each member.

The present incumbent retires at the end of the year.

The matter of a system of representative districting and nominating of officers, to be incorporated in our State rules, will be brought to your attention at the annual meeting in June. In the meantime, an expression of opinion in these columns might hasten a satisfactory solution of this problem, which is demanding attention.

Fraternally yours,

EDWARD K. HILL,
Chief Consul Mass. Div.

TO THE MEMBERS OF PA. DIV. L. A. W.

At the annual meeting of the Scranton B. Club, March 7, 1884, the following resolution was passed:

Resolved, The following names be submitted to members of the Pa. Div. L. A. W. as suitable candidates for the offices mentioned: For Chief Consul, the present incumbent, Col. Geo. Sanderson, Jr., Scranton.

Representatives—G. D. Gideon, Philadelphia; F. McOwen, Philadelphia; E. L. Miller, Philadelphia; Victor M. Haldeman, Marietta; Barry Searle, Montrose; F. R. Drake, Easton; C. Beltz, Pittsburg; W. S. Wilhelm, Reading; D. K. Trimmer, York; W. S. Winterstein, Bethlehem.

The above names have been carefully selected, and assure a good representation from each bicycle centre of the State.

SCRANTON, PENN., March 14.—Since sending to you the Resolution of March 7, we have corresponded with different sections of the State, and find that nearly all the prominent members of the L. A. W. throughout the State endorse that ticket. We hope to see a full vote, and our efficient Chief Consul re-elected.

NOTICE TO L. A. W. MEMBERS OF MAINE.

Mr. Charles H. Lamson, who has been Chief Consul for this State since that office was established, having declined renomination, the Portland Wheel Club, at a meeting held on February 25, unanimously voted to suggest to the other League members of Maine the name of Frank A. Elwell, of Portland, as nominee for Chief Consul of the State of Maine; and that the Secretary of this club cause this suggestion to be made through THE WHEEL, the official organ of the L. A. W.

PORTLAND WHEEL CLUB,
JOSEPH L. CLOUGH, Sec'y.

PORTLAND, ME., Feb. 26, 1884.

OHIO WHEELMEN, ATTENTION!

The annual meet of the Ohio Division L. A. W. will be held in Cleveland, on the 18th and 19th August, 1884.

The Cleveland Bicycle Club, in whose hands all arrangements for the meet have been left, will build a quarter mile asphaltum track for the races, and will publish a monthly paper for six months, commencing in April, to bring the meet prominently before the wheelmen of the State and elsewhere.

The undersigned would like to have a complete list of Ohio wheelmen, and to that end would ask club Secretaries and others to send him a list of their members, and unattached riders in their vicinity, with their address, that the proper papers may be sent them, and greatly oblige theirs,

Fraternally,

ALFRED ELY, Jr.,
Cor. Sec'y Cleveland Bicycle Club, 873
Prospect st.
CLEVELAND, March 8, 1884.

RESIGNATION.

MR. C. H. WILKINS, CHIEF CONSUL N. H. DIV. L. A. W.

Dear Sir: Having received the appointment of Representative, I hereby respectfully tender my resignation of the office of Treasurer of the New Hampshire Division L. A. W.

CHAS. H. SANDERS.
PENACOOK, March 3, 1884.

APPOINTMENT.

The office of Treasurer of the New Hampshire Division, L. A. W., having been resigned by Mr. C. H. Sanders, I hereby appoint Mr. Fay S. Sargent, of Nashua, to perform the duties of that office for the unexpired term.

C. H. WILKINS,
Chief Consul.
MANCHESTER, March 3, 1884.

TO THE NEW HAMPSHIRE DIVISION L. A. W.

Having accepted the office of Chief Consul for one year only, and the time for another election drawing near, I must respectfully decline to again be a candidate.

I have asked the League clubs of the State to unite on a ticket, and take great pleasure in seconding their nominations. Every wheelman in the State knows President Philbrick personally or by reputation, and will be more than glad to vote for him. The candidates for Representatives are also gentlemen widely and favorably known, and will materially strengthen the organization. I bespeak for them a unanimous election.

Fraternally yours,

C. H. WILKINS, Chief Consul.
MANCHESTER, Feb. 26, 1884.

TO THE MEMBERS OF THE N. H. DIVISION L. A. W.

The undersigned, representing the League clubs of New Hampshire, respectfully offer the following ticket for the coming election, believing it combines three of the ablest representative wheelmen of their respective sections of the State, who will bring to the performance of their duties experience and enthusiasm:

For Chief Consul, F. J. PHILBRICK, President Rockingham Bicycle Club, Portsmouth.

For Representative, C. H. SANDERS, President Penacook Wheel Club, Penacook.

For Representative, E. H. CORSON, Captain Star Wheel Club, East Rochester.

This ticket has been arranged after considerable correspondence and conference, and is confidently presented as worthy of the support of the Division as a whole.

Manchester Bicycle Club, by F. C. Baldwin, President; C. A. Smith, Secretary.

Rockingham Bicycle Club, by W. W. McIntire, Captain; A. H. Sides, Secretary; C. A. Hazlett, ex-Chief Consul.

Star Wheel Club, by F. B. Parshley, President; Geo. L. Hayes, Secretary.

Penacook Wheel Club, by W. W. Allen, Captain; Edmund H. Brown, Secretary.

APPOINTMENT OF OFFICIAL HANDICAPPER.

Editor of The Wheel: By vote of the Racing Board, the resignation of Mr. Fred Jenkins from the position of Official Handicapper has been accepted; Mr. Geo. D. Baird, 52 West Twelfth street, New York, is appointed by the Board in his place. Very truly,

GEO. D. GIDEON,
Chairman Racing Board.
PHILADELPHIA, March 1, 1884.

DIVISION OFFICERS PLEASE NOTICE!

The undersigned is arranging to be in Washington a few days previous to our annual spring meeting, and expects to leave Nashua May 15. The annual reports of Corresponding Secretary and Treasurer must be completed and dated May 13, thereby barely allowing sufficient time for a suitable copy to be made. Please bear this in mind, and send in all matter that you wish included in our annual report, at as early a date as possible; and we are especially desirous that Division Treasurers should make an effort to keep their accounts closed up as sharply as possible, for reasons obviously laid down in our financial report of April 1, which see.

Yours fraternally,

W. V. GILMAN, Treasurer.

CHICAGO.

We cannot refrain from mentioning the excellent service afforded Illinois wheelmen by our Chief Consul, Mr. J. O. Blake. For over a year he has given the very considerable influence of his name and position to forward our interests, but so quietly that the source of good has been unfelt. It has been Mr. Blake's desire for a long time to concentrate the Illinois wheelmen under cover of a State Division, and to accomplish this end, the following circular has been issued:

CHICAGO, March 5, 1884.

Dear Sir: In view of the fact that we now number one hundred and sixteen (116) members of the League of American Wheelmen in this State, I consider that the time has arrived when we should organize a State Division of the L. A. W. With this object in view, I desire to meet as many wheelmen as can make it convenient to visit the city of Chicago, on May 30 (Decoration Day), for the purpose above named, and also for the mutual benefit of L. A. W. members of Illinois.

We intend to have a parade, and Chicago wheelmen will do their utmost to make the affair a successful and pleasurable meeting.

Please advise me on receipt of this whether you can make it convenient to be with us, that we may go forward with our preparations, and have as grand a time as will have been spent at the annual meeting of the League.

Please respond promptly, that committees may be named, etc.,

Fraternally,

J. O. BLAKE, Chief Consul.

That the success of the State meet is assured is unquestioned. What wheelmen there are in Illinois are of the right sort, and with this beginning, an excellent Division may be formed. The State of Illinois is not unfavorable to a good bicycle population. In fact, during the latter part of summer the roads in every county are fine, and when the future compiler has completed his road book of the State, many fine tours will be shown through one of the fairest States in the Union.

The Chicago meet will serve to form an acquaintance, and besides the formation of the State Division a party to go on the Niagara to Boston tour will be shaped. To an Illinoisian, the hills of the East are a marvelous attraction, and New England, the birthplace of ancestors, replete with interest.

B. B. AYERS,
CHICAGO, March 5, 1884.

FROM THE CLUBS.

CITIZENS.—At the regular monthly meeting of the Citizens Bicycle Club held March 11, the resignation of Mr. Fred Jenkins was unanimously laid on the table pending an appeal for reinstatement in the League of American Wheelmen.

ANN ARBOR.—The Ann Arbor Bicycle Club had an enthusiastic meeting Monday night and elected officers for the ensuing year as follows: President, J. E. Beal; Vice-President, G. S. Hatch; Captain, L. D. Taylor; First Lieutenant, G. F. Crawford; Second Lieutenant, T. Nichols; Secretary, George Keck; Treasurer, J. E. Robinson; Bugler, C. B. Davison. Thirteen new members joined; total, 32.

FOSTORIA.—The annual meeting and election of officers of the Fostoria Bi. Touring Club was held at the residence of A. E. Mergenthaler, and the following officers elected: President, A. E. Mergenthaler; Secretary and Draftsman, Frank Schaufelberger; Treasurer, John Lockhart; Captain, H. E. Mickey; Bugler, Court E. Schaufelberger. It was decided to join the L. A. W. in a body and make a League club. You will hear from us later. COP.

THE BUBBLE BURSTS.

SPRINGFIELD, Mass., March 9.—There is much excitement here on account of the recent action of the Board of Officers of the bicycle club. They have dissolved the old corporation, and begun a new club, the latter assuming the debts of the old club. The new club have elected only fifty of the 120 members of the old Association, and it is understood that the seventy remaining members of the old organization will start a new club.—*N. Y. World.*

WASHINGTON MEET.

The Pennsylvania Railroad has kindly given us a special rate of \$9.50 New York to Washington and return, wheels free. This is a reduction of \$5.50 for each member with wheel. Tickets can only be purchased on presentation of L. A. W. membership ticket.

Corresponding reductions are being arranged for other points on its line, which I will publish soon as received.

A special train will probably carry the New York and Philadelphia delegation. We would be pleased to have out of town delegates join us at these points, and all go on together. If Boston and down East members will join in similar manner at Boston, and come on to New York together, I will secure them special rates round trip from Boston. Will also secure special rates from any point for parties of fifteen or more.

M. E. GRAVES, R. R. Com.,
207 Broadway, New York.

JOHNSON'S RECORD.

Editor of The Wheel: I have before me two circulars with tickets headed by Dr. G. Carleton Brown and L. H. Johnson, as candidates for the office of Chief Consul in New Jersey. The first is endorsed by the leading League clubs of the State, and the latter by a few of the lesser lights. It is not my intention to review at length the merits of the various candidates, but a few words may not be amiss.

The Johnson circular points out the fact that the present incumbent has, by his "faithful and fearless advocacy of wheel interests in New Jersey," won for him the support of the members of the Division,

Now the question arises, Has Mr. Johnson been faithful and fearless? If he has been faithful, why did he neglect to *pay his dues* in 1882 until after the limit of time had expired as proscribed by Rule 34. In other words, the Chief Consul was not a member of the League while retaining the highest office in the State. These are bare facts that are, and will be, remembered, by the intelligent voters of the State.

His fearless "advocacy of the wheel interests" is doubtless the persecution of the Citizens' Club in the name of the State Division. Mr. Johnson did so on his own responsibility, and must suffer the consequences. I understand that he afterwards *privately apologized* to Captain Beckwith at the recent officers' meeting, for his conduct in the matter, and trust that this will also be remembered by the wheelmen of this State, when they cast their ballots. I fail to see what claim the Johnson ticket has to the title of "Regular Nominations," and think it a piece of impudence that will be set aside by a large majority, when the roll is called April 10th. I would also state that the Essex Bicycle Club have *not* endorsed the ticket, and I know of many members who will vote against it. Trusting that you can find room for this, I remain a believer in

FAIR PLAY.

SEVENTH REGIMENT A. A. GAMES.

The meeting of this Association occurred on the 15th day of March at the armory, 64th street and Fourth Avenue. The immense hall was comfortably filled with ladies and gentlemen, and all seemed to enjoy the sports thoroughly. The track was 200 yards in circumference, smooth and sharp. Executive management good, the only fault that could be found, being the times of the races, which were rather out of the question in some cases. The event of the evening was acknowledged to be the bicycle race; for although the finish was not close, the most of the distance was, and very exciting.

Two mile Bicycle Race—F. E. Davidson, Company B, scratch first, time, 6 minutes, 6½ seconds; J. S. Stearns, Company I, scratch second by 40 yards; E. Y. Weber, Company I (100 yards) left. Davidson made the pace so hot that Stearns had the utmost difficulty in holding him for two-thirds of the distance. The latter then slowed down till 400 yards from home, when he determined not to be too badly beaten, and braced up; finishing, as stated. The audience rewarded the efforts of both by frequent applause. B.

MARYLAND BICYCLE CLUB.

NEGLEY'S NIGHTMARE.

Last Saturday night was a gala one at the club. The Treasurer was in New Orleans with the Fifth Regiment, and all the members who have prudently kept on account of pecuniary troubles with him, were out in full force. One member, who hadn't been around for three months, came in as big as life, drank all the ice water, and ran up a pool bill of eighty-one cents, and was detected putting a ticket in the box for eighteen cents. Said his thumb was sore, and he had to make the figures with his left hand.

Four of us were seated in the sanctum, smoking. I was the envy and admiration of the circle, because I had that day sold to a novice for seventy-five cents *cash* my bicycle bell that I had purchased in the expense-no-object days of my "novicism." Such an unparalleled stroke of good fortune rarely be-

falls a byker, and we were having a cigar bonfire in celebration thereof.

I would like to say here, if you know of any one who wants a bell, tell him to apply to Md. Bi. Club, where no reasonable offer will be refused.

The conversation turned somehow on remarkable true dreams. Penn was relating how he had dreamt the night before that he owed his tailor \$45, and the next day a bill came for that amount. "You may speak of your wonderful dreams," said Negley, "but the experience I had last Wednesday night takes the Owl's 'blooming bun.'"

"You see I had just gotten back from Boston, and stopped in St. James' for a late supper, and, big fool like, thought I would swell in a little 'Bostonish,' so I ordered pork and beans, pumpkin pie, and hard cider.

"The waiter hesitated a while, but finally went out, and in about an hour returned with them, and said, 'Scuse me, boss, but you look pow'ful frail to eat that order to-night,' and then departed. I ate very heavily, and on reaching home smoked a cigar and read Emerson for about an hour, and then turned in.

"With that wonderful abruptness with which all dreams begin, I was amazed to find myself on the burning beach of a tropical island, grasped tightly by each shoulder and wrist by two giant savages, who grunted like pigs, wore strings of beans around their necks, and brandished pumpkin pies for shields. It was the middle of a terribly hot day, and they hurried me to a vast concourse of people, who were gathered around a palm tree, in the shade of which sat the king of the cannibal islands on his throne, which was a tremendous big pumpkin.

"He eyed me for a moment, and turning to his prime minister, said: 'Who is he?'

"A captive."

"What does he want?'"

"I want to go home," I cried.

"Shut up," said the prime minister. "Your majesty, he is desirous of becoming a member of the Royal Order of Coconut Gatherers."

"He does, does he? Well, what is he?'"

"A dude, your majesty," replied the P. M.

"Why do you call him a dude?'"

"Because he is wealthy."

"How wealthy is he?'"

"As rich as a plumber."

"What?" shrieked the king, starting up.

"Then if he be that rich, what is his business?'"

"He is a bicycle agent, but he is rich principally because he repairs bicycles."

"I was just about to make myself solid with the king, by appointing him sole agent on the island for the Sanspareil, when he turned to the prime minister and said:

"Is that my coconut you are eating?'"

"Naw," replied the prime minister, industriously picking a hole through one of the eyes with a ten penny nail.

"It is," said the king, "and I want it."

"I'd like to see you get it," said the prime minister, backing off.

"The king slid down the pumpkin, chased the prime minister around the circle, whacked him across the head with his war club, took the coconut away from him, and as he clambered back on his throne the prime minister fetched him in the ear with a clod of dirt, skipped up a coconut tree, and dared him like a dare-dog.

"I'll get even with you," said the king, as he shook the dirt out of his ear. "Come on down here and tend to things."

"Is it quits?" asked the prime minister.

"Yes," replied the king.

"Whereupon he slid down the tree and resumed his position.

"What is that noise?" asked the king, as a terrible roar was heard.

"It's the sacred lion, your majesty; he hasn't been fed for a week, and is hungry."

"Is that New England missionary fat yet," asked the king.

"No; he says nothing will fatten him save pork and beans, and pumpkin pies."

"Then go squash him, and give him to the lion."

"A hundred warriors rushed out to do his bidding.

"Bring in the keg of gunpowder," cried the king, "and seat the dude thereon."

"The keg was rolled in, and I was tied on it.

"Make the fuse six inches long and touch it off."

"The prime minister obeyed, and they all moved back about a mile and watched. You can imagine my feelings as I watched that fuse. Slowly, but surely, it burned and spluttered. Shorter and shorter it became. I could feel the perspiration running off me in streams. It was in an eighth of an inch of the keg. I shut my eyes. Each moment seemed a year. I waited. Would the end never come!

"Has it gone out!" I cried; and cautiously opening my eyes, I perceived to my joy that the perspiration had trickled down the keg and put out the fuse. I motioned the savage back, and thinking to find safety by so doing, I told them that I was protected by supernatural powers. The king smiled and said he never could get good powder from the Dutch, and told them to fetch in the circular saw. They did so, and fifty savages revolved it with lightning rapidity. And they seated me on the further end of a twenty foot plank, and fed it to the saw.

"Buzz-buzz, and the saw dust flew, and I began my journey to the sharp steel teeth.

"Once more I gave myself up for lost, when, within three inches of it, there arose a tremendous cry.

"Stop that saw," cried the king.

"What's the matter?" he asked the prime minister as he came running up.

"The sacred lion," your majesty, "refuses to eat the missionary."

"And why," thundered the king. "Because, he is too thin."

"Away with him," shouted the king, and in his excitement he slipped off the pumpkin. But springing up, he cried: "Away with the dude to the race track, and bring the sacred lion, and we will have a royal race."

"They hurried me to a ¼ mile 15 foot track. Half the circle was black like cinders, and the other half white as marble. 'Explain to him the nature of the track,' said the king, as he and the multitude took their seats.

"The prime minister walked me over to the cinder part, which sank beneath our feet and felt terribly hot. 'This,' said he, 'is but a crust one-quarter of an inch thick, beneath which is a raging fire, see!' and with moderate pressure he poked a hole through it, from which issued flame and smoke. 'This part,' he continued, stepping to the marble part, 'is as cold as the frigid zone.'

"I was glad to follow him back to the king, for I was nearly frozen.

"Bring forth the bicycle," he said. "What kind of a machine is that?" he asked me.

"A Star," I replied.

"Why do they call it a Star?"

"Because you see so many of them when you try to ride it," I answered. I was going

to say, because you had to take a telescope to see its good points, but was afraid the king wouldn't catch on. They then brought me a crank machine.

"Now," said the King, "you shall have ten feet start of the sacred lion, and if you can go around the circle three times before he catches you, you may depart in safety or become a member of the Royal Order of Cocanut Gatherers.

"I mounted the machine.

"Go," cried the king, and as the people yelled, and the lion roared, I flew down the track, the lion close behind. The thin cinder shell cracked into thousands of seams beneath the machine, and through them the hot flames sprang up.

"On, on I flew, and the lion close behind. From the intense heat, the perspiration rolled from off me in broad sheets, and the rubber tire and the spokes and forks and backbone and rims half melted, and bent in every direction, but I pushed on. Just as everything was about melting away, we glided on the icy part, and in an instant everything was frozen stiff. So quick did it happen, the perspiration was transformed in an armor of ice, completely encasing me from head to foot.

"The savages yelled again. Onward I sped. Again I reached the cinder part. The lion was even with the little wheel—I felt my strength almost gone. With a roar and a mighty bound, he seized me by the throat. I felt his fangs—the thin crust broke beneath our combined weight. I felt the hot flames—I cried aloud in my agony, and awoke."

SECRETARY.

To the members of the Pennsylvania Division of the League of American Wheelmen.

Dear Sir: The Philadelphia Wheelmen, feeling the necessity of having a Chief Consul selected from among their number (for many reasons), urge upon the members of the Pennsylvania Division of the League of American Wheelmen the support of the accompanying ticket.

The gentleman proposed as a candidate for Chief Consul is claimed to be the best parliamentarian in the wheeling circles of the State, and is known widely for his accurate judgment, executive ability, and genial manners. This gentleman is Eugene W. Aaron, ex-President of the largest club in the State; he is an enthusiastic wheelman, and his election will bring both strength and honor to the Division.

The appointment of Representatives has been made with respect to the number of members of the Division (and their energy) in various parts of the State.

We can certainly say that every name is one that is perfectly satisfactory as to all the qualifications, and that the abilities of the candidates are well known throughout the State.

Every name is a prominent one in its own locality, and the majority of nominees have had considerable experience in this class of work.

Finally, accompanying this circular, is a printed ballot which only requires your signature,—it is then to be mailed to W. V. Gilman in the directed envelope, which you have already received.

We remain, very respectfully yours,

MORRIS W. BRINKMANN,
No. 1013 Arch street.

CHARLES M. MILLER,
No. 1126 Walnut street.

C. ARTHUR ROBERTS,
No. 1211 Arch street.

PHILA., March 9, 1884.

ANNUAL ELECTIONS, 1884.

FOR CHIEF CONSUL:

EUGENE M. AARON, L. A. W., No. 3429,
Post Office Box 2500.

FOR REPRESENTATIVES:

1. GEORGE D. GIDEON, L. A. W., No. 353, Germantown and Pennsylvania Bicycle Clubs, 1725 N. Twenty-first street, Phila.
2. C. D. WILLIAMS, L. A. W., No. 4149, Penn City Wheelmen, Philadelphia.
3. G. N. OSBORNE, L. A. W., No. 285, Philadelphia Bicycle Club, Philadelphia, Pa.
4. WM. WINTERSTEEN, L. A. W., No. 3569, Alpha Club, Bethlehem, Pa.
5. VICTOR M. HALDEMAN, L. A. W., No. 2730, Marietta, Pa.
6. COL. SANDERSON, L. A. W., No. 1903, Scranton, Pa.
7. H. K. WHITNER, L. A. W., No. 4055, Reading Bicycle Club.
8. JESSIE G. CARPENTER, L. A. W., No. 2099, Wilkesbarre Bicycle Club.
9. WILLIAM B. YOUNGMAN, L. A. W., No. 788, Lancaster.
10. CHARLES BELTZ, L. A. W., No. 622, Keystone Bicycle Club, Pittsburg, Pa.

ADDITIONAL RULES

TO GOVERN THE COUNTING OF BALLOTS, L. A. W. SPRING ELECTIONS, 1884.

1. Parties resident in States or Divisions where two or more Representatives are to be chosen can vote for a candidate but once, as duplicate votes for one name will not be accepted.

2. Ballots filled "Same as last year," or words to that effect, even though it was the evident intention of the signer to vote for the officers of the year past, will not be accepted.

Committee Rights and Privileges,

A. S. PARSONS, Chairman.
W. V. GILMAN.

WANTED.—A 52-inch Standard or Expert Columbia in good order. Address G. F. R. Box 636, Stamford, Conn.

FOR SALE. Union Bicycle, only little used, warranted in first class order, size 50-in. Price \$50.00. Address, C. W. Green, 130 Seventh Street, Brooklyn, E. D., N. Y.

FOR SALE. 52-inch Bicycle of English make Full nickered except felloes. Ball bearings to both wheels. In perfect condition. For full description, address Box 236, Olean, N. Y. Price \$85.

WANTED.

2 50-inch Bicycles,
5 52 " " Nickered or not.
3 54 " " " "
1 56 " " Nickered.

Apply to H. R. ELLIOTT, 4 Stone St., between 11 and 12 o'clock, or to ENOCH STYCH, 435 Flatbush Ave.

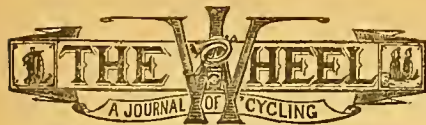
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BICYCLE MACHINIST. Apply by letter to P. O. Box 2110, NEW YORK CITY, stating experience and reference.

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55½-inch Eclipse Racer, built by Jack Keene for himself. Weight 23 lbs.
These wheels are the finest, closest, and lightest racers in America, neither of them having been ridden a dozen times. They are comparatively new.

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OF AMERICAN WHEELMEN.

Subscription Price, - - One Dollar A Year
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Published every Friday Morning, by
THE 'CYCLING PUBLISHING COMPANY,
Box 444, 22 New Church Street, N. Y.,
and entered at the Post-Office at second-class rates.

New York, March 21, 1884.

To League Members and Correspondents.

League Members must be particular to notify the Publishers promptly of any change in their address. 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 Company. Make all Checks and Money Orders payable to THE 'CYCLING PUBLISHING COMPANY.

JOIN THE LEAGUE.

To the many League members that read these lines, it may seem like carrying coals to Newcastle, but as there are fifteen thousand riders outside the organization, they may not be amiss. The return of the riding season once more brings the wheelman on the road, and revives the interest in cycling. Clubs who have lain dormant through the severe winter just passed, brush up their uniforms, and look forward to bracing runs. The dealers look cheerful, and clink the dollars together as they come rolling in. New as well as old riders are purchasing machines, and everything is booming.

Why should not the League boom? According to Rule 22, any person joining the League of American Wheelmen after the first of April, will receive the benefits of the organization for *fourteen* months. There is no reason why the membership should not be increased one thousand before the annual meet at Washington. Every member should exert his influence to secure recruits. The fee is only one dollar, and every wheelman who expects to attend the meet, and takes advantage of the special rates, can save his dues for five years, by joining now. Mr. Graves has made arrangements with the Pennsylvania road for reduced rates, and tickets can only be obtained *upon presentation of League tickets*. This alone is worth considering, apart from the other privileges of the parade and dinner at Washington. We thoroughly believe in keeping the benefits of the organization for its members, and think Mr. Graves's action is to be commended. The wheelman who cannot spend one dollar for the support of cycling at large, no

matter whether it does him any good or not, is small enough to crawl into a hole, and pull the hole after him.

In our issue of June 8th, 1883, we published a letter from President N. Malon Beckwith, in which he offered to present a diamond L. A. W. badge worth \$75 to the member securing the largest number of recruits during the present League year. Already many are in the field, and have secured a number of new members. There are still left two months for good solid work, and we trust that the competition will be as close as the election in—say New Jersey.

A new chapter of "Ten Thousand Miles on a Bicycle," not mentioned in the prospectus, will be entitled "The Coral Reefs of Bermuda," where Karl Kron has been taking a brief vacation from the struggle with his subscription list. He drove his wheel 142 miles, during his four days on the island, and was accompanied on a part of the trip by Mr. F. A. Elwell, of the Portland (Me.) Wheel Club. Both tourists returned to this city on Sunday, 16th, greatly pleased with their ten days' outing. The number of dollar subscriptions now pledged to "X. M. Miles on a Bi." is about 750.

We are sorry to see that the Washington wheelmen are not posted as to the Rules. They should read Rule 10 before making the proposition to arrange the clubs according "numerical representation." Rule 10 says distinctly that "In this parade the clubs shall have precedence in the order of their joining the League." We fail to see how the committee can go "back of the returns."

New Jersey League Members, Attention!

Cut this Ticket out, sign it and send to the Corresponding Secretary at once if you have not already voted.

FOR CHIEF CONSUL,

DR. G. CARLETON BROWN, Elizabeth, N. J.

FOR REPRESENTATIVES,

HAROLD SERRELL, Plainfield, N. J.
DR. ELLIOTT W. JOHNSON, Jersey City, N. J.
WALTER H. PARSONS, Newark, N. J.
G. N. BUZBY, Camden, N. J.
DR. EDWIN FIELD, Red Bank, N. J.

Printed ballots have been sent out, and every individual member should be particular to *sign* it, and return the same to W. V. Gilman, Nashua, N. H., before the tenth of April.

CAMDEN BI. CLUB,
HUDSON CO. WHEELMEN,
MONMOUTH CO. WHEELMEN,
ELIZABETH WHEELMEN,
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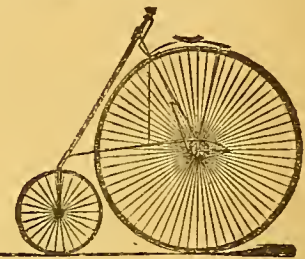
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56 in.	1/2 Nickel Expert, excellent condition..	\$105
54 "	Full nickel Harvard, 1883 Pattern, Ball Pedals, Ridden only 25 miles...	140
54 "	1/2 Bright Standard Columbia, Parallel B'gs. Used but little, as good as new	75
54 "	Full nickel Standard Columbia, Parallel B'gs. Used but little.....	95
54 "	Painted Standard Columbia, Coned B'gs. Good condition.....	50
48 "	1/2 Nickel Standard Columbia, Coned B'gs. Good condition.....	50
46 "	Full nickel Special Columbia. Good condition.....	70
52 "	Full nickel American Club, Ball Pedals, Excellent condition.....	105

This list will be changed from time to time without further notice. Address

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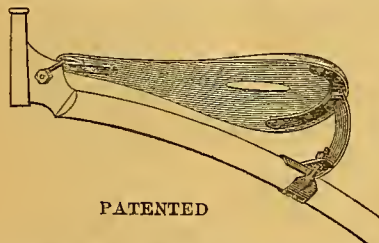
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the ordinary, thus lessening the reach, without lessening the spring-play. Being purely suspended and supported at one end by a spring, it yields to every motion of the body, and distributes the weight evenly. Any sag in the leather may be taken up and any desired tension given it by sliding the foot down the backbone. It is more comfortable than any other saddle spring made, and yet has no tendency to throw one over the handles. There are no projecting clips or corners to render it unsightly or injure clothing or person. Has no loose parts to wear or rattle.

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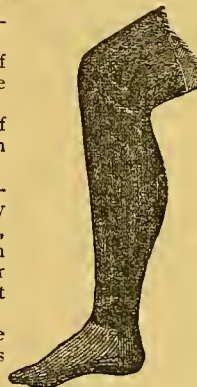
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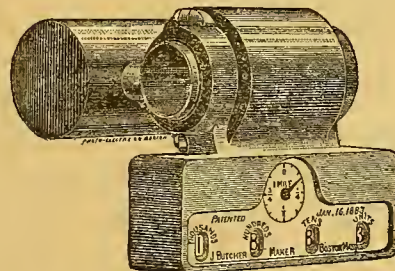
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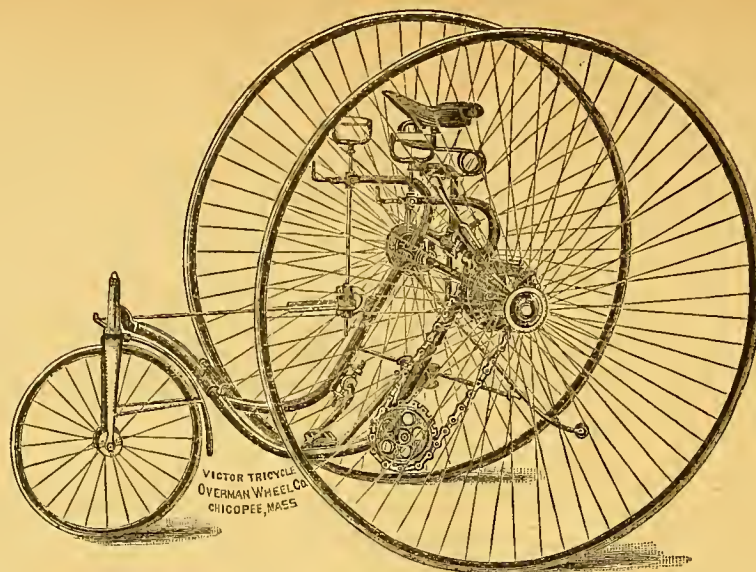
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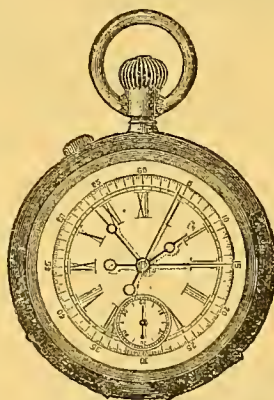
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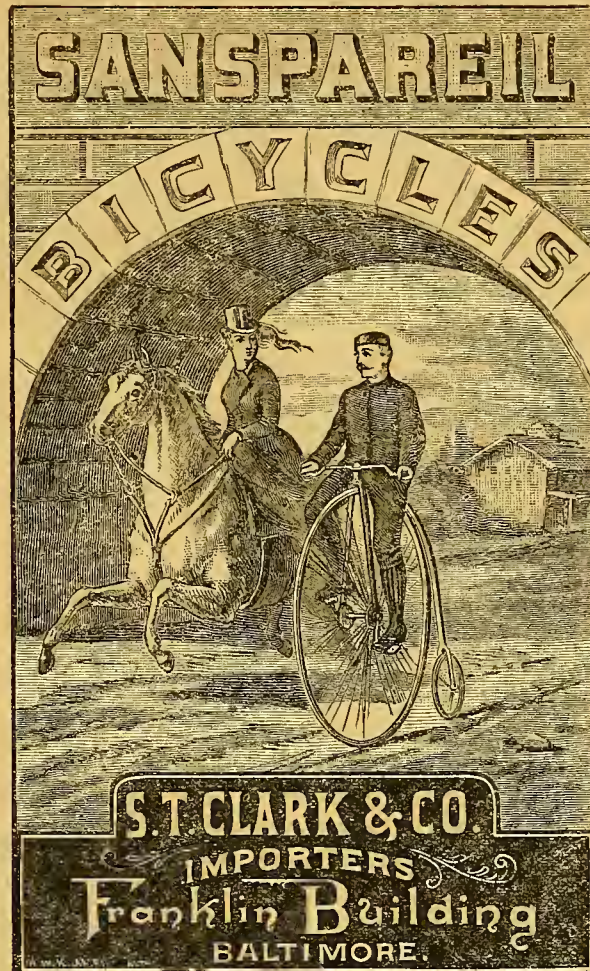
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THE AMERICAN STAR BICYCLE.

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The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

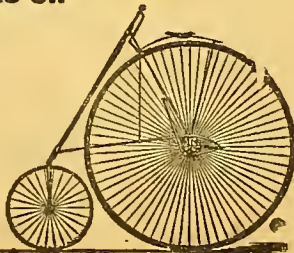
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

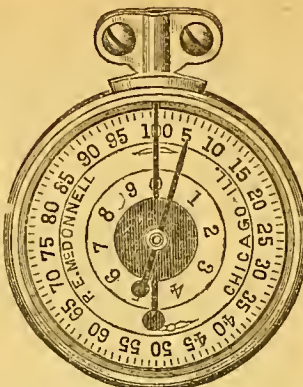
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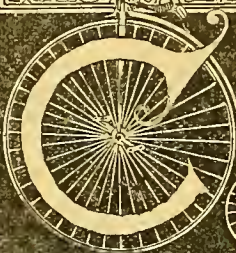
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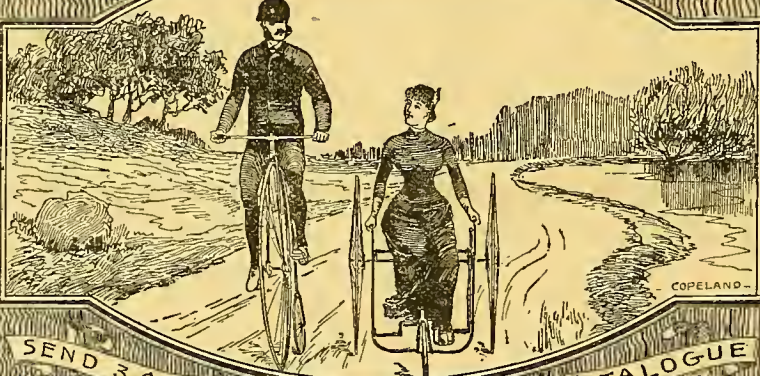
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