

THE WHEEL

A JOURNAL OF CYCLING

AND RECREATION.

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[WHOLE NUMBER, 280.]

FROM THE CITY OF CHURCHES.

That cycling is certainly booming in this quiet City of Churches is self-evident, from the steady growth and increased activity plainly visible in all our clubs. The Kings County Wheelmen, at their last meeting, after special notice to all their members, voted to increase their annual dues from twelve to eighteen dollars, this being an initial step, preparatory to the undertaking of building a new club house. Their Board of Trustees, having the best interests of the club at heart, are hard at work preparing plans and getting the matter into tangible shape. The opinion is unanimous that their headquarters must be moved to the locality proposed, but as to which of the many schemes presented by various members will be adopted, is at present an unanswerable question.

They have recently renewed their League membership, sending in a list of 83 names, the second largest in the state, the Buffalo Club having gone them two better. Had they waited awhile they would have landed first, as they usually do, as numerous applications for membership are now before the Club, waiting action. Their recent Annual Reception, proved the most enjoyable they have yet given. The attendance, although not up to former years in point of numbers, was such as to render the affair most satisfactory in every way, except financially. The music and decorations surpassed all previous effort, in fact too much cannot be said in praise of the committee having charge of the arrangements.

Their Bowling Club is making active preparations to meet the L. I. W. in a challenge match for the bowling championship, and their pool tournament is being very closely contested. At present, their genial Capt. Pettus stands first, with Lawyer Smith a close second. They are talking of arranging an inter-club home-trainer contest, to be contested by teams from the various Brooklyn clubs on Washington's Birthday; so now let the "home-trainer fiend" prepare for the fray.

The Long Island Wheelmen, according to current rumor, are getting along swimmingly. They claim to have a membership of ninety, have secured the ground necessary for their proposed new club house, and have already had about \$3,000 subscribed toward the

building fund. A most interesting account of this club, with pictures of the proposed new club house, and of their prominent officers, appeared in the *New York World* of about two weeks ago.

The Brooklyn Bicycle Club report the same satisfactory state of affairs. Their last entertainment was one of the most successful of the many they have given of late, and now the coming Annual Reception is looked forward to as the crowning event of their most enjoyable social season. Tobogganing seems to have died out most naturally with the disappearance of snow, and now the question of new mounts and tours is most prominent in the drift of club room talk. Some of the boys have already braved the mud and ruts of the Boulevard, and made the trip to Coney Island, but as yet, the majority of those who ride thus early are content to confine their explorations to the limits of the Park.

The visitor to their cosy club house is not long in finding out that there is a universal and imperative demand for more room. Scarcely more than six months have elapsed, since they moved from comparatively meagre quarters to what were supposed to be ample accommodations for a year at least. Already have they out-grown these accommodations, and the urgent necessity of improvement is apparent to every one. To remedy this difficulty, it is proposed to make some internal alteration, and to build a two story extension in the rear, to be used as wheel space and locker rooms. Such an arrangement would give them a club house quite equal to any their rivals propose building.

The past year has been the most successful in the club's history. They have doubled their membership, and are at present in possession of the handsomest and best appointed club house in the city. While at present slightly cramped for certain things, as previously mentioned, their accommodations for social enjoyment are unsurpassed. A commodious and handsomely furnished parlor, a library and reading room well supplied with the illustrated monthlies, weeklies and the sporting cycling and daily papers, a pool room and a restaurant go far toward making their home life a pleasant one. Their finances have been admirably managed, their current expenses of about \$100 per month being promptly met, be-

besides a considerable expenditure for club furniture and personal property. Surely some thanks are due to the bridge that carries you safely over, and the Board of Officers of this club deserve the warmest thanks and hearty support of every member who has the good of the club at heart.

The K. C. W. have presented to each member of their team, who rode in the Inter-State Road Race, a most beautiful souvenir commemorative of their efforts in behalf of the club. The souvenir is of gold, in the form of a watch charm, being about one and a quarter inches long and three-quarters of an inch wide; the shape, an oblong, with straight sides and elliptical ends. The obverse side bears a beautiful executed bas-relief of the Inter-State Trophy, while the reverse side has upon it the seal of the K. C. W. The souvenirs were made by Pedersen and reflect great credit upon the designer, and also upon those who selected the design.


Among the cycling trade, everything points to a most successful season. The Columbia people have received photographs of the new mounts, and expect to have a full line in stock by the 1st. prox. Bidwell announces important changes in the Rudge, and is preparing for an unusually large trade. Spalding is to have the exclusive agency for the Victor for the whole of N. Y. State while Horsman, as sub-agent, will cater to the New York trade. It is announced on good authority, that the Victor for 86 will be the most beautiful wheel yet seen.

BON.

We learn with astonishment that the most marvellous performance of the last year was 10,002 miles, ridden by Emersen Burt, a fifteen year old lad of Westfield, Mass. If some of our Westfield subscribers will examine Emmy, they will doubtless find that his biceps are much better developed than his calves. This is the natural result of blocking up a wheel and turning it around a considerable number of hours per day for a whole year.

The daily press is printing that venerable antiquity about men being afraid to ride the bicycle because they lack sand, and yet if they will ride they get all the sand they want. They think they have got hold of a new thing.

FACTS



THEY ARE, GENTLEMEN, and worth your while to read:

1. We built the first hollow-forked, ball-bearing Bicycles in the United States.
2. We made the wheels for the first rubber tired tricycle put together on this side of the Atlantic.
3. We have been manufacturing Cycles for eight years, but do not belong to the Board of Trade, (so-called) of Boston, or any other combination.
4. We own the largest Cycle Plant in this country, and paying no profits to Contractors we are able to sell our products at manufacturers' prices.
5. Our machines are made for road riding, and hold all of the important world's road and long distance records.
6. We believe that all records made on a frail and delicately constructed wheel show no superiority in a roadster.
7. If we thought they did we should have made a racer long ago, though we never have.
8. If a new mount is wanted, just have a glance at our line for 1887, which are strictly original in vital points, and not reproductions of foreign ideas.
9. We shall take great pleasure in submitting our new catalogue to your inspection and criticism. It contains detailed descriptions of by far the most varied and extensive line of Cycles and sundries manufactured in America. Our separate catalogue of parts, telegraphic code, limits instructions, etc., mailed or receipt of one cent stamp.
10. We are,

Very respectfully,

GORMULLY & JEFFERY MFG. CO.,

Manufacturers of American Cycles,

CHICAGO, ILLS.



--AND--

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EDITORIAL NOTES.

We regret to learn that efforts are to be made to prevent the re-election as Representatives of Messrs. Potter and Barkman, of Brooklyn, on the ground that they supported Mr. Wells' candidacy at the late Board meeting. So far as Mr. Barkman is concerned, he can afford to snap his fingers at his enemies, as he is so valuable to the Division that it cannot afford to lose him. As for Mr. Potter, we have always fancied him; he is a good man, and if he does not become disgusted by the L. A. W. amateurish political wire pulling, he will make an impression on affairs Leagueal. The alleged motive for ousting these gentlemen is peurility itself, and is not worth considering.

"STOP IT."—A reader of THE WHEEL AND RECREATION has sent us a communication entitled "Stop It," which, though it not strictly bicyclic, we insert. There is no doubt that the ambition to be "tough," which permeates the being of almost every young man, be he rich or poor, a gentleman's son or a convict, is responsible for much smut and more profanity. The White Cross Army is doing a noble work, and we take much pleasure in giving such aid as we can.

While our contemporaries are haggling over the L. A. W. Presidency, nothing is said about the Executive Committee, on whose shoulders depends so much of the success of the League. This committee consists of the President, Vice President, and a member of the Board, elected by the Board. The election of Mr. Kirkpatrick as President would give one most desirable member of the committee, and would give representation to the West. For the Vice Presidency several names suggest themselves. Mr. Dunn, of Massillon, O., is

among the first, but it would not be policy to give two important offices to one State, when so many sections are clamoring for representation. From out of the "far" West, no man has become prominent enough to be given so high a position. On the whole, we think it best that some Southerner, either from Baltimore or Washington, be given the Vice-Presidency. Having provided for the middle-west, and inferentially, the far West, as well as the South, the remaining vacancy should undoubtedly go to the East, and a New York or Massachusetts man should have it. In New York we have Messrs. Gulick, Bidwell and Alley, of New York City; Mr. Luscomb, of Brooklyn; and Dr. Butler, of Buffalo. In Massachusetts, the most likely men are Messrs. Pratt, Harris and Emery. Of course, there may be reasons we do not know of, which might prevent any of these gentlemen accepting an office which takes so much time and energy. But the election of any one of them would place the League interests in able hands. And again, we have not forgotten that these things are generally done by mutual consent, and that editorial suggestion is often a mere waste of words, but, nevertheless, we strongly advise the Southern leaders to take steps to have themselves represented on the Executive Committee during the coming year.

THE OTHER SIDE.

We have received letters from Philadelphia wheelman, in which they intimate that our report of the late Board meeting was partial; we have received a marked copy of a Philadelphia journal, in which Mr. E. M. Aaron's alleged side of the "late unpleasantness" was presented; without exception the Philadelphia, Western and Southern press charge us of the East with suppressing any facts which might have put the late Secretary-Editor's position in a rosier light; with one exception, viz: the *Wheelman's Record*—not a cycling journal seems to have grasped the real gist of the matter. The reason for this is obvious, for no other paper besides our own was personally represented at the Board meet, and the fear of a libel suit restrained our contemporaries from publishing what they did not know to be facts.

It is pretty well admitted that our report was the only complete, unvarnished and impartial record of the two days' proceedings; but the action of the Executive Committee in neglecting to publish the full stenographic report in the League organ, and the wrong position taken by Mr. Aaron's friends, who claim that he was unfairly dealt with, etc., have determined us to say a few words on the late meet, which will prove without a doubt that there is no "other side," and that silence is the best policy which Mr. Aaron and his friends can pursue.

MR. WELLS' ELECTION.

To prove that Mr. Wells was not a fit person to select to the vacant Secretary-Editorship we will point to the following facts. At the Boston meet, Mr. Wells, then acting for Eugene M. Aaron, being closely questioned by Mr. Harris, reported \$3,835.50 in bank. At the late meet it was reported that there was no such sum in bank last May. Mr. Wells, to justify himself, stated that he reported that there *should* be such an amount in bank. By referring to the stenographed reports of the meeting—*Bulletin* of June 11, page 536—it will be seen that Mr.

Wells said "is" and therefore deliberately misled the Board of Officers. At the late meet it was reported that Mr. Wells received a salary as clerk in the League office, that he was a member of the firm which prints the *Bulletin*, and that he received a commission on certain advertisements, some of which, so a reputable member of the Board positively stated, were not obtained by his personal effort. Clearly this was not the man to elect to so important a position.

GAG LAW.

At the late meeting, fifteen of Mr. Aaron's proxies were rejected and all for proper reasons. Two were telegrams, and it would have been the height of folly to accept these as proxies; two were null and void because the gentlemen they represented had removed from the states from which they appointed. The rest were obtained by Mr. Aaron, through misapprehension on the part of the senders. The Secretary-Editor sent out a circular, instructing all men who desired representation at the meeting to send their proxies to him. A return envelope was enclosed and this was addressed to E. M. Aaron, Secretary-Editor; this sufficiently proves that Mr. Aaron received these proxies in his official character and not through personal interest.

As an instance of this we might state that the Chief Consul of an important state sent his proxy to the late Secretary-Editor, and then, learning that that gentleman was to use the proxy in his own interest, turned about and sent several proxies to be used by Mr. Aaron's opponents. This ought to shut up all the nonsensical talk about gag-law, disfranchisement of the West and South, etc.

IS MR. AARON A MARTYR?

In one of our contemporaries, appears a letter from Mr. Aaron; in it he says: "There was no shortage for me to explain to the Board; I was not forced to resign. All these charges against myself and Mr. Wells did not come up until the second day, when we were not present to defend ourselves. The vote of course was a 'cooked verdict,'" etc.

We always had a high opinion of Mr. Aaron's abilities until the second day of the Board meet, when he failed to appear, having gone off on the evening previous, after having made various threats, etc. Our opinion of him is still further lessened by his attempts to wave the bloody-shirt in the face of the south and west, and by his abortive efforts to pose as a martyr, crushed by the heel of the "combine," by which he means the New York and Massachusetts' co-operation in the cause of good and honest government.

At the late meet the Executive Committee reported that there was, at one time, a shortage of \$5,900. This does not refer to any less on the *Bulletin*, but means that an expert book-keeper found there should be \$5,900 on hand and it was not on hand, consequently there was a grave shortage to explain. We wish to state right here that this shortage was made good by Mr. Aaron.

Again we offset Mr. Aaron's oft-repeated assertion that he had invited the Executive to examine his books, by referring to Mr. Kirkpatrick's statement at the late meet. Mr. Aaron did not make any such request. When a member of the Executive Committee and an expert book-keeper surprised him at his office, he appeared non-plussed and significantly remarked: "Had

I known you were coming, gentlemen, I would have had things in a better shape." That neither Mr. Aaron, nor Mr. Wells, nor any of their friends were present on the second day of the meeting was entirely their own affair. The only one of Mr. Aaron's friends why did appear was Mr. Holly, of Penn'a, who seconded the vote of censure, opined that the Penn'a Division members had no idea of the man upon whom they had conferred such honors, and expressed confidence that the Division would indorse the action of the Board. We learn that at a recent meeting of that Division, such is not the case, resolutions being passed condemnatory of the deposition of Mr. Aaron, and of the nullification of the proxies held by that gentleman.

WHERE IS THAT STENOGRAPHIC REPORT?

In the *Bulletin* of January 28th appears what purports to be a report of the late meet. It is not a report at all, and is highly discreditable to those concerned, in the following particulars: Firstly: The most important facts in relation to the late Secretary-Editor's conduct in office are suppressed. Secondly: The late Secretary-Editor's report, which he refused to read during the meeting, is published in full, thus giving him a good opportunity to present his side of the case without any offsetting evidence. Thirdly: The votes of censure and the recommendations for removal from office for "acts committed in their official capacities," what those acts were, for which these gentlemen were removed, the 10,000 League members are left in blissful ignorance. It is no wonder that the Penn'a Division passes resolutions of condemnation; it is no wonder that the press talks of gag-law, deposition, etc.; it is no wonder that the South and West believe Mr. Aaron to have been maltreated.

SOME HARD FACTS.

We are told that the Executive Committee, in its immutable wisdom, thought it best to suppress the full stenographic report.

We claim that they made a grave mistake. Of course, it would be folly to array our judgment, intelligence and experience against that of the Executive Committee—to whom be all honor—but we do array the mental possessions of the entire Board against them. It was decided by a *unanimous* vote that the *whole* report should be printed. The Committee itself was included in that vote. Why then, by what right, authority, or precedent had the Executive Committee to emasculate and devitalize the report?

When we first saw the report published in the *Bulletin*, we immediately credited the Executive Committee with a *fiasco*. We confidently expected that the *Bulletin* of the succeeding week would contain a dozen letters from irate League members demanding a complete report. We were disappointed; but perhaps such letters are not published. But dissatisfaction manifested itself in another and more violent direction. No less than three New York Representatives assured us that they consider the Executive's action in over-riding the Board as unlooked for, and was highly unsatisfactory.

A WORD TO N. J., PENNA., THE SOUTH AND THE WEST.

As we said before, several Philadelphia gentlemen have written us that they are not in sympathy with us in our stand in this

matter. They are not to blame, because they do not know all the facts. Had the *full* stenographic report been printed in the *Bulletin*, they would see the matter in a different light, and the result of the recent meeting of the Penna. Division might have been different. We have private information that throughout the south and west, there is a spirit of rebellion. It is claimed that a New York and Massachusetts "ring" is running the League; that these Divisions "combined" to control the late Board meeting; that they "ousted" the late Secretary-Editor, and that they disfranchised the South and West. We say we have this on private information, and we simply state the truth. Secession is common club-room gossip in the sections referred to. All this comes from the failure of the Executive Committee to publish the full report and nothing but that. Had this been done, these would-be secessionists would see that the "combine," as they call it, has done yeoman's work in the cause of reform; they would see that New York, and Massachusetts and Ohio are to be thanked by every loyal League member, for ridding their organization from an incubus, octopus, or whatever you want to call it, providing it represents extravagance, selfishness and self-interest.

A VERY HARD FACT.

We feel confident that the *full* stenographic report will come out some time or other, but we feel it to be our duty, as a loyal League member, to prove to these secessionists at once that Mr. Aaron is not all their fancy paints him; that he is no martyr; that he has not been hounded down, and that he was guilty of grave mismanagement. Out of his own mouth we shall convict him. To do this we shall be compelled to use material which we promised not to publish; but the failure of the Executive Committee to protect the League's interests, and the certain knowledge that this material will shortly be made use of, prompt us to place the matter in a proper light.

At the late Board meeting, after much debate and some opposition, it was moved to read a letter which Mr. Aaron wrote to President Beckwith, and which that gentleman, with true loyalty, immediately turned over to the Executive Committee.

It told a sad tale of financial mismanagement, business reverses, physical and mental distress and the complete disappearance of nearly six-thousand dollars of the League funds. It was the plaintive wail of a man on the verge of despair, with an urgent appeal for mercy and succor. The letter contained other material, which in mercy's sake we suppress. But it was a full confession of all that has been laid at Mr. Aaron's door. To be sure, a reason was given for the deficit of \$5,900. We are compelled to give it, and leave its acceptance or rejection to the judgement of our readers. It was stated by Mr. Aaron that he drew some \$5,900 out of bank, and placed it in his overcoat pocket,—we think it was his overcoat pocket, we write this from recollection only—together with a thousand dollar bond. During the day, Mr. Aaron went somewhere—where we are not certain; at all events, his mind became confused—to what extent we do not know; but he describes himself to be in a condition of mental coma, resulting from over-work; upon examination of his overcoat pocket at some subsequent time—we think it was the

morning after the day on which he placed the money and bond into the pocket, both had disappeared. He could prove these facts by some one, whose name we do not recollect, and who is now traveling in Europe.

But it is enough for us to know that Mr. Aaron confessed a deficiency of \$5,900; which was honorably made good at some subsequent time. We think our friends of the Penna. Division and of the South and West cannot talk succession after this, and we only hope the press of those sections will spare as much space to reproduce the above, as they did to abuse the Eastern fraternity; and we further hope that the fire-brands of these sections will be as active in sowing the seeds of peace, as they were in scattering the seeds of dissension.

JUST A LITTLE CROW.

The first editorial we ever penned for THE WHEEL, was one advocating that a larger per cent. of the receipts be given to the Divisions, who knew what was needed for the welfare of their members, and could best accomplish the practical work of the League. The correctness of our views has been demonstrated by subsequent events; on two different occasions, the amount to be paid to the Division Treasurers has been increased, and at the late Board meeting, the amount would have been increased still further, except for the impoverished condition of the National League Treasury. In July of last year, we predicted that the publication of a paper such as was proposed by the late Secretary-Editor of the League would entail a loss of \$4,600; we now know that the loss has been \$4,900. Not long since we pointed out the bad policy pursued by the late Secretary-Editor, in belittling his contemporaries, and dissecting on the *Bulletin* slab all persons who condemned or suggested improvements in League management. The *Cycle*, *Star Advocate*, *Southern Cycler* and *Vermont Bicycle* have editorially endorsed these views. We have done all this, first, because we are a League member; secondly, because we are an Editor with vested rights.

We have been told that we would loose the support of the League members; that this, that and the other thing would happen to us. Yet for all this, we are not to be gagged; we shall be perfectly independent in expression and opinion, be the consequences what they may. We have lauded the Executive Committee for their success in dealing with the entanglements of the *Bulletin* office; and now we have condemned them, for what we think was an unwise proceeding. We think this proves our sincerity in this matter, and we think further the publication of the above facts will do much to allay the "present discontent," until the appearance of that stenographic report casts oil on the turbulent waters.

The Hudson County Wheelmen elected the following officers at their annual meeting on February 3rd: President, Chas. Lee Meyers; Secretary, H. Hartshorne; Captain, W. S. Woodward; Treasurer, Carman Nichols; First Lieutenant, H. Pratt; Second Lieutenant, M. C. Jenkins; Right Guide, M. C. Fisher; Left Guide, George H. Short; Color Bearer, Frank Eveland; Bugler, E. P. Baggot; Sergeant, E. P. Jenkins; Trustees, C. A. Stenken, S. G. Putnam, E. W. Johnson.

WHEEL GOSSIP.

W. L. Surprise has resigned as Chief Consul of Tennessee.

Burley B. Ayers has resigned as Tour-master of the League.

The Brockton, Mass., B. C. will have its annual dine on Feb. 22.

The American Team gave an exhibition at Oraton Hall, Newark, on Thursday evening.

Moses Sheriff, of Manchester, N. H., has ridden his 54 in. Rudge Light Roadster 7,192 miles in the last three years.

I am told the Victor people are going to open an agency here. What we need in Chicago is two or three more bicycle agencies to set things cyclingly booming.—*Exchange.*

The Ilderan Bicycle Club had a progressive euchre party at their club-rooms Saturday evening, Feb. 5. There were many present, and the participants, as well as the on-lookers, enjoyed the affair.

The Cunard tandem is on a boom. Five tandems in two days is a sample of the rate at which they are being sold. Mr. Kirkpatrick's unsolicited testimonial is doing the work.

W. A. Rowe has signed with the Pope M'fg Co. for next season. W. A. knows a good thing when he sees it, and does well to stick to the people and the machine that put him at the top of the tree.

Captain A. M. Hill, of New Orleans, and T. L. Ingram, of Columbus, Ga., will undertake to ride from New Orleans to Portland, Me., in thirty days. They will make the journey in leafy June.

At a recent meeting of the St. Louis Ramblers, it was decided to disband, and a committee of three was appointed to wind up the affairs of the club. Most of the members will join the Missouri B. C.

W. S. Doane, winner of the last 100-mile Boston Club race, has entered the bicycle department of Messrs. Stoddard, Lovering and Co., and would be pleased to see his friends at 152 Congress St., after date.

A twelve-hour race between Fred. Straub and A. M. Turney took place at the rink, Faribault, Minn., on January 29. Straub won with 141 miles, 10 laps; a creditable performance on a seventeen lap track. He rode a Champion light roadster.

It is probable that the Twenty-Third Regiment and the King's County Wheelmen will shortly hold a joint meeting at the Twenty-Third's Armory. We think this a good move, as there has not been a cycling entertainment held in this vicinity during the winter.

A. C. U. ELECTIONS.—The following officers have been elected for 1887. President, H. E. Ducker; Vice President, E. G. Gordon; Secretary, J. S. Dean; Treasurer, J. H. Lewis; Executive Committee, extra members, W. E. Wentworth and G. H. Burt. We believe that Mr. Dean has declined the Secretaryship.

The Harlem Wheelmen request the pleasure—ahem!—of our company at their second annual reception, to be held at West End Hall, 226 and 228 West 125th Street, on Thursday evening, February 14th, at nine o'clock. We hope a large number of cyclists will attend this affair.

Clinton Bicycle Club, Clinton, Mass.—The annual elections of this club held February 7th, resulted as follows: President, Geo. B. Jackson; Captain, R. O. Burns; First Lieutenant, W. H. Jackson; Secretary-Treasurer, A. C. Runyon; Color Bearer, F. B. Evans; Club Committee, S. C. Amsden and S. S. Smith, with the Pres., Vice-Pres. and Captain.

Chief-Consul Huntington has declined to be considered a candidate for the L. A. W. Presidency. The Boston *Herald* tells us that T. J. Kilpatrick will be a candidate, and that Chief-Consul Bidwell will be his only opponent. It is about cut and dried that "Kirk" will handle the gavel after the St. Louis meet. Mr. Bidwell is quite content to remain at the head of the Banner Division.

Messrs. Stoddard, Lovering & Co. have lately received some elegant colored show-cards of the Rudge machines, 18 x 24 in. in size. On it there are five pictures, drawn by George Moore, who is recognized to be the finest artist in the world for cycle drawings, and each machine is represented in a very attractive sketch. It will be sent to their agents and will make a very handsome picture to hang in any bicycle club-room.

Messrs. Schwalbach & Willdig will open their cycle and tennis depot at Prospect Park Plaza, on February 15th. They have engaged two expert machinists and will be ready to repair machines on and after that date. They will have a complete stock of new and second hand bicycles, and will sell old wheels on a commission. Besides this they will rent locker room and machines. They will also have a complete line of lawn tennis goods. A grand opening will be given on Saturday, March 12th, the feature of which will be an athletic entertainment and feed.

Speaking of saddles, the correspondent of the *L. A. W. Bulletin* writes from England, as follows: "The Townsend combination saddle and spring is undoubtedly the best thing ever produced. It is practically a well-made long-distance saddle, mounted on a spiral spring frame. It avoids peroneal pressure, adjusts itself to the weight of any rider, and completely absorbs all shock or vibration. It is, indeed, a luxurious seat, and judging from the orders the maker has from all parts of England, it will be generally used."

Colonel Pope is eulogized in last Sunday's issue of the Boston *Globe*, for his enterprise and generosity, which made Steven's journey possible. A great many of the younger generation of wheelmen forget that the Pope M'fg Co. did more for bicycling in this country than any other firm ever has or ever can do. We have it on good authority that *Outing* was run for the first four years at a loss of \$70,000, and all for the purpose of awakening American people to the beauty and benefit of cycling. It was this firm which paid the entire expenses of the famous Central Park test suit, amounting to \$12,000, we believe. Besides this they flooded the country with literature in the early history of the sport, advertised far and near, and thus prepared the way for their competitors. There is no doubt that there was a certain amount of self-interest in all this, but there was also much generosity and broad-minded enterprise, which wheelmen past, present and future should not overlook.

THE NEW ROYAL MAIL.

From a private letter written to a prominent wheelmen of this city, we have been permitted to glean a few facts about the Royal Mail of this year. In the first place "It's a daisy." All new wheels are. It will have spade handles, square rubber pedals, and the new Kirkpatrick saddle. The large wheel will be nickled from the hub to the tie on the spokes, which will give the wheel a very fine look. Especial care will be taken with the bearings. From experiments already made, a bearing has been found which is perfection itself.

The back-bone and fork sides are of the new "Perfection" pattern, very thick at the neck and tapering down, making it stronger than ever before at an important point, but without additional weight. The spokes used are No. 72, tied the same as last year; among other items are detachable handle-bar, ball-bearing head, and a rear hub entirely of steel and perfectly true. The brake lever is of steel, and stiff enough to hold without spring; the spring is placed on the spoon.

The construction of the wheel is under the personal supervision of Mr. W. S. Atwell, who almost lives at the factory now-a-days. No item of expense is being spared to make the wheel perfect. Every piece of material is carefully tested, and if it is not satisfactory to his "Atwellship," on to the scrap heap it goes. Messrs. William Read and Sons are confident that the completed wheel—which will be ready in a week—will create a furore. In the words of the letter-writer: "They have striven to produce the best wheel in the world, and, judging by results, they seem to have succeeded."

IMPORTANT.

ROUTES TO THE ST. LOUIS MEET.

This department is already in receipt of letters of inquiry regarding best routes to the coming meet at St. Louis, in May. Authentic information as far west as Cleveland, O. is now on hand, but west of Cleveland, such information as is on hand is very meagre and unsatisfactory.

I desire specific and authentic information as to the best routes and riding from Cleveland to Massillon, thence to Indianapolis, and thence to St. Louis.

This is a region that is much ridden and well-known to local riders. Now, if everyone who is familiar with any portion of the above routes, no matter how small, will send at once, full description of as much as he can, we shall soon be able to answer our numerous inquiries.

The information to be of use must be forth-coming immediately; so, new League members, and others of this comparatively unknown district, arise and let us within the next ten days be in possession of all details.

State distances from town to town, material of road, hilly or level, condition of the riding, and full directions for following the road.

Trusting that this appeal will meet with a hearty response, I remain,

Fraternally,

A. B. BARKMAN, Bookmaster,
and Chairman Bureau of Information.
No. 608 Fourth Avenue, Brooklyn.

Southern Department.

N. L. COLLAMER, Editor,

ST. CLOUD BUILDING, WASHINGTON, D. C.

All matter in this Department is under the management and control of its Editor, to whom communications should be addressed at his office. Advertisements and subscriptions will also be received by him at regular rates.

EDITORIAL.

What can the reader expect on so short a notice? Does he think a newly started country newspaper, with its second issue, will contain all the plate ads., "d. h." notices, current news items, latest despatches and stereotyped articles for general reading; that one in its second year will be filled with? Can a most enterprising editor, even, be expected to have learned the ropes, manœuvred the passes, discovered his poor-pay patrons, cut down unnecessary expenses, and sifted the useless from the necessary in the short space of one week?

No; rather let the intelligent reader exercise his patience, if he has any, (if not he can borrow of some one who has ordered a wheel last October and is waiting for it yet), and in due time we promise you a Southern Department worthy of the name among the best men, the prominent officers, and the most talented writers throughout these sections are yet to be heard from, and the productions of their pens will shortly appear in print in these columns. Until then, a reasonable amount of allowance should be made for the magnitude of the task of securing desirable correspondents, collecting contributions from them, and arranging them for publication.

Our correspondent "M. M." has stated the condition of affairs in relation to the Touring interests of the South with surprising accuracy. We are indeed waiting for a Tourmaster to succeed our worthy Burley. Many regrets at his resignation are expressed and much sorrow manifested. His long experience in that office has rendered him perhaps better fitted for the position than any other man in the country, and speculation is rife as to who his successor will be. For our part, we incline to the general statement—a hope that he will "take it all back." If not, the finger of desire is at once pointed to W. T. Williams of Connecticut, who officiated as Quartermaster on the '86 League Tour with such success. Williams is a genial, whole-souled gentleman, an excellent rider, one of the first members of the League—now a Life Member, a prominent Division officer in his state, and a man in every way fitted for the position. Those who were with him on the Tour, or met him at our late Board Meeting in New York, will recall his personal characteristics: tall, dark, *distingue*; and spectacled; a well-knit, broad-shouldered, quiet man; without loudly expressed opinions, yet sound in his views; and a person in every way fitted for the office.

THE SOUTHERN TOUR.

Since the division of the country into four Touring Districts, much discussion has arisen relative to Tours and Touring matters, and no little speculation has been indulged in as to whether or not the plan of

District Tours would be carried out in detail, as designed by the older heads that planned the thing. Tourmaster Ayers and Eastern Marshal Kendall have resigned, and the other Marshals have not been much heard from through the press, but Southern Marshal Collamer has been at work on his tour for next spring with a degree of energy that promises well for this section, if the plans made are carried out.

The route chosen is from Philadelphia, where the start will be made on May 16th, through Gettysburg, Hagerstown, Martinsburg, and New Market, to Staunton, Va.; over route twenty-six of the Pa. Road Book. Later developments and letters of advice from Southern men more particularly, have made it advisable to consider lengthening the tour, possibly as far as Louisville, where the cars will be taken in time to reach St. Louis by May 20th, for the League Meet.

The Kentucky and Tennessee wheelman are advocating a division of the tour, to be started from some metropolis in the latter State, riding northwardly and eastwardly, through the Blue Glass region and by the Mammoth Cave, and joining the regular tour at Louisville, if it be extended so far.

At the same time, Chief Marshal Bidwell has not been idle at his post, and upon him has devolved the work of arranging for the transportation to St. Louis of the Eastern contingent, who must rail it for the entire or a greater portion of the distance. It has been suggested that this contingent be brought through Philadelphia, up the Shenandoah Valley to Staunton, thence West to Louisville, and from there on to St. Louis; over the same route laid out for the Southern District Tour with a view of picking up the riders when they are overtaken, and to inducing the railroads thus patronized, to give better rates, not only to the tourists in transporting their baggage, but also to the body of eastern men as well. This matter has been taken in hand, and consideration is being given it.

And now has come the resignation of the Tourmaster himself—an act which will throw into confusion all the plans made, and the program laid out. The South trusts that Pres. Beckwith will appoint Mr. Ayers' successor at once, if the gentleman cannot be persuaded to reconsider his resignation, and that the arrangements for this Tour which promises so much for the section, may not be interrupted. M. M.

WASHINGTON NOTES.

Affairs bicycular at the National Capital are looking up this Spring, and a prosperous and happy season is ahead of us. In clubs we have three, as follows: The Capital Bicycle Club, organized Jan. 31, 1879, now numbers 125 riding members, and half as many more of associates, non-residents, honorary, and others. It is comfortably situated in its own club-house, which has been described and illustrated in the *Cycle* of April 16 and May 21, and has quarters fully as sumptuous as any bicycle club south of New York. L. W. Seely is Captain, and J. M. Killets President. The Washington Cycle Club has a house at No. 1021 Twelfth Street, a smaller but comfortable location. This club numbers between forty and fifty members, and is the League Club for the District, dating its organization from March 31, 1883. J. C. V. Smith is Captain, and

E. T. Pettingill (C. C. for the District) President. The District Wheelmen is our youngest club, having been in existence only since May 27, 1884. It is as yet nomadic in the matter of headquarters, though club-rooms at 520 Eighth Street were maintained during the riding season last summer. A membership of twenty-six constitutes its number, with Will Robertson for Captain, and Ballard Morris for President.

All these several clubs will vie with each other as soon as the riding season opens, to see which shall have the best time in its own peculiar manner. While antagonistic to a degree, there is yet much good-feeling manifested, and members from one club are ever welcome to ride with those of the others; several in each club being sustaining members of one of the remaining. What with our unequalled streets, which are famous the world over, our truly excellent surrounding roads when taken as a whole, and the general absence of hills and mountains in this vicinity, bicycling in and near the City of Magnificent Distances is far above par.

With true Southern hospitality, every visiting wheelman, be he Leaguer or not, be he young or old, be he foreigner even, is welcomed with open arms. Those who attended the League Meet in this city in May, 1884, will recall the reception received at the hands of the then existing clubs, and the manner in which the non-League club as well as the other, threw open its doors and entertained the visitors.

It has fallen to my lot to chronicle the deeds of these several clubs, as well as of the unattached and of the flyers (of which we have not a few), and I trust I may be able to do so with an impartiality, the coming season, which will deserve and elicit the favorable comment of my fellow-wheelmen in the city.

Since the annual banquet of the Capitals, which I reported for you last week, little of public interest has occurred in this club. The Cycle Club will give its next social hop at its club-house on the 17th, and vocal and instrumental music, together with a sumptuous supper, will be added to the regular attractions of the evening. The Wheelmen are hibernating, that is, they adjourned over on Nov. 2 last to April 3, when they will re-assemble, and the performance will commence. Meanwhile I have learned a little bit of gossip in this quarter, and will tell you more of it when the particulars have been developed. Until the next time, don't listen for it. WHITE HOUSE.

FROM CHICAGO.

Last Sunday "Pete" rode to Pullman and back (35 miles) with the thermometer very near zero. This is the second time he has ridden to Pullman this year, the first time being on New Year's Day. He wanted to be the first wheelman to ride to Pullman in 1887, and he has doubts of the first ride being this year, as he started at 9 o'clock on New Year's eve, and reached his destination three minutes after twelve on Jan. 1st.

All the crack riders here are going into training for the handicap road race, to be held here on Decoration Day. The course will be over the Chicago Bicycle Club's course to Pullman. I understand the Pope Mfg. Company have donated an EXPERT, while Gormully & Jeffery have given a CHAMPION. I think Spaulding will give something, as well as Wilkinson & Co.

Thos. Stevens was due here on Jan. 31st, but as yet he has failed to materialize. I am afraid those St. Paul and Minneapolis racing men are telling him some wonderful tales about the pros.

The Illinois Cycling Club called a club run for last Sunday, for which six men turned out. They spent the day riding through the Parks and on the west side hollywars, or bullywads. Ehlert froze his fingers early in the day.

There is a great scheme on foot for the Chicagoes which originated in Burley Ayers' fertile mind. He is talking club house now, to every member he meets on the street or at dinner.

At the Chicago Club's election, held two weeks ago, an almost total change took place in the board of officers. It is the opinion of prominent members, that the present board of officers will infuse new life into the club, and rescue it from the state of innocuous desuetude into which it has fallen. Fred Ingalls is the only one of the old regime re-elected; he will make an excellent Captain. He is a scorcher of no mean pretensions, and when a race is called, the boys may rest assured that they will have a good time.

Here is another of Burley's ideas. He wants the eastern members of the L. A. W. who are going to St. Louis to come via Chicago, and stop over a day here, take in the sights, and give them a ride over our boulevard system. I think this an excellent idea, and if they do come, we shall see that they have a good time.

KID.

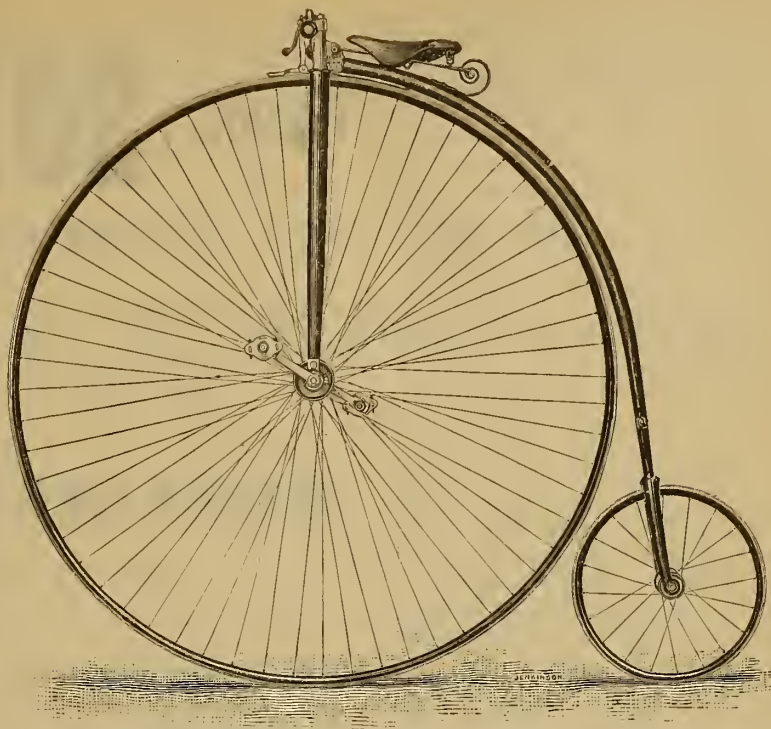
FROM THE HUB.

L. A. W. OFFICERS TO DINE.

There will be a business meeting of the L. A. W. Board of Officers on Saturday evening, February 12. at 8.30 o'clock, at Young's Hotel, Boston. The committee on rules and regulations will present a new constitution and by-laws. Apportionment of the State for the coming election of representative and other matters of importance will be presented for discussion at this time. Previous to the business meeting, the usual dinner will be held at 6 o'clock. Members of the Board are at liberty to invite any member of the Division to attend. It is requested that the officers notify the Chief Consul how many plates they desire to engage, as preparations will be made only for those applying. A full attendance at both meeting and dinner is earnestly desired.

ANNUAL MEETING OF THE MASS. BI. CLUB.

The Annual meeting of the Massachusetts Bicycle Club, which was postponed one week on account of Les Trappeurs' visit, will be held next Tuesday evening. The chief business to be transacted is the election of officers. The nominating committee will present the following list, which will, without doubt, be unanimously elected: President, A. E. Pattison; vice-president, A. D. Skalkeld; secretary, W. M. Farrington; treasurer, W. H. Minot; captain, A. D. Peck; first lieutenant, J. M. Burr; second lieutenant, W. A. Shackley; librarian, D. W. Colbath; tricycle division captain, J. E. Farrington; tricycle lieutenant, W. D. Ball; buglers, E. R. Benson and F. W. Perry; color bearers, W. H. Minot and C. D. Cobb; club committee, C. B. Goldwaith, E. R. Benson, F. A. Pratt, C. R. Dodge, Frederick Lane, F. W. Heymer.



CUNARD LIGHT ROADSTER.

IMPORTED BY D. ROGERS & CO, NEWARK, N. J.

The above cut gives a pretty good idea of the Cunard Light Roadster Bicycle, imported by D. Rogers & Co., and of which we append a short description.

THE BEARINGS on this machine are of the well-known ball-bearing variety, now used on Cunard machines universally; those of the rear wheel being adjustable on the Bown principal, and those of the front wheel having their outer cases made in one piece, without break or joint, adjustment being effected by screwing in the outer cones, and securing them in their position by a nut, entering a solid projection on the bearing case. They are perfectly fitted, and set well into the hub flanges, which are thin steel plates with turned-up lips, drilled with holes to receive the spokes.

SPOKES.—These are Gibbons' Patent Tangent pattern, and are each headed separately in the hub flange, and nipped in the hollow rim. They are without bend in the ends and being perfectly straight, and each separate, have no tendency to break and cannot become loose; thereby securing all the advantages of a Tangent spoke, without being subject to the disadvantages attending the use of outer wheels of the laced variety. The spokes are bound and soldered at the crossings and are adjusted to the exact degree of tension.

THE RIMS are of double hollow sections, without seams on the outside, and of very great strength, and the tires are of the best red Para rubber, $\frac{7}{8}$ inch to front wheel, and $\frac{3}{4}$ inch to the back.

Owing to the above arrangement of bearings and hub flanges, the Tread is made very narrow giving great power for hill-climbing purposes.

THE BACKBONE is of weldless steel tubing, of round section, being very full near the head and follows the front wheel very

closely, gradually and gracefully tapering towards the Rear forks which are very full at the top, and of the semi-elliptical hollow kind, terminating in strong extremities for supporting the rear wheel. Front forks are hollow weldless steel tubes of elliptical form, with full round edges. The head is Andrews' pattern with very long centres and is protected with a dust shield entirely excluding all dirt and grit.

THE HANDLE-BAR is a hollow steel tube of cow-horn shape with a drop of $1\frac{1}{2}$ inches. It is in one piece and is fitted with spade or T handles.

THE CRANKS are six inches long with an adjustment of throw-off of two inches, and are keyed on to the hollow bessemer steel spindle, being covered at the ends with a neat cap and screw. The pedals have ball-bearings and are of the latest improved variety and are fitted to the machine without any advance on list price. The break is of the effective "spoon" variety, the lever having a neat horn handle corresponding with those of the handle bar. The step is Nagel's patent adjustable, being so constructed as to render slipping down the backbone impossible. The spring is a very easy three-curl flat steel spring, supporting the saddle. This is of Brooks' latest pattern, with adjustable lever tension finish. The standard finish is head, handle-bars, hubs, cranks, spring, spindle, brake, spring and all nuts and balls plated and the rest enameled and lined. Weight of a fifty-two inch machine as above, thirty-two pounds actual.

There are no extras on this machine. The Cunard Full Roadster is precisely the same as above but with U rims and direct spokes and weight thirty-eight pounds.

The American Cunard is a bicycle of great intrinsic merit, weighing forty-two pounds.

BROOKLYNETTES.

"Bon's" proposal for the amelioration of of the condition of the New Lot's route to Jamaica is very praiseworthy. If this road were put in better shape, touring on Long Island would be greatly stimulated. It is our opinion, however, that the execution of the plans laid down by "Bon" require much energy and more financial support than one supposes. If such men as Messrs. Barkman, Hawkins, Share, Jones, Pettus and Greenman were to be placed at the helm, with the financial support of the Brooklyn cycling fraternity, something might result from "Bon's" project.

There is a large field for action in Brooklyn and Long Island for the L. A. W. The L. I. R. R. Co., known all over for its ability in making things disagreeable for cyclists, ought to be induced to carry wheels free of charge, or at least to reduce its present charge-you-what-I-please prices, and to teach its baggage-smashers to handle bicycles with care. Union Street and the Ocean Parkway ought to be better policed. Let the League show that it can accomplish some *practical* work.

The Long Island Wheelmen organized a theatre party lately and meandered to the Park Theatre to witness the perennial Evangeline. About sixty in full dress were present, and they almost made the actors nervous.

There is a fever rampant at the rooms of the Ilderan Club called "hometrainermania." The boys are all trying their skill, and the results of their efforts prove that some of the members possess speed. The quarter mile has been made in 20½ seconds; the half, in 55 seconds; the whole mile, in 1 minute 50 seconds.

The King's Co. Wheelmen, not to be outdone by the L. I. Wheelmen, are going to build a magnificent club-house. The following is a description taken from one of the daily papers:

"The King's Co. Wheelmen have got the club-house craze, and have secured a lot of land on Bedford Ave., near Halsey Street, where it is proposed to erect a four story brick building, 20 x 80 feet. The lot is beside Avon Hall, with which it will be connected by folding doors, and it is within three blocks of the proposed club-house of the L. I. Wheelmen. There will be three large bay windows in front of the building. It will be of the Gothic style of architecture. The cost of the proposed building is \$15,000, and in addition to this, about \$2,000 will be expended in furnishing the building. The first floor will be the wheel room. The second floor will consist of a parlor, locker-room, reading-room, and bath-room. The third floor will be used principally as a billiard-room, although there will be several small reception and committee-rooms. On the top floor there will be a gymnasium and apartments for the janitor. The members claim that the building will make the handsomest club-house occupied by wheelmen in this country." (They always claim this. How about the L. I. W., the Massachusetts Bi. Club houses, etc.?) "The members expect to outstrip the Long Island Wheelmen. The matter is now in the hands of committees, and the plans are all drafted and will be submitted to the club at its next meeting. There is every indication that the matter will be pushed with great rapidity; in fact, Mr. Charles Schwalback, the trea-

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KICKING WHEELMEN.

THE PA. L. A. W. DIV. INDIGNATION MEET.

A special meeting of the Penn. Division was held last Tuesday week, for the discussion of things in general. We had written several members of the Division requesting a report of the meeting; we also secured Philadelphia morning journals, of Wednesday morning, which have been known to fully report the news of the previous day. But the result was *nil*, and we concluded that the meeting had been held with closed doors.

We learn, however, that the meeting was quite interesting, and that much caloric was developed during the evening. It was claimed that many of the proxies held by the Penna. Division were thrown out, while these held by New York, Mass. and other States were accepted. It was also claimed that the recommendation for the removal of Messrs. Aaron and Wells was made to cripple the Penn. Division, thus allowing the Eastern "combine" to run the League as it wished. A committee was appointed to investigate the action of taken at the late Board meet, and on their report, a resolution was adopted, denouncing the throwing out of the proxies and the resolution of censure on Messrs. Aaron and Wells.

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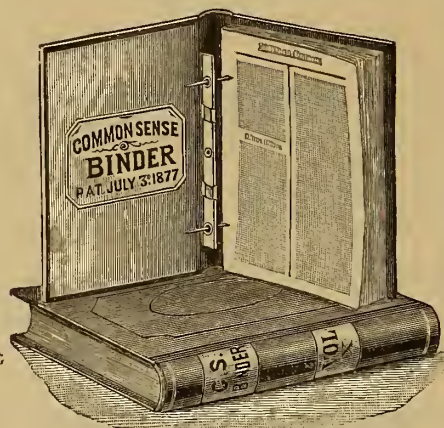
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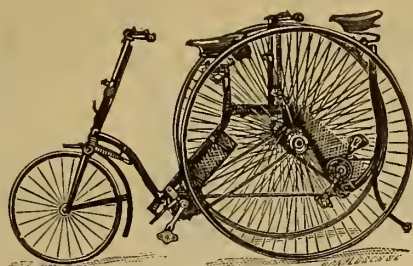
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