

THE WHEEL

A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

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A "SOCIABLE" ROMANCE.

Boston's sun was slowly setting
O'er the roofs and far away,
Filling all the land with beauty
At the close of Saturday;
And the last rays kissed the forehead
Of a man and maiden fair—
He, a hearty, handsome fellow,
She, with sunny, floating hair;
On a "Sociable" they pedalled—
Both were working with their might—
Now and then were heard to murmur,
"Father will not stop our flight!"

"Gussie," Mamie's red lips faltered,
Pointing to the iron steed,
"When we wheel into the country,
We will ride at break-neck speed;
For my father's left the office—
Near the house he's almost nigh—
In a moment he'll discover
I have left him—we must fly."
Gussie put his arm around her,
In the ruddy, waning light,
As they sped in husky whispers,
"Father shall not stop our flight!"

"Mamie," softly spoke the fellow—
Every word pierced her young heart
Like a thousand foaming sodas,
Like a sweetened choc'lat-tart—
"Long, long years I've tried to win you
From that stingy father's power;
Every evening, just at sunset,
We have met in twilight's hour;
I have fed you on bananas,
Bought you ice-cream every night;
Now I'll have you—I won't miss it—
Father shall not stop our flight!"

On the highway, backward looking,
Mamie gave a sudden start,
For just turning 'round a corner
Came her father's English cart.
He had seen them flying onward;
He had hoped that on the sly
He could drive upon the lovers—
Overtake them on the fly.
How they pedalled! fast and faster!
And their eyes shone large and bright;
One low murmur, scarcely spoken,
"Father shall not stop our flight!"

Now with light step bounding forward,
They sprang within the old church door;
Left the horse worn out and panting
Way behind, a mile or more.
Not one moment paused the lovers,
But with cheek and heart a-fire,
Hurried up the narrow aisleway,
Stood before the parson's chair.
Then they said the old, old passage,
In the dim and misty light;
Happy hearts, united, murmured,
"Father did get left to-night!"

And the old man, pale and worried,
Stern and white his thoughtful brow,
And within his heart's deep centre
The father made a solemn vow:
"When my younger girl is older,"
Then he heaved a tearful sigh,
"I will never chase the fellow
Unless I ride an Expert 'bi.'
Horseflesh may drag coal and ashes,
But the thought of this sad night
Shall make of me a wheelman;
Father won't get left that night!"

—Transcript.



I hear that the Citizens have a "white elephant" in their new club house. So they have, and it's like Barnum's in several respects, the only, the best, and the first in America, and will, I feel confident, like its quadruped namesake, make the owners a fortune.

New York is to have another cycle club, which is to take the time honored title of Mercury for a cognomen. Why will clubs persist in sticking to time worn ruts of nomenclature?

The Ixions will shortly enter the ex-headquarters of the Citizens Club, and will alter and embellish them in quite an extensive manner.

The "club infant" carries two hundred and twenty-five pounds of adipose matter 'round now, as the result of his winter's cessation from cycling. He has in consequence the very flattering offer from the Department of Public Works of the honorable and lucrative position of "Rider Extraordinary to the Department." His duties are not onerous, and simply consist in his riding over the new roads as constructed upon a specially built bicycle, and thus taking the place of a steam roller.

The prime cause of the success of cycling in America and throughout the civilized world has always been the fraternal feeling and manly action of its devotees towards each other, both in their private and official intercourse. This city has long furnished an excellent example of this in the close and pleasant relations existing between its two leading clubs, the Citizens and Ixions. It now comes forward and makes claim to exhibiting the finest example to the contrary yet offered. Active always in League work, these two clubs endorsed the present State ticket for re-election, thinking that the efficient service of most of the officers thereon entitled them to the honor of re-election. Another city club, however, who already has upon the list of Representatives two of its members, has secretly issued a circular (I am informed) advocating the "scratching" of the name of the only member of the Ixion Club on the ticket, and the substitution therefor of one of the Citizens' members. No lack of ability against the present incumbent can be alleged; only a personal spite, belittling to those exhibiting it, is the cause. So secretly has this affair been managed that not even the gentleman whose name they have used without his authority as a candidate, and who says he would have refused had he been consulted, was aware of the affair until it was consummated. I need not comment on such action on the part of a club which as cyclists would cause us to expect open and above board dealing, but cannot refrain from advocating so proficient scholars in the school of "pot house politics" to reserve for that sphere such actions as these, which better grace the company there than the manhood, integrity, and open heartedness of the American cyclist.

"Francis," the able New York correspondent of the *Mirror of American Sports*, is both a fair minded and well informed writer, and adheres closer to facts than most scribes do. As a contrast to this, I would note the lack of proper information on the part of his *confrere*, "Spokes," in the same journal, who has discovered that the Citizens need help to extricate them from "the hole they have fallen into." Yea; verily, a little learning is a dangerous thing.

The good effect of "L. A. W. for L. A. W. only" becomes visible even to its opponents when they behold this week's list of applicants knocking at our door for admission.

I am requested by Frank A. Egan, L. A. W. Representative of this State, to ask of his fellow Representatives the whereabouts of a resolution he forwarded them for signature, to donate from the State treasury \$100.00 towards the treasury of the National body. Replies mailed to him at 129 1/2 Broadway will reach him.

The "funny man" will shortly enter the connubial state of connubiality, and will be the first of the Ixions to thus resign his bachelor joys for those of Hymen. His club will in consequence wear sack cloth and ashes for their honored dead.

The first annual meet of the Cyclist Touring Club, which will take place at Poughkeepsie, will be not only a pleasant but an important event to the members of that club in America, as, aside from the good fellowship experienced, there will be brought before them the scheme of an American fund, to be secured by the retention of a portion of their dues for home benefits, the entire amount of which is now sent to home offices in London.

The roar of applauding multitudes which will greet the struggles of the riders at the forthcoming race meet of the Citizens, at the American Institute, will only be the intensified echo of the feeble shout that five long years ago was borne upon the winds from this selfsame building, announcing the birth of cycling in America. May it ever grow, increasing in strength till it reaches the ears of the equine lunatic with the rush and roar of a cyclone, and tells him the doom of bigotry and oppression on his part has arrived.

OUR BOSTON LETTER.

A WET OPENING OF THE RIDING SEASON—THE MASSACHUSETTS AND RAMBLERS CLUBS—NEW ATHLETIC GROUNDS AND BICYCLE TRACK—PERSONAL NOTES AND GOSSIP.

The riding season in Boston is usually supposed to open on Fast Day, but this year it did not open very well on that day, the ground being covered with six or seven inches of snow. Nearly all the local clubs, including the Crescents, had planned for runs, and the snow was certainly a great disappointment to us all. The roads yesterday were quite fair in the afternoon, and many took advantage of the opportunity offered for a quiet little run. As I was walking down Columbus avenue yesterday forenoon on my way to church, I met a half dozen or so of the Ramblers, tearing down the avenue on their wheels at full speed. They were all dressed in their ordinary clothes, with overcoats on, the tails of which flapped out behind like an American flag on a windy day,

They may have been on their way to church, but I hardly think it probable. By the way, I believe I have not told you about the new headquarters of this club. They have given up their old rooms in Hotel Glendon, and have secured others on the basement floor of the Hotel Berwick, which is situated some distance further up Columbus avenue. They have two rooms, one of which is used as a wheel room, and the other for general purposes. The latter is furnished with a piano and pool table, which, with the other attractions offered, tend to draw a large attendance of the members to the rooms. The club has increased greatly in membership since occupying the new rooms, and now numbers sixty members, about twenty of whom are associate. They are to hold a "ladies night" next Thursday, which from all accounts promises to be a very pleasant affair.

While all our clubs are more or less active, the Massachusetts, since starting the project of building a club house, have been decidedly taking the lead in this respect. Applications for membership have been so numerous that special meetings have had to be held every few weeks for the purpose of voting on their names, and these meetings have been so largely attended that the accommodations afforded at the old rooms were inadequate, and the café at the Providence Depot had to be secured for the purpose. During the month of March more than sixty members were taken in, and the total membership is now something like one hundred and thirty, by far the largest active membership of any club in the country. The stock of the corporation, organized for the purpose of erecting the club house, has all been subscribed for by the members, with the exception of about \$1,000, which sum will probably be taken in a few days. The lot of ground has been purchased, and is 24 x 112 feet. It is situated in one of the most desirable locations in the city, being on Newbury street, next to the Boston Art Club. At a preliminary meeting of the stockholders of the corporation, held last evening, the following officers were elected: Directors, Albert A. Pope, H. W. Williams, W. S. Slocum, A. D. Claffin, and A. F. Webster; Clerk, E. O. Windsor; Treasurer, C. F. Joy. A general meeting will be held next Wednesday evening, when the constitution will be adopted and other business transacted. The club is to lose its Captain, Mr. George Pope, who is to remove to Canada, where he will engage in the lumber business. The members feel their loss greatly, and it will be a long time before they can find any one that will fill the office of Captain so satisfactorily as he has.

There seems to be considerable interest here in the next meet of the League, and it is hoped that Boston will be represented by a large delegation. The decision of the officers in excluding non-members from the parade, was a good one, and although it may not be quite as large in point of numbers, it will certainly be more orderly, and will tend more to impress the "dignitaries of the nation" with the importance of bicycling than if we had a parade ten times as long, the rear of which composed of youngsters on bone shakers, and men in suits every manner of styles and colors. As Kar Kron says, it is time that the League parade ceased to be a mob. Claffin, and perfit Corey, will represent us at the races, and is probable that Burnham, of Newton,

also be there. The mile championship medal will most probably be captured by Hendee, but, if I am not mistaken, one or more of the other medals will be brought to Boston.

Ever since bicycling became popular in Boston we have needed a track, but for some reason or other, until the present time, we have never been able to have one. Now, however, we are to have a splendid one, and if some flyers are not made out of some of our local riders I am greatly mistaken. The track is to be built on the grounds of the Boston Union Athletic Company, a corporation formed by some of our leading business men, principally for the encouragement of base ball interests. The tract of land on which the track is to be laid covers an area of 134,000 square feet, is nearly triangular in shape, and lies between the Boston & Providence Railroad, the Boston & Albany Railroad, and Dartmouth and Irvington streets. The grounds are located not more than fifteen minutes' horse car ride from the center of the city, and for wheelmen could not be more conveniently situated, as they are within five minutes' ride of all our club houses. The track is to be five laps to the mile, twenty feet wide, and no curve will have a radius of less than ninety feet. The foundation will be of broken stone and gravel, to a depth of ten inches. Above this will be a two-inch layer of binding gravel, and on the surface two inches of cinders rolled very hard.

A grand stand overlooking the track will be erected, having a seating capacity of 1,523 people, with accommodations for about fifty more in six private boxes. The latter are a very desirable acquisition for those who wish to enjoy attending a race, but prefer to be separated from the crowd. Uncovered seats, built after the ordinary style, tier above tier, will extend across the upper part of the grounds, and will be made to accommodate about 5,000 people. The grounds are promised to be ready by April 26, and soon after they are opened a grand bicycle tournament is to be held there.

NOTES.

The Massachusetts and Ramblers Clubs will wear white helmets this summer.

The Charlestown Club has voted to join the L. A. W.

Boston's only promising professional rider is C. J. Young, the 26-hour champion.

The Boston Bicycle Club will give a minstrel entertainment at Union Hall on the 22d. Consul Whitney has appointed the "Vendome" as the League hotel for Boston.

The open events of the Harvard College races have been changed to invitation races, owing to the faculty objecting to open events being held on the college grounds.

A club has recently been organized at the Highlands called the Owl Bicycle Club.

The idea of a new club at Jamaica Plain has been given up.

"What and Why" is the title of a unique little book of 72 pages by Charles E. Pratt. It contains a comparative list of the best records, a condensed bicycle law library, hints on the selecting of machines, a complete list of American cycle publications on the L. A. W., and directions in regard to dress. Col. Pope will send out a large number of them, with his compliments.

The colored riders of this city have recently formed a club, which is to be known as the Shawmut Bicycle Club. LEWEE.

BICYCLES PAY NO DUTY.

The Attorney-General has decided that bicycles are to be included in the category of personal effects, when they accompany passengers from abroad, and therefore are to be admitted free of duty.—*Sun*.

WASHINGTON, April 7, 1884.

[By telegram to M. E. Graves, N. Y., from Washington, D. C.]

"Have secured the following decision in Elwell's case; his bicycle will be restored without payment of duty, and ruling will be reversed so as to class bicycles as personal effects, instructions will be mailed Collector Robertson to-day." CHAS. R. SKINNER.

Decisions on the above cases was brought about in the following manner:

Readers of THE WHEEL already know that Karl Kron and Mr. F. A. Elwell took a trip to Bermuda last March. On their return home their wheels were seized and held for duty, and two madder men you never saw. I took an interest in the matter, and proceeded to the custom house, and called upon the Collector. Karl Kron's wheel being of American manufacture was allowed to pass free after vexatious delays and great annoy-

ance. But Mr. Elwell's being of English make and importation, was appraised, and held for regular 35 per cent. duty, although the said wheel was purchased in Boston, and was registered as having paid regular duty when first imported. Mr. Elwell being anxious to reach home, left the case with me. The law and ruling was given me by the Collector. The substance being as follows: "If you should leave the U. S. with your wheel fifty times or more, it would be liable for duty each time on its return. 'I never imagined anything so outrageous and unjust. I was further informed that many a wheelman, who had returned from Bermuda, Nassau, West Indies, England, etc., had, like myself, been great 'kickers,' but had been obliged finally to pay duties, and that I had better save my time and wind. I resolved to do a little judicious 'kicking,' and make a good wholesome fight. I was laughed at as a result of expressing my intentions and indignation. I immediately wrote Hon. C. R. Skinner, at Washington, Congressman — district, New York (whose friend I have the honor of being), stating the case, and asking him to place the case before the Secretary of the U. S. Treasury and do anything necessary to secure a favorable decision. The result you probably already know, as it was wired over the whole country. I was in Washington the day the first decision was given. It far surpassed anything I expected, and I think it can well be classed as one of the most important bicycling events in America. To say that I was 'tickled' faintly expresses it. I laughed all the way home to New York. Too much credit cannot be given Hon. C. R. Skinner for his work and interest in this matter, and I hope to see him occupy the seat of honor at our banquet L. A. W. Meet in Washington, 20th of May next; and I hope all wheelmen will make it a point to call on him while in Washington. The decision of the Attorney-General is a long stride towards a practical and sensible interpretation of the tariff system, and will have a tendency to make so-called protection bearable. Fraternally yours,

M. E. GRAVES,
Citizens Bi. Club."

Since writing the above I have learned that Rep. T. B. Read, of Maine, through Mr. Elwell, was also actively engaged in securing this decision. M. E. G.

THE CITIZENS' RACE MEETING.

The Citizens' Race Meeting continues to be the talk of the town. Not only among wheelmen, but by the outside public. The papers are beginning to realize that an important event is close at hand, and liberally notice it. The reserved seats and admission tickets are now on sale and being rapidly absorbed. Those who propose attending should lose no time in securing their seats well in advance, as the number is limited.

The programme is fully announced, and entries are coming in from many prominent riders. The track has been surveyed and marked out, and an opportunity will be afforded men to train between the hours of five and seven every evening. There have been some doubts expressed as to possibility of fast time being made on a nine-lap track, but wheelmen must remember that the American Institute is the place where the first American records that stood for over two years were made, and that 6 m. 30 s. will not be fast for the two-mile race. We trust that out of town men will be induced to compete, and can assure them that they will receive good treatment at the hands of the Citizens' Club. It is expected that the new club house will be ready by that time, and visiting wheelmen will have an excellent opportunity to inspect the first and only building of its kind in the world.

A very handsome programme is being prepared, the cover of which was especially designed by Mr. E. N. Blue, an artist of considerable note. It will contain a history of the club, with engravings of their new home, and will also have articles of general interest and value to wheelmen and others. Over ten thousand will be issued to meet the demand.

The committees are hard at work and will not leave a step unturned to make the affair an event in cycling history.

FROM THE CLUBS.

HUDSON Co. WHEELMEN.—I herewith submit to you, for publication in THE WHEEL, a report of the annual election of officers for the ensuing year for the Hudson County

Wheelmen: H. Weinhagen, President; F. A. Reinhold, Treasurer; H. Henning, Secretary; Dr. E. W. Johnson, Captain; H. W. Saegendorf, 1st Lieutenant; F. H. Reinhold, 2d Lieutenant; A. P. Bennett, Right Guide; Geo. H. Coppers, 2d Guide. It was also decided that the H. C. W. take part at the L. A. W. meet, at Washington, in a body.

Respectfully yours,

H. HENNING.

ÆOLUS.—At the annual meeting of the Æolus Bi. Club, held Friday, the 14th inst., the following officers were elected for the ensuing year: President, Wm. G. Norwood; Vice-President, Chas. E. Beckwith; Secretary and Treasurer, Wm. F. Beggs; Captain, Chas. D. Cooke; 1st Lieutenant, A. L. Decker; Bugler, John Nightingale; Color Bearer, John Norwood, Jr.

If you will insert the above in first issue of WHEEL, you will oblige

Yours, etc., Wm. F. BEGGS,
Sec'y A. B. Club.

MARYLAND.—At a special meeting of the Md. Bi. Club, held March 20th, the following resolution was adopted, and forwarded to Acting Secretary Gilman:

Resolved, That the Maryland Bicycle Club, in special meeting assembled, do hereby request the officers of the League to reconsider and revoke their decision prohibiting non-League clubs participating in the annual parades of the League. Believing that their present decision is injudicious and hurtful to the L. A. W.

We trust that other League clubs who have the welfare of cycling and the League at heart will join us in our endeavors, and do so promptly, as our time is short. We wish to embrace the present opportunity to invite all wheelmen who reach Baltimore on the Sunday preceding the League meet in Washington, May next, to call and see us. We will try to make it pleasant for you. Wheel welcome you at 10 North avenue, West.

Fraternally, A. C. KENLY,
Secretary.

NEW JERSEY WHEELMEN.—The annual meeting of the New Jersey Wheelmen was held at their headquarters in Oraton Hall, Newark, N. J., March 3, when the following officers for the ensuing year were elected: President, Walter H. Parsons; Vice-President, J. S. Duston; Secretary-Treasurer, J. Calvin Willever; Captain, Charles R. Zacharias; 1st Lieutenant, C. W. Jones; 2d Lieutenant, John Lindner, Jr.; Club Committee, A. O. Lemeris, William H. Westwood, and Clark Thompson.

The report of the Treasurer showed the club to be in an excellent financial condition. This club, organized but six months, is one of the largest and most influential organizations of the kind in the State. The new uniform adopted by the club is to be of fine English serge, green, very dark in color. Their new uniforms are to be ready on or about April 1st, when they intend to have an entertainment in the excellent skating rink of Messrs. Zacharias & Smith, Oraton Hall, when there will be fancy bicycle riding and a club drill.

A. O. L.

MANCHESTER.—At the regular meeting of the Manchester Bicycle Club, April 4, new by-laws, modeled after those of the Boston Club, were adopted. The annual election is changed from May to April. Uniform is to be of dark blue cloth, with black stockings. Three members, having ceased to be riders, were transferred to the honorary list, leaving an active membership of eighteen, which will be materially increased soon. Officers for 1884 were elected as follows: President, H. M. Bennett; Secretary and Treasurer, L. G. Tewksbury; Captain, E. A. McQueston; 1st Lieutenant, M. Sheriff; 2d Lieutenant, W. Berry; Bugler, W. M. Butterfield; Color Bearer, S. C. Kennard; Club Committee, H. M. Bennett, L. G. Tewksbury, E. A. McQueston, J. N. Pearsons, A. F. Batchelder. An excellent list, which promises a season of much activity. X—C.

DRUID CYCLISTS.—The following gentlemen, having organized a bicycle club, claim the name of the "Druid Cyclists," of Maryland: H. W. Sadler, C. T. Stran, John Hall, J. E. Duke, T. J. Flack, T. P. Stran, A. B. McElroy, Fredk. Staul, M. F. Reese, Len S. King, E. A. Griffith; and have elected the following officers: President, E. A. Griffith; Captain, Len S. King; Sub-Captain, H. W. Sadler; Secretary, M. F. Reese; Treasurer, A. B. McElroy; Executive at Large, John Hall and T. J. Flack. Respectfully, M. F. REESE, Sec'y.

BALTIMORE, March 25, 1884.

YOUNGSTOWN.—The Youngstown Bicycle Club, at a meeting held on the 6th instant, elected the following officers for a term of six months: President, W. H. Buechner; Treasurer, David E. Davis; Secretary, A. I. Nicholas. The Captains and Lieutenantcy will be decided by a half mile race, to take place as soon as the weather and condition of track will permit. We have no regular bicycle track, and are obliged to use the trotting track at our city fair grounds, which is about a mile out of the city. We are making an effort to have a cinder track made on the base ball field here and hope for success. Our club numbers eight members, all young riders, and indications point to a considerable increase in membership before the coming season closes. The Tod House has been appointed L. A. W. hotel at Youngstown. It is centrally located and in as close proximity as possible to a fine asphalt pavement. We will be glad to see any brother wheelmen come this way and enjoy a ride on this splendid road. Fraternally yours,

No. 1847.

KINGS COUNTY WHEELMEN.—The K. C. W. held their third annual meeting Thursday evening, March 20, when the following officers were elected for the ensuing year: President, Robt. F. Hibson; Secretary, A. C. D. Loucks; Treasurer, Chas. Schwalbach; Captain, Edward Pettus; First Lieutenant, E. F. Fisk; Second Lieutenant, A. Warren Strong; Bugler, E. K. Austin; Color Bearer, J. H. Long. It was decided to retain and rearrange their present quarters until more commodious ones could be procured. The club have arranged to give a dramatic entertainment and sociable at Knickerbocker Hall, at which a liberal delegation from New York is anticipated. Fraternally,

A. C. D. LOUCKS, Sec.

THE LEAGUE CHAMPINOSHIP.

Editor of The Wheel: The programme of the races at Washington, May 20th, for the championships L. A. W., is not yet fully decided upon. You may, however, announce the following races to commence about 2 p. m., May 20: Twenty-five mile, ten mile, three mile, one mile, and one mile tricycle championships of the L. A. W. Entries close May 15, at 6 p. m. Fee for each event \$1.00, to be sent to Abbott Bassett, 8 Pemberton Square, Boston, Mass.

Very sincerely yours,

GEO. D. GIDEON, Chairman Racing Board.

REPORT OF HOTEL COMMITTEE.

TO THE BOARD OF OFFICERS L. A. W.

The committee appointed at your last meeting to consider the matter of League Hotel Contracts and Certificates, have agreed upon the appended forms, and hereby offer the same for your consideration.

The terms of agreement and all the signatures are in and upon the contract alone, leaving the certificate without writing or any other addition to the printed form. It is recommended that this plan be adopted to avoid the necessity of taking down framed certificates and forwarding the same for substitutes with new signatures at every change of officers, a necessity which would involve expense and undesirable addition to the detail of League business.

The contract aims to secure and hold to the League member all his privileges with reference to the hotels. The certificate is intended to be an ornamental sign of the fact of appointment, and only this. It may be framed and hung upon the wall to remain as long as the house shall enjoy the League appointment, without reference to change of officers.

The object of the certificate being of an ornamental nature chiefly, it should be designed and executed with a considerable degree of artistic skill, therefore your committee recommend placing the matter in the hands of a competent engraver for designs and estimates of cost.

In considering this matter the question was raised as to the wisdom of taxing our treasury, in its present low condition, with the expense of an engraved plate. Inasmuch as the certificate is not a necessity, this question seems to be an appropriate one, and the committee desire to suggest postponement of the matter to a season of financial plenty. We are of the opinion that the contract blanks should be prepared, and distributed to the State Divisions, at an early day.

Respectfully submitted,

STEPHEN TERRY,

EDWARD K. HILL,

Committee on Hotel Certificates.

HOTEL CERTIFICATE LEAGUE OF
AMERICAN WHEELMEN.THIS HOUSE IS A REGULARLY APPOINTED
LEAGUE HOTEL.

HOTEL CONTRACT.

The undersigned, proprietor(s) of (name of hotel), in (place and State), in consideration of the appointment of the said hotel as a League hotel, and in consideration of the several sums hereinafter named, to be paid, hereby agree(s) with the League of American Wheelmen, and with its members severally, to furnish first class entertainment at said hotel to any member of the said L. A. W., upon exhibition of his ticket of membership, at the following rates, viz.: per day (sum), breakfast only (sum), dinner only (sum), supper only (sum), lodging only (sum), supper, lodging, and breakfast (sum), and will also furnish suitable and convenient place for the storage of his bicycle or tricycle, while a guest at said hotel, free of charge.

This agreement to be binding until July, 188—, and members tickets to be considered valid until the July following the date of expiration named thereon.

It is further agreed that Mr. (name of Consul or other person), of this place, shall hold this memorandum for the use and benefit of any member of the said L. A. W. who may become a guest at the said hotel.

Dated, this — day of —, 188—, at —, in the county of — and State of —.

(Signature),

PROPRIETOR(S) OF THE (HOUSE).

Above is copy of our hotel contract as reported by that committee, and approved by the Board of Officers. The undersigned was instructed to have a sufficient number printed to meet the demand of the various Divisions, and he takes this means of ascertaining the same.

Will the proper Division officers please report at earliest moment convenient, and thereby expedite this movement, as we must necessarily await your request.

Yours fraternally,

W. V. GILMAN,

Cor. Secretary L. A. W., *pro tem.*

GRAND ANNUAL RACE MEETING

—OF THE—

CITIZENS BICYCLE CLUB,

—AT THE—

Olympian Club Roller Skating Rink,

AMERICAN INSTITUTE, 63d ST. & 3d AVE., N. Y.

FRIDAY EVENING, APRIL 25, '84,

AT 7.45 P. M.

MUSIC BY TOMSON'S OLYMPIAN CLUB BAND.

PROGRAMME:

TWO MILE AMATEUR SCRATCH RACE. THREE MILE AMATEUR HANDICAP RACE.
Gold and silver medals to first and second.SPECIAL FIVE MILE AMATEUR SCRATCH RACE,
To beat the best American Amateur Record of 15 minutes 26¾ seconds. Diamond medal to first, silver to second. Special Prize, a FULL NICKELLED EXPERT COLUMBIA BICYCLE if the record is broken.

ONE MILE CLUB CHAMPIONSHIP.

Gold medal to the winner.

Entrance fee \$1.00 for each and every event. Races sanctioned by the L. A. W., and under League rules.

Entries Close April 16, and should be sent to KNIGHT L. CLAPP, Secretary, 57 Broadway, N. Y.

SINGLE AND DOUBLE FANCY RIDING AND ROLLER SKATING.

After the bicycle entertainment, the floor will be given up to the audience for ROLLER SKATING FOR TWO HOURS. From 10 to 12 o'clock.

General Admission, 50 Cents. - - - Reserved Seats, 50 Cents Extra.
NUMBER OF TICKETS LIMITED.

Tickets and Reserved Seats for sale by John C. Gulick, 191 Broadway, THE WHEEL, 22 New Church st., Geo. R. Bidwell, 4 East 60th st., Elliott Mason, 12 Warren st., Ira Perego, 128 Fulton st., R. V. R. Schuyler, 189 Broadway, and Olympian Club, Third ave. and 63d st., New York, and Zacharias & Smith, Newark, N. J.
COMMITTEES OF ARRANGEMENT: Races—Dr. N. M. Beckwith, Chairman; Knight L. Clapp, Secretary, 57 Broadway, N. Y. Finance—John C. Gulick, Chairman, 191 Broadway, N. Y. Press—Simcon Ford, Chairman, Grand Union Hotel, N. Y. Programme—Fred. Jenkins, Chairman, 22 New Church st., N. Y.

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.

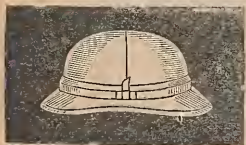


SILK BELTS.

ENGLISH BICYCLE HOSE.

(BY MAIL 10 CENTS EXTRA.)

In solid colors, blue or brown, ribbed.....	\$1.50
“ “ “ “ “ with knit top.....	2.00
“ “ “ “ “ finer texture.....	2.50
In solid colors, green, with knit top.....	2.00
“ “ “ black, fine rib.....	2.00
“ “ “ heavy rib.....	2.50
In mottled colors, drabs or browns.....	2.00
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No. 1.
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, \$1.50, \$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.



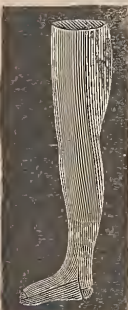
No. 7.
Duck Tennis Caps.
White or drab, 40 cts., \$4.50
per dozen.



"THE CYCLE"

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.

Price.....\$12.00



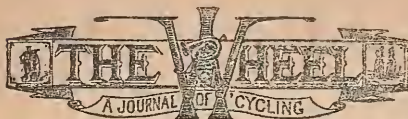
A large stock of "BICYCLE" SHIRTS, IN FLANNELS, with silk laced front, any shade desired, finest quality, at \$3.00 each.

Woven silk belts, with gilt buckles, in stripes.....	\$1.25
Silk ribbon belts, with gilt buckles, plain.....	.75
Cotton elastic belts.....	.50
English silk bicycle garters, with leather straps, per pair.....	.65
Colored silk bicycle garters, to attach to pants.....	1.00



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THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

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

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

New York, April 11, 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

Total.....\$80.00

[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.]

THE CHAMPIONSHIP RACES.

As nearly every one knows, the afternoon of the 20th of May at Washington will be devoted to the championship races. The events are now announced by Chairman Gideon, and will consist of the one, three, ten, and twenty-five mile bicycle races, and a one mile tricycle race. The conditions of all championship races have been that the medals have to be won three times before becoming the final property of the winner.

In the fall of 1881, the League of American Wheelmen held its first race meeting, which was not a financial success. The Polo grounds, New York, were selected, but through want of proper advertising the meeting failed to pay expenses, and a deficiency of a couple of hundred dollars was reported. The one-mile race was won by Lewis T. Frye, of Marlboro, who has since joined the professional ranks, and a two-mile race was easily captured by Wm. J. Smith, who was lately expelled from the track by the Racing Board of the League, for competition in circus races. The other events on the programme were a five-mile scratch race, a mile handicap and a three-quarter mile ride and run race, the latter being the first of its kind ever run in this country. Wm. M. Woodside, who was then a member of the Manhattan Bicycle Club, won the five-mile

race, and the two medals for the other events are in the writer's possession.

In 1882 the League, combined with the National Association of Amateur Athletes, held a two and five mile championship race at the Polo grounds, June 10. The mile event was not run, owing to the limited time not allowing the customary thirty days' notice. Both these events were captured by Mr. Geo. D. Gideon. In the fall, the mile race was competed for at Beacon Park, Boston, where Geo. M. Hendee secured the same from Lewis T. Frye, the previous winner. Frye shortly afterwards turned professional.

Last year the championships were again held in connection with the N. A. A. A., and the one, two, and five-mile races were run. Hendee entered the one and two mile, and won both easily. R. G. Rood, of the Ixion Club taking the five mile medal. In the fall the Springfield Club applied for permission to give a ten, twenty-five mile bicycle, and one mile tricycle championship race. The club provided three very handsome medals, which became the property of the League. Of these only one remains—the ten-mile medal. A. H. Robinson has the twenty-five-mile trophy, and the tricycle medal was stolen from W. W. Stall, who refuses to replace it, or make any compromise whatever, although it was the property of the League.

Robinson is in England and likely to stay there, although he was notified that he would be required to produce the prize and compete again in order to retain it. Later on a three mile bicycle championship was inaugurated and competed for at the joint meeting of the Germantown and Pennsylvania Clubs. This was won by Mr. Geo. D. Gideon, who made his reappearance on the track after a long absence. The following table will show exactly how the matter stands, it being understood that the medals will have to be won three times by the same person before becoming his property.

DISTANCE.	PRES. HOLDER	No. TIMES WON.
1 mile Bicycle,	Geo. M. Hendee,	Twice.
3 " "	Geo. D. Gideon,	Once.
10 " "	Geo. M. Hendee,	Once.
25 " "	A. H. Robinson,	Once.
1 " Tricycle,	W. W. Stall,	Once.

Competitions for these events will undoubtedly prove very interesting, especially as they occur at the time and place of the League Meet at Washington. Already prominent racing men are in training, and with proper management the meeting will no doubt result in an improvement of the financial condition of the League treasury. We understand that Washington is provided with a first class cinder track, four laps to the mile, and also that the residents take a great interest in racing. This, together with the great number of wheelmen in the city at that time, will tend to make the occasion, apart from the League parade and banquet, one long to be remembered. The management is in good hands, and everything points towards success.

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, and in every succeeding list for one year, will be entitled to a membership card good until May 30, 1885, barring objections. All names published and accepted before May 13, 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 19, 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. 57. Total 59. NASHUA, N. H., April 11, 1884.

Unattached 37.

660—I. J. Kusel, Springfield, Ill.
670—W. W. Olmstead, Mt. Carmel, Ill.
790—Frank C. Kirkwood, P. O. Box 364, Baltimore, Md.
794—J. Kemp Bartlett, Jr., 41 Lexington street, Baltimore, Md.
659—Phillip T. Dodge, 816 F street, Washington, D. C.
672—Cassius M. Buck, 1809 6th street, N. W., Washington, D. C.
677—Lincoln E. Buck, 1741 11th street, N. W., Washington, D. C.
683—Oliver P. Burdette, 437 7th street, N. W., Washington, D. C.
685—Campbell W. Bushnell, 710 11th street, N. W., Washington, D. C.
688—J. Paul Chambers, 811 13th street, N. W., Washington, D. C.
691—Augustus P. Crenshaw, 1338 New York Ave., N. W., Washington, D. C.
692—William E. Crist, 414 6th street, N. W., Washington, D. C.
693—James K. Cullinan, 507 6th street, N. W., Washington, D. C.
706—John De Witt, 433 7th street, N. W., Washington, D. C.
712—William M. Dougal, 3179 U street, Washington, D. C.
713—William Hackett, Jr., 1108 E street, N. W., Washington, D. C.
717—William Henry, 465 F street, S. W., Washington, D. C.
718—Frank Davis Hill, A. G. A. War Dep't, Washington, D. C.
720—Jay A. Kinnott, 1228 N street, N. W., Washington, D. C.
721—Minter P. Key, 1410 New York Ave., N. W., Washington, D. C.
722—Frank Lewis, 102 Mass. avenue, N. W., Washington, D. C.
727—Richard H. Mattingly, 325 N street, N. W., Washington, D. C.
732—Robert J. McLean, 13th and B streets, N. W., Washington, D. C.
736—H. W. McLean, 1010 Penn'a avenue, Washington, D. C.
738—Charles A. Muddiman, 531 15th street, Washington, D. C.
740—George M. Myers, Citizens' National Bank, Washington, D. C.
747—J. Charles V. Smith, 1117 10th street, N. W., Washington, D. C.
748—William X. Stevens, 123 E street, N. E., Washington, D. C.
750—William H. Teepe, 1724 10th street, N. W., Washington, D. C.
762—Sylvester S. Thomas, 938 K street, N. W., Washington, D. C.
767—George William Walter, 61 Wander Building, Washington, D. C.
772—Emil Weissner, Naval Observatory, Washington, D. C.
777—Robert Simpson Woodward, Naval Observatory, Washington, D. C.
774—John A. Wiesner, 922 N street, N. W., Washington, D. C.
778—Harry Hill Wyeth, 1635 L street, Washington, D. C.
783—Elphonsos Youngs, 428 9th street, Washington, D. C.
785—J. Victor Zavala, 916 14th street, N. W., Washington, D. C.

OHIO DIVISION—3.

830—George S. Atwater, P. O. Box 361, Massillon, Ohio.
833—Jesse Brown, P. O. Box 404, Massillon, Ohio.
835—W. F. Brown, Canton, Ohio.

CONNECTICUT STATE DIVISION—1.

795—Franklin M. Sherwood, Berkshire Mills, Bridgeport, Conn.

NEW YORK STATE DIVISION—18.

Unattached 13.

790—Robert B. Waldo, 1103 Bergen street, Brooklyn, N. Y.
800—Mark W. Richardson, 706 Nostrand avenue, Brooklyn, N. Y.
801—Hugh Glenn, Jr., 377 Genesee street, Utica, N. Y.
802—H. L. Mattice, Pine Plains, N. Y.
803—John M. Farley, Pine Plains, N. Y.
804—Martin Schrenkeisen, 309 East 17th street, New York City.
805—W. J. Fish, Jr., 18 Thomas street, New York City.
807—Aug. R. Butler, 5 and 7 John street, New York City.
808—George T. Bayaud, 215 West 54th street, New York City.
818—Harry S. Morris, 40 West 32d street, New York City.
796—Louis Bondrias, Cohoes, N. Y.
829—J. L. Lackman, Cohoes, N. Y.
836—J. A. Leferts, 80 Broadway, New York City.

Mt. Vernon Bicycle Club—add 1.

819—Sanford Hallock, Jr., Mt. Vernon, N. Y.

New York Bicycle Club—add 4.

820—Arthur H. Wallon, 72 Wall street, New York City.
823—George W. Falk, 27 West 58th street, New York City.
824—C. E. Chapman, 82 Broadway, New York City.
825—Ross W. Weir, 105 Front street, New York City.

SPECIAL NOTICE

There is an earnest move now on foot having the sympathy of a large majority of the older members of the League, especially those who have attended the L. A. W. meets at Boston, Chicago, and New York, the object of which is to prevent a repetition of the scenes there enacted in our business meetings at our coming Washington meet. One great point of radical importance has already been carried, viz., in the appointment of one whole day for the transaction of business.

Our members are brought together but once in the course of a year, and naturally like to talk a good deal, and some times a little more than is warrantable, certainly so in the limited time we have had at the meets we have previously held and above referred to, where, in spite of the ablest parliamentary ruling, confusion would ensue, as a result of haste in the transaction of our business, while many important matters have been entirely passed. This project referred to, and so ably seconded, is, that

Every officer and every committeeman having a report to read at Washington, should prepare the same in advance, as it will make but little if any additional labor, and send a copy of same to the Editor of THE WHEEL, on or before the 3d day of May, so that he may have ample time to prepare all that we wish to appear in THE WHEEL of the 9th of May. Be careful to preserve your original, and have it in your possession at Washington, in case of any unforeseen calamity. Never allow yourselves to be caught with more than one eye closed! If you will concur in this plan, it will save a large amount of valuable time now consumed in reading lengthy reports, because every member while at his home, previous to the meet, will read all these reports, and many will carry their WHEELS with them. The President will say: "The report of the Committee on Rules and Regulations will now be in order." Every member can turn to same in his paper if he chooses; at any rate all have read it and do not care to hear it again; their opinions have been formed as to its contents, and they are prepared to talk with same degree of intelligence, or to vote knowingly, rather than simply because the move seems to prevail, and so they blindly join with the majority.

Personally, the report of the Corresponding Secretary, *pro tem.*, will be prepared and appear in THE WHEEL of May 9, and will be final. The report of the Treasurer will also appear, but a brief supplementary report, in the nature merely of an addenda, will be given at Washington, requiring but little time in its delivery, so that the members can have a chance.

We hope that every gentleman who can apply the above remarks to his case will do so, and fall in heartily and zealously, that the attempt may prove a perfect success in every respect. Let us try and make the Washington meet the grandest the League has ever held! Do you agree with me? Here is a chance! Please improve it!

Respectfully submitted,

WILLIAM V. GILMAN,

Corresponding Secretary, *pro tem.*, and Treasurer L. A. W.; sustained by a legion of loyal Leaguers, whose signatures we are unable to secure because of limited time.

Approved by
N. MALON BECKWITH,
President L. A. W.

New York, April 4, 1884.

P. S.—Since penning the above it has occurred to us that possibly this work may be a little onerous in some cases, and that some might think it a little heavy, and as you were almost entirely from a motive of love for the cause we will say that when you have made your report, and you can certainly do it a little earlier this year without material inconvenience, can you not? please place it in the hands of a copyist, who can as well make two copies as one. Retain the original, send one copy to the 'Cycling Publishing Co., P. O. box 444, New York, and the other to the undersigned. We shall insist upon paying all expense of both copies, and will esteem it a personal favor if you will concede this request. We are very desirous to have all matters of this nature well in hand as early a date as possible, in order that no hasty work will be attempted May 19 which we shall ever after regret—a feeling haunting us almost constantly regarding some decisions of the past. Let us, gentlemen, allow none to say that any moves were sprung on this meeting and inadvertently adopted.

Yours fraternally, W. V. GILMAN.

TRACK MEASUREMENT.

Editor of The Wheel: The question of track measurement came up at the last meeting of the Representatives of the L. A. W., and also what constituted the "pole" of a track. I called at the office of the *Spirit of the Times* and ascertained that the "pole" of a track was the fence or border, of whatever material it may be composed, the same forming the boundary of the track nearest the centre of the enclosure.

In constructing a horse track the measurement is made just three feet from the pole. As nearly all of our bicycle races have been run on horse tracks that have a measurement as I have stated, it shows most conclusively the absurdity of trying to make such a track (if correct) measure one mile eighteen inches from the pole, unless the fence or boundary line be moved out in the track eighteen inches. Under the present rule of eighteen inches measurement from the pole, it seems that all past records could not stand unless the absurd rule were revoked as applied to horse tracks, and the three feet substituted.

With many others, I see how great an error was made in the eighteen-inch measurement unless applied to tracks constructed on purpose for bicycle racing, with a pole or border so low that a racer could ride close to it.

Respectfully,

A. G. COLEMAN.

CANANDAIGUA, Feb. 27, '84.

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.

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(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.

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FOR SALE AND EXCHANGE.

FOR SALE.—Singer No. 2 Tricycle in perfect order. Price \$50. Particulars and Photograph will be sent on application. Address THOMAS C. ORNDORFF, Box 501, WORCESTER, MASS.

FOR SALE.—One 42-inch Otto Bicycle, good as new; only run 20 miles. Price \$20. Address H. BLAIR FINLEY, Huntingdon, Pa.

FOR SALE.—\$150. A brand new 56-inch American Club, full nicked, even to fellows, full ball bearing, long distance saddle; been used but twice; cost, three weeks ago, \$167; reason for selling, owner wants smaller machine. Terms cash. Address J. F. G., 494 East 133d St., N. Y. City.

FOR SALE.—58-inch full nicked Expert, dropped bars, ball pedals, new machine, not ridden 50 miles, and is in perfect order; reason for selling, owner wants a trike; will sell at a bargain. Also, 54-inch D. H. F. Premier, full nicked, ball pedals, perfect condition; used one year; extra spokes, balls, lamp, and rear wheel shaft go with it. Price \$100. C. J. KRAG, Columbus, O.

FOR SALE.—A 54-inch Club, full nicked, with King of Road lamp and stand. In perfect order, equal to new. Price \$120. Address F. G. P., care of THE WHEEL, New York.

WANTED.—Two 54-inch Bicycles, ball bearing, must be cheap and in order. Address W. A. SLOANE, Port Richmond, S. I.

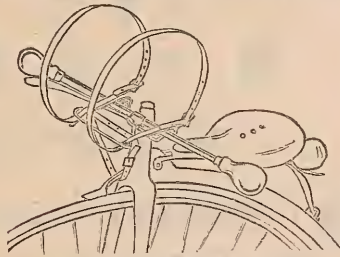
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54-inch Club Racer, built for Robinson, the English amateur. Weight 25 lbs.
55 1/4 inch Eclipse Racer, built by Jack Keene for himself. Weight 23 lbs.
These wheels are the finest, closest, and lightest racers in America, neither of them having been ridden a dozen times. They are comparatively new.

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DETACHABLE FORM.

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LYRA BICYCLICA.—FORTY POETS ON THE Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets and the most peculiar and audacious humorous verse of the century, by the oldest of the early wheelmen in America. Cloth, 110 pp. Sent post paid for 40 cents, by THE CYCLING PUBLISHING COMPANY, Box 444, N. Y.

COLONNADE HOTEL.

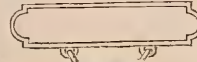
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H. I. & G. R. CRUMP. E. A. GILLET.

League of American Wheelmen's

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Pat. Sept. 13, '81.

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MISCELLANEOUS.

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

ST. LOUIS, MO.

Missouri Wheel Company, successor to Garvey, agency of the Columbia Bicycles; also for all high class English Bicycles and Tricycles. A full assortment of wheel sundries in stock. Every thing at, or below, New York and Boston figures. Repairing with promptness. Send for circular. Exclusive agency for the United States of Duryea's Combined Saddle and Spring, the "best in the world," Twelfth and Clive Streets.

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.



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The Practical Lamp Lighter.



Simple in construction, readily attached, affords convenient and efficient means for lighting a lamp out of doors, regardless of the wind. By its use the vexatious delays and difficulty of lighting a lamp are obviated. The match is lighted in a space protected from the wind by two metal discs, from which the match is passed to the wick. No cutting off matches; no caps or percussion tapes; will not rattle. Price 50 cents; Patent mailed on receipt of price. Liberal discount applied to the trade. Address J. C. McNAB & CO., for Box 350, ROCHESTER, N. Y.

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Of all descriptions made to order from original designs.

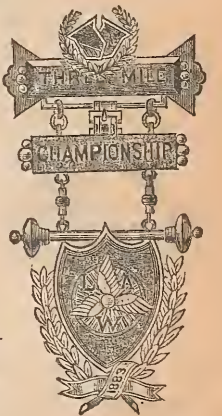
DIAMONDS,

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IN GREAT VARIETY AND AT CLOSE PRICES.

Correspondence Invited.



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OF EVERY DESIGN, COLOR, AND SHADE.

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

We shall make a specialty of matching uniforms to a nicety when a whole club orders.

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

Wheelmen will do well to send for our circular before purchasing.



LOOK AT OUR PRICES!

\$1.50 per Single Pair, by Mail 10 cts. extra.

Correspondence with the trade solicited, to whom liberal discounts will be made.

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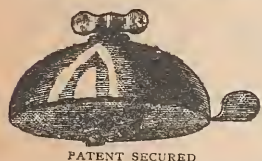
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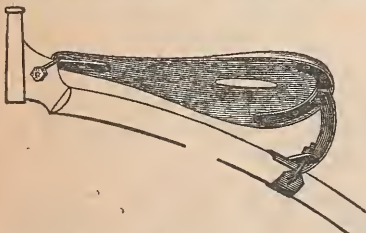
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I use the Duryea Saddle in all my road rides; also in racing prefer it to all others, and feel confident I can make better time on it than with any saddle made.

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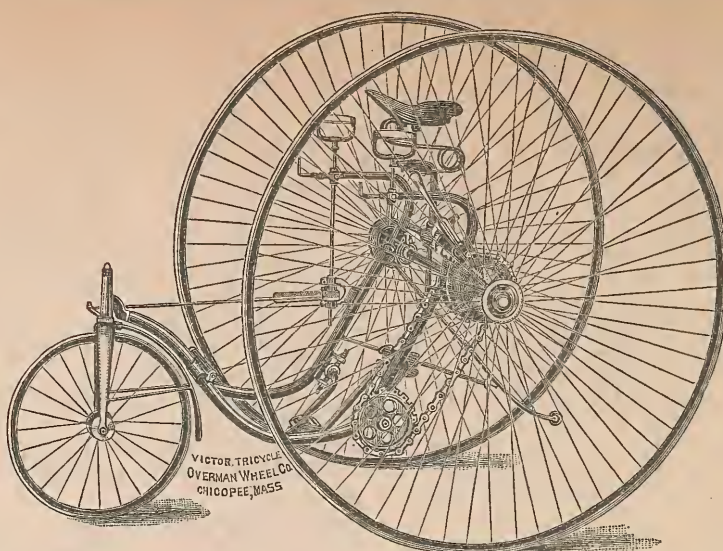
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Second-hand one each, Victor rotary, 50 in., \$110.00; Pope Columbia, \$130.

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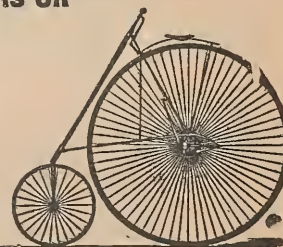
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

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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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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.

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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.

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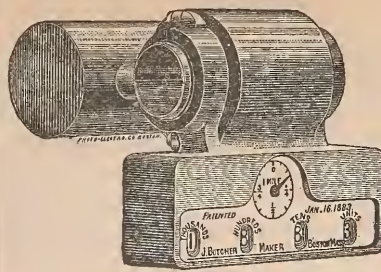
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Registers by a positive action, and is therefore entirely reliable. It can be read from the saddle, so that speed and distance traveled may be readily determined.

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.

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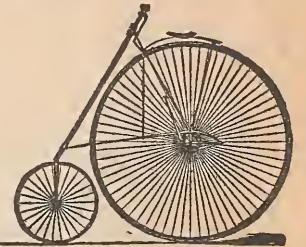
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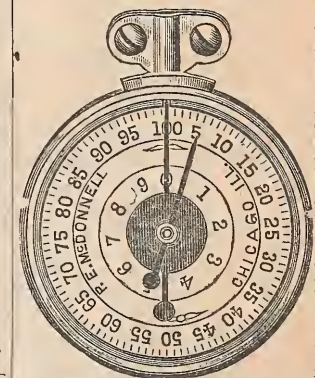
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For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a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

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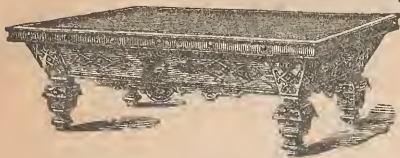
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BICYCLES AND TRICYCLES.

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,
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PHILIP FONTAINE,
GEO. E. DUNLAP,
JOHN C. GULICK,
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* 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.

Considering the fact that I have won all my races, and taken my prizes for fancy and slow riding, on a 60-inch "Expert" bicycle, I cannot do otherwise than speak in its praise; but, in addition to this, I have subjected it to the most severe tests, such as riding over curbstones and across gutters—and without fears of a header—and all of this without straining it in the least, so far as I can observe.

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

ED. F. BROWN,

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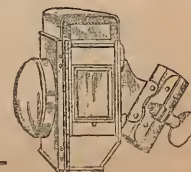


Star Tool Bag is neat, well made, and handy. Can be placed in front of the saddle or behind it, and in either position is entirely out of the way while mounting or riding.

Star Lamp is made expressly for the Star. Will not blow out, nor will it shake out; gives a clear, bright light. It is well made, and cannot fail to please all who wish a first-class lamp.

Luggage Carrier for the Star will hold equally well a fishing-rod, parcel of clothing, or bundle of books, and when not used as a carrier, can be folded so as not to detract from the appearance of the Star, or interfere with the legs while coasting.

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