

THE WHEEL

A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

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A TRIP TO WASHINGTON.

It was about 10.30 p. m. on Saturday, April, 12th, when two "Citizens," Mr. M. E. Graves and the writer, were seen wending their way towards the Pennsylvania R. R. depot, at the foot of Courtland st., New York. Their objective point was Washington, and the midnight train was the mode of transportation selected. Arriving at Jersey City, a section in one of the splendid sleepers run on this road was quickly captured, and the two travelers were soon in the land of nod, the unrivaled road bed of the P. R. R. offering superior inducements for tired nature to assert its sway, the usual uncomfortable rocking of the car being dispensed with, and nothing other than a comfortable oscillating motion being perceptible.

Arriving on time at the paradise of wheelmen, they repaired to the Arlington Hotel, which has been selected as the League headquarters for the coming meet. To our mind, the Arlington offers all the inducements as a stopping place that one desires. The rooms are large and airy, the table and service excellent, and special accommodations have been made for the storing of bicycles and tricycles. It is situated on Vermont av., opposite and in full view of the White House, with a broad concrete pavement spread temptingly before it, seemingly inviting wheelmen to a spin. The regular rates are \$5.00 per day, but League members will be accommodated during the meet at a special rate of \$3.00 per day. The proprietors will have about 200 rooms reserved at that time, which will undoubtedly be engaged far in advance. The Citizens, Connecticut, Ixions, and several other large clubs will be quartered there during the meet.

A call on the energetic Chief Consul, Wm. C. Scribner, resulted in obtaining some valuable "points" regarding the meet, which will doubtless be of interest to those who intend to be at the meet. Arrangements are nearly completed and will be published in an official programme issued about the first of May, and sent to every League member and to others who apply, as per advertisement elsewhere.

The business meeting will be held at Ford's Opera House, which has been engaged for the occasion, and which offers unequal facilities for the transaction of business. The use of the stage for the presiding officers will enable the speakers to be both seen and heard to good advantage.

The route of the parade has not been definitely settled, and, even if announced, would hardly be of interest to those not familiar with the streets of Washington. Suffice to say that the matter is in competent hands, and the route will be arranged to pass through the principal thoroughfares.

A visit to the race track revealed a splendid cinder track, four laps to the mile, with seating capacity for about five thousand persons. The corners appeared a little sharp and the surface not quite as smooth as might be, but the managers assured us that everything will be in first class condition and we do not doubt their word. The admission has been placed at 25 cents with 15 and 10 cents extra for reserved seats.

The banquet will probably be held at Willard's Hotel, which has the largest seating capacity of any similar building. At the last meet in New York, over 400 wheelmen were gathered at the annual feast, and with now nearly double the number of members in the League, there will doubtless be upwards of

650 present on this occasion. The price of tickets will be \$2.50, the same as last year.

Other details will be announced from time to time in THE WHEEL. We are fully alive to the importance of this great event, and shall make it a point to keep our readers posted. Altogether our trip was a very satisfactory one, and we do not begrudge the expense, if our experience will result in inducing more men to fall into line on the morning of the 20th of May. The Washington Cycle Club are hard workers, and are doing their utmost to make the affair one long to be remembered. Washington, of all places in the world, is the best city adapted for a display such as the League should make in its annual parade. One can ride anywhere, and bicycles and tricycles are as common as cabs. Commence now to make up your minds to enjoy the pleasures of May 19 and 20, and we will guarantee that you will never regret it. F. J.

WHO SHALL PARADE.

Editor of The Wheel: The Owl and Karl Kron take exception to my "vision." I should have termed it a prophecy. The former says it is romantic, the latter, amusing. To the latter I would say, I am sorry I so deeply buried my meaning. I have had some experience with the unattached, for as aid to Mr. S. T. Clark, Com. of Third Div. at the New York meet, I had the honor of commanding the rear of the bobtail, including Mr. Kron, the tricycles, and the boys. Probably he remembers the order I gave to close up a sudden gap and the wild charge we made down Fifth ave., and how, when we closed it, Fifth ave. was not wide enough for us. And the only way the writer could disentangle and reform the line was to dismount the "man in white flannel," then unknown, and all behind him, about 200 in all, and start them off two by two.

Yes, we both have had enough of the "guys and ragamuffins." I want to get as far as possible from them in Washington.

The Owl accuses me of being a dreamer, and as such I should be careful how I approached the knotty questions of practical every day life.

I know that I am a young, tender bud, to whom the practical realities of worldly life are as sealed books. I admit that so far in my brief existence I have been shielded from the rough winds that sweep away the romances of life. The tempests and storms that rudely toss struggling man, hither and thither, a bauble, a plaything, the sport of emotions, and a molecule of destiny.

I confess that so far with my books and music, I have floated through life on a cloud high above the affairs of every day life.

Basking in perpetual sunshine, I never have had desire to leave my couch; but often, aware of my books, I rest my head on my hand and look down on the world of busy mortals below.

Do you know, dear Owl, that selfishness is the lever that moves the world. The very mountain ranges twist and contort themselves to spell the word. The sinuous rivers bend and double on themselves to trace the name. Wise bird, there is no truer truism than "history repeats itself." And why? Simply because like causes produce like results. The world has, is, and always will be governed by selfishness. Since time out of reckoning, mankind has endeavored to thrash unbelievers into belief.

Erudite fowl, can you expect to gain adherents worth gaining through threats of ostracism, by force, by coercion? It is the policy England is pursuing towards Ireland, and Russia towards her Nihilists. Has either been successful? It is the policy that the officers of the L. A. W. have decided to pursue towards non-Leaguers. Take the example you cite of the two boys with their pennies. Does the one who buys the cake appear in a particularly enviable light, as he stands there greedily devouring all of it, refusing to share because the other boy is too mean to spend his penny? Does his meanness give the first boy the right to be mean? If your opponent is ungentlemanly, does it confer on you the privilege of being a blackguard?

Wouldn't it be a better and more manly course for us to pursue to cordially invite all non-Leaguers to join us in our parades, and show them by our conduct that it is an honor to be one of us? Remember how our membership increased since the N. Y. meet.

Come, dear bird, think it over.

SECRETARY.

UNIFORMITY IN CLUB DRILLING.

Editor of The Wheel: As a member of the L. A. W., feeling an interest in all that shall promote the welfare of the League and tend to its harmonization, and uniformity, and concert of action, I desire to call your attention to what seems to me a matter of the greatest importance, but which has received too little of the study or notice it deserves. The evidence of history for ages back shows conclusively that the only practical plan on which to base the proper organization of large bodies like the League, in order to secure prompt action, mutual understanding, uniform usages, and compactness in general, and to compel respect, as a unit, from the world and its governments and peoples, is the military system of formation and discipline. Not that I mean to advocate the iron rules and compulsive servility of that system, do I write this; but to urge with utmost earnestness upon the League of American Wheelmen—a body which, no doubt, in time, will be the greatest and most influential of its class on the globe—to adopt a manual of drill and discipline, and a field organization into squadrons, companies—yes, regiments, brigades, and divisions, if you please—which shall be duly authorized, and shall be uniform throughout this body of wheelmen. I am aware that some of our clubs are already drilled as indicated; but the tactics of each differ from those of the others. Many clubs have no drill. Hence at a "meet" there is no uniformity, precision, or celerity of movement or execution, which should certainly exist, to make such a meet a matter of pride and pleasant remembrance to the participants. Organized on such a system as referred to, wheelmen would have more and better incentives to render the League more compact and respectable, and to avoid to a great extent dissensions among themselves, such as have of late placed us in almost an attitude of humiliation because of our looseness of organization, before our brethren bodies of the Old World.

I would respectfully suggest, to secure such a desirable condition of our League as it is the intention of this article to advocate, that a committee of League members, who are fully capable, and who must have an accurate knowledge of the cavalry tactics of the United States regular army, be appointed

and empowered to compile a manual of tactics and organization which shall be, as nearly as possible, in commands, calls, and evolutions, in the closest accordance and similarity with those used for the government of the cavalry of the regular army. Such manual, throughout, must be divested of every superfluity or complication possible, and so clearly and understandingly and concisely printed as to be readily followed by detached and far separated bodies of wheelmen. Let the League endorse this as the official manual, and the clubs will not be slow to adopt and use it.

The adoption of such a system will not necessitate the giving up by any club of its local privileges, customs, or uniform, but will require uniformity in field discipline alone.

I trust (and I believe that many others of our League will indulge the same hope) that this matter will not be allowed to drop here. Let individual wheelmen express their views through the columns of your journal, so the advisability of the movement.

the League take official action thereon, giving the subject the earnest attention and importance it deserves, and good government, good discipline, good fellowship, and justifiable pride, in our League, will be the result.

R. B. R.

THE LEAGUE MEET.

Editor of The Wheel: As time flies, we are made to realize the rapid approach of the time for the League meet, and the various committees are hard at work perfecting the arrangements entrusted to them, and doing their best to make this the largest meet as yet held. It will only remain for the wheelmen to assemble here in large numbers to work out the final result.

It has been decided to have the headquarters of the L. A. W. at the Arlington, and the banquet at Willard's.

The route of the parade has been announced here in the local press, but has been somewhat modified, from the fact that it was first laid off to pass through the Capitol Grounds; but an act of Congress, passed July 1, 1882, entitled, "An Act to regulate the use of the Capitol Grounds," sec. 6, That it is forbidden to parade, stand, or move in processions or assemblages, etc.; so it will be seen that the parade must keep to the west of the Capitol, unless it would like to climb the hill over a rough Belgian pavement.

That law also makes the "vision" of our Maryland Secretary still more visionary, and preventing his grand collision of the two parties of wheelmen on Capitol Hill. Had he studied the position more closely, he would have seen that even had there been no law to prevent, a procession going up would keep to the right, and go around the south side of the Capitol, while the descending one would come down the north side. But that would have spoiled the "vision."

The route now selected will, perhaps, be interesting to some, and is as follows:

From the Arlington to I, 15th, Pa. ave. to foot of Capitol Grounds, countermarch around Peace Monument, back up Pa. ave. to Washington Circle, N. H. ave. to P street Circle, Conn. ave., R. I. ave., Iowa Circle, down 13th street, N. Y. ave. to 9th, Mass. ave., 10th street, P, 14th, S., 16th street, Mass. ave. to 21st street, N. H. ave., M street

to 38th street, Penn. ave. to Washington Circle, K street to the Arlington.

This route is about twelve miles long, and concrete the entire way, excepting street railway crossings, and passes through the most beautiful part of the city.

THE KENTUCKY TROUBLE.

Editor of The Wheel: A bill has been passed by both Houses of the Legislature of Kentucky, making it an offence punishable by fine for any person or persons to ride a bicycle or tricycle on the public highways of the principal counties of the State, including Jefferson and Kenton, thus excluding from the roads the members of the largest clubs in the State.

We have spared no pains to fight this bill at every step, and everything that could be done was done, but it went through, and now only awaits the signature of Governor Knott to make it a law.

This outrageous piece of "old fogyism" was started by the venerable Mr. Merriweather, of Jefferson, and at first only included that county, but members from other counties, in a spirit of progression, added their districts as amendments, until the bill included the best riding counties in the State, and the only alternate for us now is to test its constitutionality in the courts (for which purpose a subscription has been started), unless the Governor vetoes it.

There has been a great deal of legislation on the subject, and two bills were put in by the Senator from this county, one regulating the tolls on bicycles, and another making it an offence punishable by fine for any one to willfully or negligently do any damage with them; but so far we have not heard that they passed more than one House.

As the matter stands, we are liable to be arrested and fined for simply appearing on the road with our bicycles; and any riding which we do will be in Ohio, or in counties not "nominated in the bond."

The wheelmen of this city are aroused, and have been watching every new feature in the contest; but it must have been the inherent love of horse flesh, and consequent hate of anything superseding or rivaling it, that impelled these honorable Senators and Representatives to take such a narrowminded view of the subject.

Hoping to have news of a victory for the wheel in the courts soon, and our rights recognized,

I am yours truly,

P. N. MYERS,
Sec'y and Treas. K.W.C.

THE CAPITAL RACES.

The annual spring races of the Capital Bicycle Club will be held at the Athletic Park, on May 17, 1884.

The open events will be:

One mile novice's race,

One mile handicap.

Three miles handicap.

Entries should be sent to the Race Committee, Capital Bicycle Club, 919 G street, Washington, D. C., and will close on May 15th, at 12 M.

Very truly yours,

DUANE E. FOX,
Corresponding Sec'y.

RATES TO WASHINGTON.

HEADQUARTERS OF THE RAILROAD COMMITTEE, MARYLAND.

Editor of The Wheel: I have secured from the Baltimore and Ohio Railroad the following reduced rates for wheelmen attending the L. A. W. meeting in Washington, May 19 and 20, 1884:

From Chicago to Washington and return.....	\$28.00
From St. Louis to Washington and return.....	32.40
From Cincinnati to Washington and return.....	22.40
From Pittsburg to Washington and return.....	14.40
From New York to Washington and return.....	9.80
From Philadelphia to Washington and return.....	6.10
From Indianapolis to Washington and return.....	25.60
From Cleveland to Washington and return.....	19.60
From Louisville to Washington and return.....	28.00
From Columbus to Washington and return.....	20.40
From Wheeling to Washington and return.....	16.00

These rates, with the exception of New York and Philadelphia, include bicycles being carried free from any point on their line to Washington and return. I am assured by the General Passenger Agent, Mr. C. K. Lord, that everything possible will be done to make the trip over the road both pleasant and agreeable. Baggage masters have received instructions to receive bicycles in baggage cars of the company and see that they are taken good care of. The scenery along the line of the Baltimore and Ohio Railroad will repay any wheelman taking the trip, and with the fast time the road makes from the east and west, will not cause business to be neglected by any bicyclist. If these rates do not cover sufficient points, a line to me will receive attention, and I will try and secure rates from additional cities. The company has just issued a very handsome book giving, in detail, information regarding points of interest along the line, and I will be pleased to mail a copy to any one on receipt of his address.

Any other information regarding rates, etc., will be cheerfully given on application. Yours fraternally,

ALBERT TREGO,
Chairman R. R. Committee,
Maryland.

Baltimore, April 22, 1884.

COMING EVENTS.

April 25—Annual race meeting of the Citizens Bicycle Club, New York.

May 1—Woodside and Morgan start from New York for a ride across the continent.

May 16—Annual race meeting of the Capital Bicycle Club, Washington, D. C.

May 19—Fifth annual business meeting of the L. A. W., Washington, D. C.

May 20—Parade, championship races and banquet of the L. A. W. at Washington, D. C. Entries for races close with Abbott Bassett, 8 Pemberton square, Boston. Fee \$1.

May 21, 22—Annual meet of the American Branch of the Cyclists' Touring Club Poughkeepsie, N. Y.

May 28—Annual race meeting of the Yale College Bicycle Club, New Haven, Conn.

May 30—International cyclists' camp and race meeting, Alexandria Palace track, England.

May 30—Meet and parade of Ill nois wheelmen to organize State Division of the L. A. W.

May 31—Harvard College Bicycle Club annual spring races.

May 31—Cycle picnic of the Boston Ramblers' Bicycle Club.

May 31—Anniversary celebration of the Charlestown Bicycle Club.

May 31—Third annual meet of the League of Essex County Wheelmen, Salem.

FROM THE CLUBS.

ST. LOUIS.—A telegram from St. Louis says that the St. Louis Bicycle Club has re-organized, with eight members. No further particulars to hand.

SALEM.—The Salem Bicycle Club will give its last exhibition on Wednesday evening, April 30, at the Salem Rink. Harry Tufts will give his latest tricks, and a slow and obstacle race is being planned. Wheelmen entering these races are requested to send their names as soon as possible to the committee, consisting of F. P. Symonds, C. H. Odeil, F. R. Safford. F. P. S.

WASHINGTON CYCLE.—At the regular meeting of the Washington Cycle Club, held March 31, 1884, the following officers were elected for the ensuing term of six months, viz.: F. H. Pelouze, President; M. J. Wine, Vice-President; T. J. Putnam, Secretary and Treasurer; J. I. Breton, Captain; T. Albert Newman, Lieutenant. Rev. L. H. Schneider continues in the office of Chronicler. The several committees appointed for the arrangements for the meet of the L.A.W. are hard at work, and everything is progressing finely. Being on the Press and Correspondence Committee, I will try to give you weekly a report of progress, together with any items of interest that I may collect.

T. J. PUTNAM,

Sec'y Wash. Cycle Club.

HEIGHTS WHEELMEN.—At the regular monthly meeting of the Heights Wheelmen, of Brooklyn, held Wednesday, April 9th, the following officers were elected for the ensuing year: E. J. Nulhaw, President; C. Saverill, Secretary; J. W. Dunnell, Treasurer; T. G. Condon, Captain; A. R. Dunnell, Lieutenant; W. T. Cross, Bugler; G. E. Watson, Color Bearer. On Good Friday the club took a very pleasant run out through New Jersey. Taking the train as far as Newark, we then mounted our wheels, and rode through Bloomfield to Montclair, all around Montclair, then to Orange, where we had a very fine dinner at Davis's Hotel. At Orange we rode all through Llewellyn Park, and all around the town. Returning, we rode, via Central ave., to Newark, thence across the meadows to Marion, then the

train for home, arriving about 5.30. We had a very attractive parade through the streets on the Heights. On dismounting at the club rooms, we found that we had made about 35 miles in the day's run, and all thought it had been the most enjoyable ride the club had ever taken.

BROOKLYN BICYCLE CLUB.—At the fifth annual meeting of the Brooklyn Bicycle Club, held at the club rooms, 366 Livingston street, on the evening of the 1st inst., the following officers were elected for 1884-1885: President, Wm. F. Gullen; Vice-President, John Lee; Secretary and Treasurer, Chas. G. Koop; Captain, H. R. Elliot; First Lieutenant, Geo. W. Slade; Second Lieutenant, F. B. Jones; Bugler, J. G. Clarke; Color Bearer, H. H. Koop, Jr.

CHAS. G. KOOP,

Sec'y, Box 3654, N. Y.

TROJAN WHEELMEN.—The annual meeting of the Trojan Wheelmen was held on Wednesday evening, April 9, and after a spirited contest, the following officers were elected: President, T. B. Way; Vice-President, E. B. McMillan; Secretary, Frank E. Myer; Treasurer, C. E. Wilson; Captain, J. R. Torrance; 1st Lieutenant, W. J. Wyley; 2d Lieutenant, Geo. S. Coutie; Colors, W. L. Gardner; Bugler, Fred Derrick; Surgeon, Richard C. Marshall.

After the election, the club were entertained by the officers elect.

Surgeon Marshall presented the Club with a very handsome plush banner, trimmed with club colors, which was *plushingly* responded to by Captain Torrance.

We now have about fifty members, including the Pioneers of Cycling, in this section, and interest in wheel matters is constantly increasing. We expect to send a large delegation to Washington. Fraternally yours.

FRANK E. MYER, Sec'y.

AKRON.—The Akron Bicycle Club held an interesting meeting in Room 28, Arcade Block, Tuesday, April 1. Fourteen members were present. By the addition of Charles Burton, Adolph Schumacher, Charlie Orth, and John Starr, the membership is increased to 20. After due consideration, the Hotel Buchtel was named as the League hotel for this city, and by this arrangement the hotel named will give all persons traveling by bicycle, and belonging to the League of American Wheelmen, reduced rates. After a lengthy talk, the club decided on a uniform which is to be dark blue in color, knickerbocker pants, and cadet coats. A special meeting will probably be called next Tuesday to decide on what style of caps the members are to wear. It was stated by members of the club that they understood that those who had charge of the base ball ground in South Akron would construct a race track around the ball park for bicycle purposes. It was, however, reported that the base ball park managers would not construct the track, but would give the club the privilege of doing so. In view of this, the plan of having a bicycle track has been abandoned. The club is considering a change of name. The new name will probably be "Akron Wheelmen." The Ohio Division of the League of American Wheelmen will hold a tournament in Cleveland next August. A track is to be constructed especially for the occasion, and it is expected that 300 bicyclers will be present. Akron wheelmen expect to attend the meeting in a body.

KINGS CO. WHEELMEN.—The Kings Co. Wheelmen voted unanimously, at their regular meeting of the 3d inst. to join the League of American Wheelmen, in a body.

ALPHA.—The Alpha Bicycle Club, of Bethlehem, Penn., at their last regular meeting, changed the name to the Alpha Wheel Club. Yours truly,

C. F. SMITH, Sec'y.

ROCHESTER.—Rochester club members are holding a pool tournament to decide club poolist at their new headquarters.

For racing and road use quite a number will try Stars the coming season. So far the club has three tandems.

The drill corps is in excellent shape for season '84. A few members expect to attend Washington meet.

The new club rooms have been handsomely fitted up, with the idea of permanent central headquarters. Visitors always welcome.

MONTREAL.—The sixth annual meeting of the members of the Montreal Bicycle Club was held last evening in the Montreal Gymnasium, Mansfield street, and the gathering shows in what a prosperous condition the

club is. The President, Mr. H. S. Tibbs, occupied the chair, and there was a very large attendance of members.

After routine, fifteen new members, who had been proposed at the last meeting of the club, were unanimously elected, and three new members were proposed.

Mr. J. D. Miller, the popular and efficient Secretary-Treasurer, then submitted his annual report, the following summary of which will be of interest: For the first time since the formation of the club, the opening meet, which was fixed for Saturday, April 28th, came off on the day appointed, when eleven men rode out to Blue Bonnets, the roads being good. The closing meet was held on Tuesday, November 13th, when only two were found rash enough to face the blinding snowstorm that prevailed. Between these dates the club turned out for seventy rides, thirty-two fixtures having been cancelled, owing to unfavorable weather. The mileage for the season was 932 miles, the biggest since the club's formation, and the runs were attended by a total of 757 members, or an average of nearly 11. The largest muster was 34 men and the smallest 2 men.

The election of officers was then proceeded with, and resulted as follows: President, Mr. H. S. Tibbs (re-elected); Vice-President, Mr. A. T. Lane (re-elected); Hon. Secretary-Treasurer, Mr. J. D. Miller (re-elected); Committee, Messrs. J. G. Darling, J. B. Ostell, W. G. Ross and W. MacCaw. Road officers. Captain, Mr. J. H. Low (re-elected); 1st Lieutenant, Mr. R. Campbell (re-elected); 2d Lieutenant, Mr. H. Joyce (re-elected); Standard Bearer, Mr. R. Darling; Bugler, Mr. Septimus Fraser.

DETROIT.—M. C. H. Smith, of Detroit, has tendered his resignation as a member of the Detroit Bicycle Club, with a view of becoming a professional rider. We wish Mr. Smith the success he deserves, and regret the loss of an enthusiastic member.

Very respectfully,

LEON C. FINK,

Sec'y Detroit Bicycle Club.

HUDSON COUNTY WHEELMEN have elected the following officers for the term of 1884-5: President, Henry Weinhausen; Captain, Dr. Elliott W. Johnson; 1st Lieutenant, H. W. Saegendorf; 2d Lieutenant, F. H. Reinhold; Secretary, H. Henning; Right Guide, A. P. Bennett; Left Guide, G. H. Coppers.

Mr. H. W. Saegendorf is now in training, and it is expected that he will do some fast riding before the season is over.

KENTON.—At our annual meeting at the club rooms yesterday (March 28, 1884), the following officers were elected for the ensuing year, as follows: Rob't A. George, Pres.; Geo. E. Crane, Capt.; Frank B. Schultz, Lieut.; J. A. Kuert, Sec. and Treas.

We expect to double our membership this spring, as several young men have the bicycle fever. Our number is eight now.

Very respectfully,

J. A. KUERT, Sec'y.

WEYMOUTH.—The Weymouth (Mass.) Club opened their new rooms on Fast Day, and in a short time hope to have them put in order for general wheeling business.

Election of officers took place Monday evening, and resulted as follows: Pres., B. W. Burrell; Sec'y, Fred'k T. Hunt; Treas., Chas. A. Clapp; Capt., Chas. G. Sheppard; Lieutenant, L. O. Crocker, Jr.

Four new names were elected to membership. Seven members were proposed by the Secretary for membership to L. A. W.

D 4040.

MOUNT VERNON.—At the annual meeting of the Mount Vernon Bicycle Club, held April 3d, the following officers were elected: President, A. E. Fauquier; Secretary and Treasurer, Philip H. Lucas; Captain, Frank T. Davis; Lieutenant, E. M. Devoe; Bugler, F. W. Steinbrenner. Fraternally,

PHILIP H. LUCAS, Sec'y.

PAWTUCKET.—The Pawtucket Bicycle Club, an entirely new organization, which, however, took the name and admitted several of the members of the old club of the same name, was formed in Pawtucket, Tuesday, March 11, with a membership of 18 active riders, and by the time the season fairly opens, it is expected that this number will be increased to 25, and all will join the League. Uniform of green chevot, with helmet hat, was adopted. President, Dr. J. A. Chase; Captain, Fred Binford.

GEO. C. NEWELL, Sec'y.

LAWRENCE.—The Lawrence Bicycle Club

held its annual meeting, at the Essex House, on the 7th inst. The following officers were elected for the coming year: President, M. D. Currier; Vice-President, E. Arthur Dean; Secretary, W. L. Barrell; Treasurer, E. E. Branch; Captain, T. S. Webb; First Lieutenant, A. M. Tacy; Second Lieutenant, J. Ed. Aldred; First Bugler, D. M. Spooner; Second Bugler, John Tacy; Color Bearer, C. W. Arnold; Club Committee, Francis Cogswell, C. M. Smith, W. A. Russell. After the election, the club adjourned to the dining room, doing justice to the excellent bill of fare presented as only bicyclers can. After reassembling in the parlors, President Currier, with a few appropriate remarks, presented Lieut. A. M. Tacy with a gold L.A.W. pin. Mr. Tacy, although completely taken by surprise, responded in a pleasant manner. When Mr. Currier was in turn surprised by Mr. C. M. Dyer, who, in a neat and eulogistic speech, presented him, in behalf of the club, with an elegant diamond pin, of the League of American Wheelmen design. Mr. Currier responded in a characteristic manner, and the remainder of the evening was spent in a social way. This was one of the pleasantest meetings in the history of the club, which is in excellent working condition, and the enthusiasm manifested presages an active season.

MERCURY.—Thinking it might be of interest to you, I would beg leave to inform you of the organization of the Mercury Wheel Club, in Flushing, L. I., as a League club, with the following officers: President, Wm. Kissam, Jr.; Secretary and Treasurer, M. F. Covert; Captain, A. P. Cobb; Lieutenant, S. E. Gage.

Very respectfully,
MORRIS F. COVERT, Sec'y.

A QUESTION ANSWERED.

(SWINBURNING STYLE.)

"Of fear and of fate are bicycles fashioned
That the hea is above them are dire and glum?"
Nay, the faces of riders remain unashamed,
Chilled not with sense of a fall to come;
They bear the heart of the bold not craven,
'Tis peace around them and grief is far,
They hear no note from a night-hued raven
Of death at the crossing bar,

Of no iron of doom are two wheelers shapen,
That sometime a rider may seem accurt,
But the gnawing and weakness of hunger happen,
And the throats of the boys are adry for thirst.
Th'ir seats are as towers from the cares that wither,
And seldom is any struck wan by fear.
An emulous rage for race sets hither,
And the mode of the wise is clear.

Scant lives of many wax wide with the might of it,
Uprising to rnk with the hale and the sound;
Spirit and sense go elated on height of it,
Compass unlimited miles with it round.
The sense is most of a spurring scout-run,
The spirit is much like a joy sublime,
Of wheel to match and of speed to outrun
The speed of the wheel of Time.

And forth they steer, as a yachting rover
For a pleasure rad on the dan ing bine,
And highways carry their high horse over
To the meads and uplands of corn and kine.
For the heart within them of late was busy
To loose their souls as a sail unfurled;
They must needs escape for a while that dizzy
Close toil of the weary world.

Too full, they say, is the world of trouble,
Too tense with work are our walks on earth,
And we turn for the gain and relish of double
Delight to aspire on our wings of mirth.
And life grows fervid in air more vital,
Where often the city's brood fain would flee,
Where fully the lifts of the ride are requital
For falls there may happen to be. J. G. D.

FROM NEW YORK TO PHILADELPHIA.

The many accounts of interrupted tours or abandoned all-day runs, owing to the unridable condition of the roads between Philadelphia and New York, induce an old rider to dispel the error.

Being a Philadelphian, he will not presume to assert his knowledge of the best routes through the streets of Jersey City and Newark, and would suggest that Karl Kron, or some other rider familiar with that region, present the comparative advantages of the route via Hoboken to Newark, with that described in the following:

1. Ferry to Jersey City.
2. Through the city to Newark plank road (fair riding).
3. Through Newark to Elizabeth boulevard (necessarily on pavement, which is poor).
4. Cut across Elizabeth St. W., on dirt streets to avoid the pavements and vicinity of the depot, and intersect the road which parallels the N. J. C. R. R. on the north side of the same, and close to it, leading toward Plainfield.
5. Elizabeth to Westfield character of road depends on weather, usually more or less sandy, but rideable, best after rain.
6. Take side path on railroad at Westfield, and follow the cinder track to the out near Fanwood where the machine is pushed a few hundred yards to Fanwood Station.
7. At Fanwood across to the south side of the track, and take the superb Fanwood macadam to Plainfield.

(From New York to Plainfield occupied 4 hours, distance about 35 miles, and was the worst part of the whole distance).

8. From Plainfield. 1st route: Main street and side path to Durellen, turn sharp to left across railroad, and bear around to the right across another railroad to New Market. (Best riding, but longer.) 2d route: In street to New via ket direct, side path in the suburbs of Plainfield, and rather sandy, but very rideable road for the remainder. Where road ends, turn sharp to left across a pond, and bear around to right.

9. Take side path where road softens on route, to Bound Brook, cross bridge over two railroads side by side; bear around to left. Plainfield to Bound Brook (by 8) route 2d). 8 1/2 miles.

10. Bound Brook to Somerville, 4 1/2 miles, road superb.

11. Turn sharp to left at Somerville hotel, and keep straight on several miles, then bear around to the right at forks, and inquire for brick house opposite a blind ending road. This is definite, as there is no other brick house for miles around. There are so many little twistings, etc., that the rider had better get accurate route to this brick house from the hotel keeper at Somerville. Turn to left opposite the brick house, and make Vanaken, Somerville to Vanaken, 9 miles, good.

12. From Vanaken (stop at big creamery, and beg so we ice cold milk, then cross railroad, and take 1st route (long, but better riding). Straight on for a little distance, turn sharp to right over railroad bridge, and keep on a couple of miles to Fairville, then bear around to left (until on back track near y), toward Blawenburg, recross in the railroad on a second bridge 3 or 4 miles further south than the former; keep on to Blawenburg, dismounting for a very steep hill by a graveyard; and, striking the Hopewell road, turn sharp to left past a large peach orchard then straight on to Hopewell. Vanaken to Blawenburg (via Fairville), 6 1/2 miles, good. Blawenburg to Hopewell, 3 1/2 miles, very good. 2d route: Shorter, fair riding. From Vanaken, straight on, then bear to left through Harlingen, thence in same general direction to into section at right angles with road from Fairville to Blawenburg (see 1st route); turn sharp to left, and passing the same cemetery hill, take remainder of the distance to Hopewell as per 1st route. Vanaken to Harlingen, 2 miles, good. Harlingen to Blawenburg, 3 miles, fair. Blawenburg to Hopewell, 3 1/2 miles, good.

13. Hopewell to Pennington, 7 miles, fair to good.

14. Pennington to Ewingville, 2 miles, fair.

15. Ewingville to Trenton, to Warren street, to P. R. R. cross bridge over Delaware to Morrisville, Ewingville to bridge, 5 miles, tough to fair.

16. In Morrisville pass depot, turn sharp to left at first big street beyond; cross track, and turn to right 3 squares beyond on the Bristol turnpike. Take side path to Bristol. Morrisville to Tullytown, take side path on west of road. Tullytown to Bristol, east of road. Narrow in places, but a superb run. Morrisville to Bristol, 9 1/2 miles.

17. Straight through Bristol to Burlington ferry, Main street, Burlington, to railroad, right two squares, left across railroad on Camden turnpike. Take right hand fork at first toll gate through Edgewater to Beverly. Burlington to Beverly, 4 miles, good.

18. Beverly to street at right angles passing a soldiers' cemetery (on side path). Take right hand fork just beyond, to short sand hole requiring a walk of 100 yards. Strike Camden turnpike just beyond, and turn to right on it to Camden. Keep in side paths where possible; through Camden to ferries. Beverly to Camden, 15 miles, fair to very good. In Camden make turn to right of two squares, to Cooper street, (from Market street, by which you enter), and patent pavement gives the finishing touch to a long and enjoyable ride. Philadelphia by ferry, though Camden is the practical terminus.

At certain times and seasons, when a log contractor does not tear a certain road up with 6-ox teams, it is an exquisite diversion from the route as described, to strike the Del. & Rar. canal tow path at Bound Brook, and wheel along on the dead level, generally smooth path for 12 or 14 miles, to Griggstown, or some such unpoetic place, where the road from Hopewell passed the large peach orchard (mentioned in the route li ti) stikes the canal at right angles. From the canal to the peach orchard, however, the log roller had spoiled the road when I passed over it last, September 16, although in the preceding May, a large party of us passed by this way on our trip to the League Meet, and found everything lovely. The canal leads through the most perfect rural peaceful and pretty scenery, and I should advise trying it on Sunday, when everything is quiet, and there are no mule teams to interrupt.

There is also a fine road from Bound Brook to New Brunswick, good side paths thence to Rahway, and very fair riding thence to Plainfield, forming a triangle of 32 miles perimeter. From Elizabeth to Rahway, a tramp path along the P. R. R. is best. The first time I went over the route, I made the trip from Elizabeth to Philadelphia in twelve hours exactly, riding time nine hours. H. S. W.

OUR BOSTON LETTER.

A DULL AND RAINY WEEK—BOSTON'S HORSES NOT AFRAID OF BICYCLISTS—SATISFACTORY RESULT OF THE L. A. W. STATE ELECTION—CLUB AND PERSONAL GOSSIP.

The principal occupation of wheelmen here at present is talking about the beastly weather we are having, and wondering if one will ever again be able to ride his wheel to business in the morning without running the risk of getting a ducking when he returns home in the evening. For the past week the weather has been very pleasant during the day, but just as soon as evening approaches, the rain begins to come down, and thus spoils all chances of an after-dark run. Yesterday, it rained all day, but the Sunday before last was a delightful day, and the roads around the city were simply thronged with wheelmen. The Mill Dam and Mile Ground were never more crowded with carriages and fast trotters, and three runaways and two smash ups occurred there during the day, but none were caused by the horses be-

coming frightened at bicycles, although several hundred wheelmen passed over the roads during the afternoon. Why it is that New York horses are so fond of becoming uncontrollably frightened at the sight of a bicycle I do not understand; for, in all my experience in riding through the streets and suburbs of Boston, I have seen but one accident caused by a horse's fright at a bicycle, and that was chiefly the fault of the wheelman, who, when he saw the horse begin to dance in front of him, became so frightened that in trying to dismount from his machine he took a header and landed a few feet in front of the horse. The horse naturally wanted to get out of the way, so backed up on to the sidewalk, where he left a portion of the carriage, together with its occupants, and then hurried off down the road. I have noticed a number of horses shy when seeing a bicycle for the first time, but have found that they were always easily quieted by a word from the wheelman. A rider should never make a sudden dismount from his wheel when near a frightened horse, for, ten chances to one, the horse will become more frightened at seeing a man jump off the bicycle, than he would if it was quietly ridden by him. The fault, however, is usually with the driver of the horse, who, when his horse shows the slightest signs of fear, begins to pull on the reins and shout and swear at the bicyclist to get out of the road. The result of the present trouble in Kentucky is watched for with great interest among wheelmen here, but all feel confident that the cyclists will come out ahead. Every one is loud in his praise of the action of Colonel Albert A. Pope in securing, at his own expense, counsel to fight the anti-bicycle bill, and is beginning to appreciate the fact that the Pope Manufacturing Co. is not a monopoly whose sole object is to grind all they can out of wheelmen, but have the true interest of the sport at heart, and do everything possible to promote it.

Interest in League affairs still continues on the increase, and the result of the State election of officers has been looked for with great eagerness. Copies of THE WHEEL are at a premium to-day, and read with the greatest interest. The result of the election seems to be satisfactory to every one, and with the increased activity resulting from a new Board of Officers, Massachusetts will, I feel confident, regain its position at the head of the League membership rolls, no matter how hard New York may work to retain it.

The Massachusetts Bicycle Club are as active as ever, and receive additions to their membership by the score. All but a few hundred dollars of the stock of the corporation has been subscribed for, and work will at once be begun on the new club house. Colonel Albert A. Pope has been elected President of the corporation, which is a sufficient guarantee of its success. A new Captain will be elected at the next meeting of the club.

The Bostons always were famous for their innovations in the club house line, and have now had kennels put in the basement of their house for the accommodation of the members' dogs. Game chickens may be the next class of animals provided for.

The Cambridge Bicycle Club have moved into new quarters at Harvard square, and are said to be very comfortably situated.

The Boston Ramblers held a ladies' night at their rooms recently, which was attended by about forty couples. The club has voted to hold a picnic on Decoration Day, and have appointed a committee to entertain the wheelmen who participate in the Chicago Club's tour to Boston next July.

It is said that Robert James, the English professional rider, who competed at last year's Springfield tournament, is shortly coming to America, and will take up his residence in Boston. He will bring with him W. F. Sutton, an English amateur flyer of no mean reputation, who will probably make things lively for our boys this season.

The new saddle spring clip, put on this season's Expert Columbia, is a model of neatness, and effectually prevents all rattle of the spring. A tool bag, of a novel design, is also a good addition to this year's Expert. The bag is so arranged that the tools are kept separate, thus doing away with all noise.

The annual meeting and dinner of the Newton Bicycle Club was held at Hotel Hunnewell, last Saturday evening. A large attendance was at the dinner, and addresses were made by Mayor Kimball and a number of the members. The officers elected were

as follows: President, Freelon Morris; Secretary, C. W. Clapp; Treasurer, D. N. C. Hyams; Captain, J. C. Elms, Jr.; First Lieutenant, H. M. Sabin; Second Lieutenant, J. W. Rogers; C. L. Clark and P. L. Aubin, Club Committee.

The Aldens, double fancy riding bicyclists, left Boston last week to join Cole's circus, with which they will travel during the coming season.

The track on the Dartmouth street grounds is to be laid out six, instead of five, laps to the mile, and will be measured 18 inches from the pole.

The Chelsea Bicycle Club resent the insinuations of the local press that they are dead, and to prove that they are still alive, have formed a drill squad of eight, and will give an exhibition drill at the Pythian Roller Skating Rink on next Saturday evening. Captain J. F. Brown, of this club, who has for a number of years been connected with the Pope Manufacturing Co., has established a business of his own in Chelsea.

President Drake, of the Long Island Wheelmen, of Brooklyn, passed a few days in Boston last week.

Both of Mayor Martin's sons are enthusiastic riders of the Columbia Bicycle.

Invitations for the Harvard College Bicycle Club races will be sent out on May 1.

The Tremonts have elected the following officers: President, C. J. Upham; Secretary and Treasurer, E. A. Hemenway; Captain, Richard Booth; First Lieutenant, C. J. Holland; Second Lieutenant, H. R. Luther; Club Committee, President, Secretary, Captain, and C. J. Holland and H. R. Luther.

It is rumored here that Wilmot and Sewell, Boston's fancy bicyclists, separated at Salt Lake City, Utah, Sewell returning to New York. LEWEE.

BOSTON, MASS., April 21, 1884.

OUTING AND THE WHEELMAN

The special feature in the APRIL ISSUE of OUTING is the stirring WHEELMAN'S SONG, by

WILL CARLETON,

the well known author of "Betsy and I Are Out" and other poems. It is illustrated by Hy. Sandham in his best style.

WHEELMEN

Will find several articles of special interest to them:

NOVA SCOTIA AND THE ISLANDS BEYOND, By Karl Kron; illustrated by E. H. Garrett.

THE MORNING RIDE, (Poem) by Ninon Neckar.

THE ROCKINGHAM'S DOUBLE CENTURY, By C. A. Hazlett.

BICYCLE AND TRICYCLE RACING RECORDS, Part II. By Abbot Bassett.

OUR MONTHLY RECORD.

Containing the important recent events, as a permanent record, in the wheeling world.

"Outing and The Wheelman" is a periodical which deserves the heartiest welcome at the hands of tired and busy Americans. Its records this month of bicycling trips in this country and abroad are enough to stir the blood of the most persistent cit.—N. Y. Tribune.

* * * We take pleasure in announcing to our friends and wheelmen generally that beginning with April we publish an English edition of OUTING from 98 Fleet St., London, E. C. We are gratified that an appreciative reception of OUTING on the part of our English readers makes this enlargement of our field a SUCCESS FROM THE START.

* * * OUTING is for sale by all newsdealers, or will be mailed by the publishers on receipt of price. \$2.00 a year; 20 cents a copy.

THE WHEELMAN COMPANY,

175 Tremont St., Boston, Mass.



THE OFFICIAL ORGAN OF THE LEAGUE
OF AMERICAN WHEELMEN.

Subscription Price, - - One Dollar A Year
European Subscriptions, - - - 5 Shillings

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THE 'CYCLING PUBLISHING COMPANY,
Box 444, 22 New Church Street, N. Y.,
and entered at the Post-Office at second-class rates.

New York, April 25, 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.

GUARANTEE SUBSCRIPTION TO RAISE \$500 FOR THE L. A. W.

We, the undersigned, do hereby agree to subscribe the sum placed opposite our names, provided the total amount of \$500 can be obtained before May 1, 1884. This amount is to be turned over to W. V. Gilman, Treasurer, to be applied towards the carrying out of the League's Championship Race Meeting and other legitimate expenses. The following subscriptions have thus far been received:

Frank A. Egan, 1291 Broadway, N.Y.	\$10.00
Fred. Jenkins, 22 New Church st.	10.00
Geo. R. Bidwell, 4 East 60th st.	10.00
Fred. G. Bourne, 25 West 23d st.	10.00
N. Malon Beckwith, 21 W. 37th st.	10.00
Richard Nelson, 87 Gold st.	10.00
Edwin W. Adams, 114 Wall st.	10.00
J. Oswald Jimenis, 114 Wall st.	10.00
New York State Division	100.00
Will R. Pitman, care Sam'l Bunting, Sons & Co., Phila., Pa.	10.00
W. V. Gilman, Nashua, N. H.	10.00
Eugene M. Aaron, Box 916, Phila., Pa.	10.00
A. Leaguer, Philadelphia, Pa.	2.00
Col. A. A. Pope, Boston Mass.	50.00
A. L. Fennessy, Springfield, Mass.	20.00
H. G. Rouse, Peoria, Ill.	10.00
Fred'k McOwen, Philadelphia, Pa.	10.00
V. M. Haldeman, Marietta, Pa.	10.00
Dr. A. G. Coleman, Canandaigua, N. Y.	10.00
E. K. Austin, New York.	5.00
Washington B. Booz, Baltimore, Md.	5.00
Fred P. Edmans, Troy, N. Y.	5.00
E. Stewart Sumner, Bridgeport, Conn.	1.00

Total\$338.00

[As the time is short, we trust that subscriptions will be pledged at once. They will be acknowledged through THE WHEEL, and we trust that all will respond who can conveniently do so. All communications concerning this fund should be addressed to Frank A. Egan, care of THE WHEEL, Box 444, New York. Any amount will be thankfully received.]

AN APPEAL TO EVERY FAIR-MINDED MEMBER OF THE L. A. W.

At the recent officers' meeting in New York, certain business was transacted that did not meet with the approval of the absent members of the board, who accordingly filed with the President of the League an appeal from two decisions—the one barring out non-League clubs from the parade, and the other expelling Mr. Fred Jenkins. The following is the document that was sent to every member of the Board of Officers:

PHILADELPHIA, March 24, 1884.
To Dr. N. MALON BECKWITH,
President League of American Wheelmen.
Sir: We, the undersigned officers of the L. A. W., do hereby respectfully appeal from the action of the Board of Officers at the

recent New York meeting, inasmuch as we think in two cases injustice has been done and the utility of the League impaired.

First. We object to such action as shall exclude from the parade and meet at Washington all riders who are not League members, because we think that such a wholesale exclusion tends to defeat one of the chief aims and the greatest use of bicycling parades; that it lessens the size and importance of the body of drilled and uniformed men presented to the public view, and, by excluding the Capital Club, of Washington, takes from our parade one of the oldest, best drilled, and most influential clubs in the country, and one whose absence will mar the effect of our parade, and which we think will be severely felt, by depriving us of the benefit of its assistance and experience. We therefore move that the action of the board be reversed in favor of inviting regularly organized clubs to join us in the meet, and parade, and banquet.

Second. We object to the action of the board in accepting without debate the report of the Membership Committee, inasmuch as we believe that injustice has been done in expelling from the League Mr. Fred Jenkins, a man who, having faults like other men, and who, perhaps, allowed his temper to get the better of his judgment, has yet been a hard and faithful worker for the League and its interests, and through whose efforts, we believe, the membership of the League has been largely increased, whose sole offence was "accusing the Springfield Club of not paying its just debts." Mr. Jenkins probably believed his statement. While we deplore the difference and quarrel between him and the Springfield Club, we yet think the punishment greater than the offence deserved. Expulsion is the last and most extreme punishment, and should be inflicted only in the most severe cases; and in our opinion, the case of Mr. Jenkins is not such an extreme or severe case. We are also informed and believe that the third member of the committee had no knowledge of its action, and no opportunity to present a minority report. We think Mr. Jenkins should have been given a hearing, and allowed to speak in his own behalf, and if the board found he acted honestly and in good faith, that a reprimand from the executive should have been inflicted as a sufficient punishment. We therefore move his reinstatement, and respectfully request and urge that this matter may be at once submitted to the entire Board of Officers by a mail vote, as the rules require. With no reflection on the good faith of the Board of Officers, but feeling that if punishment was necessary it should have been inflicted more lightly.

Very respectfully yours,

GEO. SANDERSON, JR.,
Chief Consul Pa.
GEO. D. GIDEON (3d member Com.)
Rep. Pa.
EWING L. MILLER,
Rep. Pa.
ALBERT TREGO,
C. C. Maryland.
YATES PENNIMAN,
Rep. Maryland.
VICTOR M. HALDEMAN,
Rep. & Sec. Pa. Div. L. A. W.

This appeal was forwarded by the President to the Corresponding Secretary, April 11th, and ordered printed and sent out immediately to the full board. The printed copy was returned April 14th to the President of the League for his approval, who immediately telegraphed to Nashua to mail it at once. Instead of so doing, the Corresponding Secretary did not send it until the following circular had been prepared, which was enclosed by him in the same envelope, thus prostituting the integrity of his office to further his own personal enmity. The President had no knowledge of even the existence of the unofficial enclosure until he received it with his mail vote:

[The Unofficial Enclosure.]

TO THE PRESIDENT AND BOARD OF OFFICERS
OF THE LEAGUE OF AMERICAN WHEELMEN.

Gentlemen: In the interest of fair, impartial, and honest government, we desire to call your attention to the appeal from the decision of the Board of Officers, in expelling Mr. FRED JENKINS, of New York, from the League of American Wheelmen. This ap-

peal has been duly filed with the Corresponding Secretary, and is now subject to a mail vote of the Board of Officers. We feel that this organization has arrived at a very important crisis, and it is time for men who have respect for themselves, and a fearless consideration for the rights of others, to rise up and place themselves on record in favor of good government, right, and decency.

The man who seeks reinstatement was protested and suspended from office for uttering a willful and malicious falsehood, and for publicly slandering a League club. He was given an opportunity to present his proofs of the statements made, but could produce nothing. Your Membership Committee recommended that he be expelled, and their report was accepted by a nearly unanimous vote of the Board of Officers. The gentlemen who respectfully petition for his reinstatement argue that he has been a hard and faithful worker for the League—Yes; and they might add that he was well paid for his services—and also that he probably believed his statements. The latter argument deserves no comment. If we are to reinstate a man who has publicly insulted a club of 122 men, and who has never yet expressed any contrition for his slander, or retracted his false statements, then we believe we are jeopardizing the best interests of the League, and establishing a precedent that will work nothing but harm in the future.

The strength of this organization will always lie with the character and sterling worth of its members, and it should be the object of all who have its interests and welfare at heart to seek to elevate rather than to lower its moral standard. If we take just pride in belonging to the League of American Wheelmen, and believe we are associating ourselves with gentlemen amateurs, that will be a powerful incentive to induce our friends to join us, and help along the cause; but if we are to abandon it to the questionable element, then the League will have lost its fascination for many of us. We beg that you will give this matter your careful consideration, and that you will readily see the extreme folly of reinstating a man who has been ignominiously expelled; that you will also realize the importance and necessity of vindicating your Membership Committee, in sustaining their recommendation and the decision of the Board of Officers. In conclusion, we emphatically protest against Mr. Jenkins' reinstatement, believing it impolitic, suicidal, and detrimental to the best interests of the League of American Wheelmen.

Respectfully yours,

EDWARD K. HILL, Chief Consul for Mass.
L. H. JOHNSON, " " " N. J.
C. H. WILKINS, " " " N. H.
C. G. ROSS, " " " Ver.
A. G. CARPENTER, " " " R. I.
F. P. KENDALL, Representative for Mass.
JOHN S. WEBER, Jr., " " " Conn.
H. S. WOLLISON, " " " " "
H. O. EDGERTON, " " " " "
A. L. FENNESSY, " " " " "
H. E. DUCKER, " " " " "
C. L. CLARK, " " " " "
F. H. BENTON, " " " Conn.
C. JULIAN WOOD, " " " N. J.
EDWIN W. ADAMS, " " " N. Y.

No further comment is made other than to point out that among the signers, two are not members of the Board of Officers, and two, who were appointed, were not confirmed. The whole vote is, under the circumstances, illegal, and will undoubtedly be thrown out. It seems an outrage that a League official should stoop to such underhand practices in the transaction of official business. Yours respectfully,

FRED JENKINS.

Capt. Will. R. Pitman writes that the photograph fund which he had in charge will net the New York Division between \$75 and \$100, and that returns will be made next week.

APPLICATIONS FOR MEMBERSHIP L. A. W.

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 the undersigned. Every name published in this list will be entitled to a membership card good until May 30, 1885, barring objections. All names published and accepted before May 30, ensuing, will receive a membership card marked "Good until May 30, 1884," and later in the season another, and you will confer a great favor by retaining your postal cards, saying your card is wrong, and that it should read "Good until May 30, 1885." It is impossible to issue the new tickets until after the annual election of a new Executive Board, which takes place at Washington, May 10, as the names of the officers for 1884-5 must appear upon them. Please bear in mind the above instructions.
Yours fraternally,
W. V. GILMAN,
Cor. Secretary L. A. W., *pro tem.*

No. 59. Total 34, NASHUA, N. H., April 25, 1884. Unattached 5.

1039—Frank T. Rawlings, 1505 Pennsylvania ave., Washington, D. C.
1044—George E. Emmons, 916 F street, N. W., Washington, D. C.
1040—E. S. Cotant, 909 Eighth st., Des Moines, Iowa.
1041—Tunis O. Records, Glenwood, Iowa.
1043—Willard F. Shaw,

Junior Wheelmen of Baltimore—add 2.

1046—C. W. Stork, 519 Madison ave., Baltimore, Md.
1047—Wallace Whitelock, 132 St. Paul st., Baltimore, Md.

1a Fayette Wheelmen—add 5.

1050—W. S. Kahler, 1019 North Gilmore st., Baltimore, Md.
1052—Fred W. Beck, Jr., 117 Harlem ave., Baltimore, Md.
1053—W. S. Bagly, Johns Hopkins University, Baltimore, Md.
1054—Charles J. Winterle, 61 Park ave., Baltimore, Md.
1055—Fred W. Whitman, 141 West Pratt st., Baltimore, Md.

MASSACHUSETTS DIVISION—1.

1056—Artemas B. Woodworth, Jr., Lowell, Mass.
PENNSYLVANIA DIVISION—1.

1057—Charles A. Wright, 527 Arch st., Philadelphia, Pa.

MISSOURI DIVISION—2.

1058—George W. Boswell, 416 N. Second st., St. Louis, Mo.
1059—Everett W. Pattison, 305 Olive st., St. Louis, Mo.

NEW YORK STATE DIVISION—2.

1060—William M. Thompson, care of Lee Holland & Co., Buffalo, N. Y.
1061—Edward M. Thompson, care of Lee Holland & Co., Buffalo, N. Y.

CONNECTICUT DIVISION—6.

Meriden Wheel Club—add 6.
1062—Horace G. Miller, 34 George st., Meriden, Conn.
1063—Lewis A. Miller, 34 George st., Meriden, Conn.
1064—W. T. Russell, Cook ave., Meriden, Conn.
1065—C. S. Perkins, 180 Colony st., Meriden, Conn.
1066—R. J. Rice, Jr., 86 Grove st., Meriden, Conn.
1090—Elmer E. Converse, Meriden, Conn.

OHIO DIVISION—10.

Unattached 4.

1067—J. L. Smith, Union Passenger Depot, Cleveland, Ohio.
1069—W. L. Warner, care of Taylor Kilpatrick & Co., Cleveland, Ohio.
1070—L. S. Copper, Cleveland, Ohio.
1071—Joseph A. Meyer, Jr., Canton, Ohio.

Ashtabula County Bicycle Club—add 1.

1073—Clinton Beardsley Cummins, Conneant, Ohio.
Mt. Vernon Bicycle Club—add 5.

1074—Harry C. Plimpton, Mt. Vernon, Ohio.
1077—Harry Crumby, " " " " "
1078—Walter C. McFadden, " " " " "
1079—Will A. Porter, " " " " "
1086—Frank N. Spindler, " " " " "

FOR SALE AND EXCHANGE.

[Advertisements inserted under this heading, not exceeding four lines nonpareil, for one dollar. THE WHEEL having a paid circulation of over four thousand, makes it a valuable medium of advertising.]

FOR \$90—a 56-inch HAKVARD, Special Ball Bearings, new last June; cost \$140; in perfect order. Address or call on G. A. CORKY, 203 E. 33d street, N. Y. City.

EXCHANGE—Will exchange a twelve bore breech loading Shot gun, with belt, case, and one dozen brass shells. Value \$10. For a full or half nickel Expert Columbia Bicycle, 52 or 54 inch wheel. Address JOSEPH H. LEHMAN, No. 107 S. 13th street, Phila., Pa.

MISCELLANEOUS.

Advertisements inserted in this department up to four lines nonpareil for \$20.00 per year.

ST. LOUIS, MO.

Missouri Wheel Company, Richard Garvey, Pres't, agency of the Columbia Bicycles; also for all high class English Bicycles and Tricycles. A full assortment of wheel sundries in stock. Everything at or below New York and Boston figures. Repairing with promptness. Send for circular of new and second hand wheels. Owners of d mfgs. of the Luryca Patent Saddle and Spring, the "best in the world," 210 and 212 N. 12th street.

ST. LOUIS WHEEL CO., 1121 Olive street, C. E. Stone, Manager. Sole Agents for the Celebrated Sanspareil Bicycles. The Sanspareil, American, Light Roadster, and Racer. The American Club Bicycles and Imperial Tricycles. Agents for all high class machines. Repairing, nickeling, and enameling promptly done. All work guaranteed. Send for second hand list. Best bargains in the '84 market.

Ira Perego

BICYCLE JERSEYS.

In finely woven worsted, without collar, all shades.....	\$4.00
" " " striped, without collar, all shades.....	4.25
" " " striped, with collar.....	6.50
" " " solid color, with collar, striped.....	6.50
" " " solid colors, with club initials woven, to order.....	
" " " silk, solid colors.....	21.00
" " " with club initials woven in, to order.....	
Heavy ribbed Jerseys, sometimes called Guernseys, in blue woolen.....	2.50
" " " in white woolen.....	5.00

Begs to announce to American bicyclers that his stock of cycling furnishings is complete. His facilities for supplying the latest novelties of the English market cannot be excelled. Making frequent trips to Europe, nothing that is desirable to wheelmen can escape his attention.



SILK BELTS.

ENGLISH BICYCLE HOSE.

(BY MAIL 10 CENTS EXTRA.)

In solid colors, blue or brown, ribbed.....	
" " " " " with knit top.....	
" " " " " finer texture.....	
In solid colors, green, with knit top.....	
" " " black, fine rib.....	
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In mottled colors, drabs or browns.....	2.50
In steel gray.....	2.50



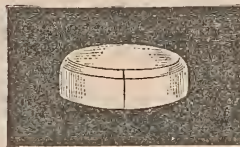
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Ventilated Duck Bicycle Helmets.
1st quality white, \$1.50 each,
\$15 per dozen.



No. 10.
Ventilated Duck Bicycle Helmets,
2d quality \$1.25 each,
\$12 per dozen.



No. 4.
Bicycle Caps.
1st quality \$1.75, \$18 per
dozen; 2d, \$1.00, \$15.



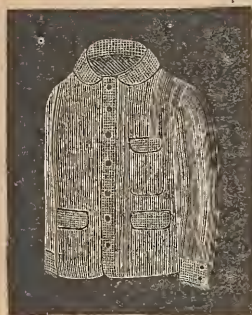
No. 5.
Blue Cheviot English Polo Caps.
Extra quality \$1.50 each,
\$15 per dozen.



No. 3.
Ventilated Corduroy Bicycle Helmets.
\$1.50 each, \$15 per dozen.



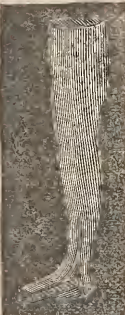
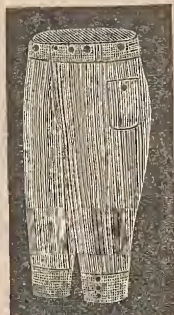
No. 7.
Duck Tennis Caps.
White or drab, 40 cts., \$4.00
per dozen.



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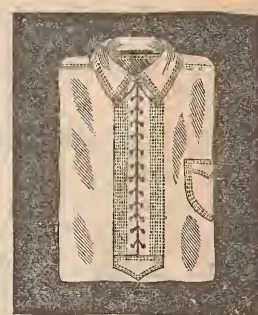
Is the name given to a bicycle suit especially imported by this firm, and said by experienced wheelmen to be better adapted to ordinary road riding than any suit hitherto offered. It consists of a very pretty jacket and pants, woven in worsted, in two colors, seal brown and navy blue, so as to fit tight to the skin.

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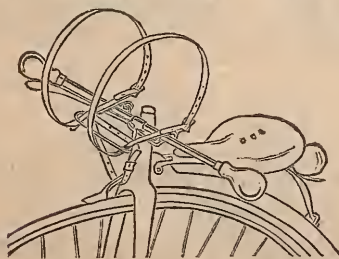
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DETACHABLE FORM.

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Numberless attractions in this, the

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A 36-page programme, with all details, will be sent to any address sent to the Corr. Com., Rev. L. H. SCHNEIDER, Chairman, No. 611 Twentieth street, N. W., Washington, D. C. League members need not apply.

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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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PINS.



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For the official design in gold send to C. H. LAMSON, Portland, Maine, the only authorized maker. Prices for handsome, solid gold pins with garnet stone centres, \$3.50, \$5, \$7, and \$8 each, according to finish and kt. Orders by mail enclosing cash or P. O. order will receive prompt attention. Also on sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia, at H. B. Hart's, 811 Arch st.; in Boston, at The Pope Mfg. Co.; and in New Haven, at The American Bi. Co., 79 Orange st.



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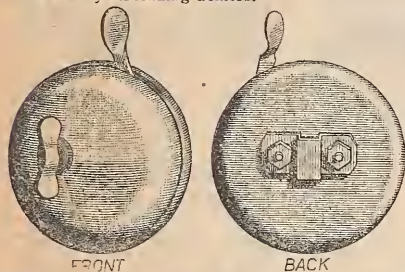
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Automatic and Instantaneous.

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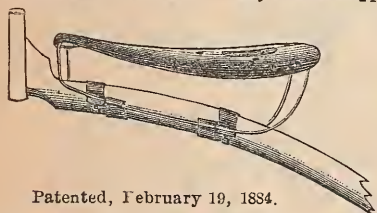


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FOR BICYCLES.

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Fits any Machine. In short, it is Low, Neat, Comfortable, Adjustable, and Cheap. Why Suffer on the Road any Longer? Try it once and You will "Use no other," for it Makes Road Riding a Luxury. Order Early as Possible. PRICES: JAPANESE, \$3.00; NICKEL, \$4.75. SPECIAL TERMS TO DEALERS.

CHICAGO, March 18, 1884.

MISSOURI WHEEL COMPANY. *Gents:* We have both rode the Duryea Saddles bought of you last summer in all our rides and races since, and think so well of them that we shall ride no others in future. Please send us two new ones for our ride from New York to San Francisco. Yours truly,

W. M. WOODSIDE,
WM. J. MORGAN.

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I have just won the six days' bicycle race in this city, covering 880 miles in six days, of twelve hours' daily riding, and rode the entire distance on a Duryea Saddle, manufactured by the Missouri Wheel Company, of St. Louis, which saddle I recommend to all wheelmen who desire ease, comfort, and safety in riding. I shall use no other saddle in the future. Morgan, who came in second in above contest (884 miles), also used a Duryea Saddle.

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We rode the Duryea Saddle in the 1044-miles road ride of the Missouri Bicycle Club, November 18th, and completed the distance comfortably, and without chafing, on time.

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THE DURYEA SADDLE

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All long distant riders making extended tours this summer will use this Saddle.

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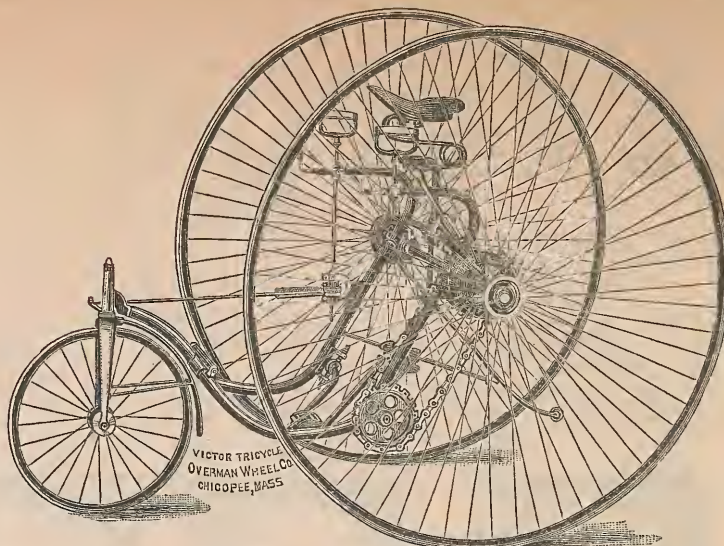
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TRICYCLES.

Second-hand one each, Victor rotary, 50 in., \$110.00; Pope Columbia, \$130.

Bicycles, American and English.

Bicycle shoes with rubber soles from \$1.50. The new model Galway helmets, with corrugated ventilators and patent anti-sweat band. Full line of Columbia and all other makes of bicycles and tricycles; sundries. Fine strong hose, per pair, \$1.50, or \$6.00 for six pairs.

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Machines Bought and Sold. Repairing in all Branches a Specialty.

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Beg to announce that they have recently been appointed SOLE UNITED STATES AGENTS for THE COVENTRY MACHINISTS' CO. (Limited), COVENTRY, ENGLAND, the Largest and Oldest Bicycle Makers in the World, Manufacturers of the Celebrated

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And, knowing the demand for these favorite machines, they have now in stock and in transit a larger number of the Famous

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Which, retaining all the features and improvements which have made them so valued in the past, and further improved by the addition of

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DROPPED HANDLE BARS (AT OPTION), and HARRINGTON'S ENAMEL, IN LIEU OF PAINT.

These Bicycles are universally admitted to be the most elegant machines now on the American Market, and gentlemen contemplating purchasing new mounts are recommended to consider the sterling merits of the AMERICAN CLUB.

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Reliable Agents Wanted in every City.



All Desirable Forms of Accident Insurance can be obtained of the
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OFFICE, 149 BROADWAY, New York.

TO THE MEMBERS OF THE L. A. W.
Are You Insured Against Accident?

New York, Jan. 7, '84.

I was persuaded to take out an Accident Policy last August. in the Fidelity and Casualty Company, of New York, for \$5,000 in case of death, and \$25.00 per week if injured. About the middle of October, you will recollect, I was thrown from my bicycle, and sustained an injury. I have just recovered from this, and last Friday filed a claim for eleven weeks' indemnity. The company promptly paid the amount (\$275.00), and I cannot but publicly praise their business methods. To the many wheelmen who are dependent upon their salaries for support, I unhesitatingly say: Insure in the Fidelity and Casualty Company. The cost is very little, and, in event of injury, you will find the indemnity very handy to have.

FRED JENKINS,
Editor of The Wheel.

New York, Nov. 17, '83.

This company issues accidental policies of insurance against any bodily injury and loss of life induced by accidental means, whether it happen while traveling on your bicycle, or in any of the lawful and usual avocations of life.

I am carrying a policy of insurance in this company, and I highly recommend it to your consideration.

You are journeying more or less over the country on your bicycle, and if unfortunately you "make a header, and down you go," and are disabled to the extent of SIX MONTHS, you can depend upon receiving your full indemnity for that length of time.

The strong Board of Directors will convince you that it is in the hands of reliable men.

Yours very truly,
N. MALON BECKWITH,
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American and English Sundries.

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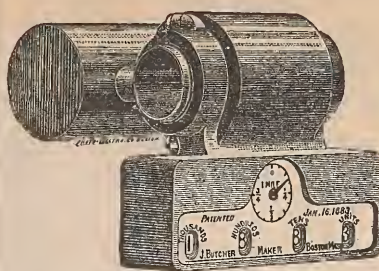
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Registers by a positive action, and is therefore entirely reliable. It can be read from the saddle, so that speed and distance traveled may be readily determined.

It is indispensable to any rider who wishes to keep an accurate record of distance run in a year, for it registers to 10,000 miles.

Special Patterns are made for the American Star and for Tricycles.

They are all finished nickle-plated, unless otherwise ordered.

Weight 19 1-2 Ounces. Price \$10.00.

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Weak Nervous Men



Whose debility, exhausted powers, premature decay and failure to perform life's duties properly are caused by excesses, errors of youth, etc., will find a perfect and lasting restoration to robust health and vigorous manhood in THE MARSTON REMEDY. Neither stomach drugging nor instruments. This treatment of Nervous Debility and Physical Decay is uniformly successful because based on perfect diagnosis, new and direct methods and absolute thoroughness. Full information and Treatise free. Address Consulting Physician of MARSTON REMEDY CO., 46 W. 14th St., New York.

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The COLUMBIAS, HARVARD, and a full line of Boys' Bicycles always in stock.

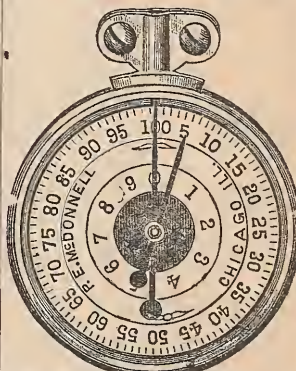
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A CYCLOMETER



For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a hub lamp. There are neither springs nor weights in its construction; it requires no oil, and is

absolutely water and air tight. The cut is exact size of instrument, which weighs only 2 1/4 oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

A. G. SPALDING & BRO.,

108 Madison Street, CHICAGO.

For Sale by Dealers Generally.

Wiley's Bicycle and Sporting Leggings.

A good pair of canvas leggings, 17 inches high, blk., gilt or nickel buttons, sent postage paid to any address, for \$1. In exercising and short runs, riders do not wish to take the trouble of putting on their knickerbockers and club suit, so a pair of light canvas leggings, that will not cause perspiration, are just the thing to keep the dust and oil from soiling the pantaloons. A pair of corduroy (brown or gray), fastened with buckles, buttons, or lace, for \$1.75. Send measure when ordering; diagrams for measurements sent upon application. We sell the best sporting houses and bicycle dealers in the country. Send for one of our "Rink" caps, only 50 cts. WM. H. WILEY, Box 1023, HARTFORD, CONN.

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THE HARTFORD**SEWING MACHINE.**

THE LARGEST AND LIGHTEST RUNNING.

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Mention THE WHEEL.

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For Boys and Youths.

Keep also a full assortment

Boys' Three-Wheeled Velocipedes

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Petit Tricycles,

IN ALL SIZES AND GRADES.

For Sale by all Dealers and Toy Houses.

Illustrated Catalogue furnished on application.

New York Branch, 47 Murray St., N. Y.

R. L. COLEMAN, Manager.

COLUMBIA

BICYCLES AND TRICYCLES.

TESTIMONIALS.

FROM THE CITIZENS BICYCLE CLUB, OF NEW YORK
CITY.

NEW YORK, February 24, 1884.

THE POPE M'FG CO.

Gentlemen: The undersigned take pleasure in certifying that, in their opinion, the "Expert Columbia Bicycle" is the best wheel in the market. Its general finish, style, and workmanship are unexcelled, and on account of its great strength and rigidity, we find it particularly well adapted to road riding. The past winter has shown how desirable a machine it is for use on rough roads, over frozen ruts, etc., making it an easy matter to ride in safety where a less rigid or stiff machine would be well-nigh impracticable, if not useless.

We are glad to add this testimonial to the many others in favor of the "Expert," and predict for it a prosperous future, for it certainly answers all that can be required of it.

Yours very truly,

THOS. C. SMITH,
W. A. BRYANT,
GEO. A. WELLS,
PHILIP FONTAINE,
GEO. E. DUNLAP,
JOHN C. GULICK,
GEORGE MARTIN HUSS,
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F. S. GRANT, M. D.

* President Citizens Bicycle Club.

† Captain Citizens Bicycle Club, and President League of American Wheelmen.

‡ Ex-Commodore N. Y. Yacht Club.

I am glad now to know that you have surpassed the "over sea" neighbors in the excellency of your bicycles.

I have used one of your "Columbias" the past season, subjecting it to the hardest usage, and finding it still in the best condition.

ALLISON O. DOWNS,

Pastor Congregational Church.

NORTHVILLE, L. I.

I do not hesitate to say that, in my opinion, the "Expert Columbia" is the best finished, and, taking everything into consideration, the most perfect bicycle I have ever seen. I have owned three different makes of English machines, and have not been entirely suited until I received my 56-inch "Expert."

W. P. ANTHONY,

Sec. and Treas. Prov. B. C., and Supt. Elm street Machine Shop.

PROVIDENCE, R. I., May 29, 1882.

CHICAGO, Jan. 11, 1883.

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I do not hesitate to pronounce it the best and most satisfactory bicycle I have ever owned.

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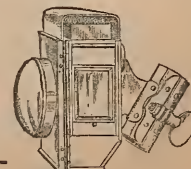


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