

THE WHEEL

A JOURNAL OF CYCLING

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

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The Citizens' Club are going to ornament the front of their new club house with a bas-relief of a bicyclist. While they have not asked my opinion regarding same, I am nevertheless going to give it. First, the subject chosen should be something English—because it's the home of the sport. Secondly—instructive, or else valueless. Thirdly—artistic, or it will not do justice to their building. To secure all these ends, I would suggest a revised edition of St. George and the dragon with these DeCensnola modernizations—St. George to be mounted upon a bicycle, with a little more uniform than he is usually represented, when pictured upon Hostetter's Bitters advertisements, where his wearing apparel is condensed down to a helmet and a pair of sandals, and the dragon to be a fallen horseman with terror and consternation depicted in his face, beneath which should appear the old chestnut of "*Sic Semper Tyrannis*."

I am in receipt of many strangely addressed communications, but the latest and worst was, "My Nervy Owl," this probably being intended for Minerva Owl, my full *nom-de-plume*.

It seems strange that an artist, unless he be himself a rider, can never depict either a bicycle or its accompanying rider in anything like a life-like appearance. The latest monstrosity of this kind is the perpetration of Frank Leslie's, which, in glimpses of the National Capital, has a street scene, in which a lady supposedly Belva Lockwood, mounted upon a trike, is just about to pass an extremely dashing young man, with polo cap and cigarette attachment, riding a boneshaker with the pedal under the hollow of his foot. Just here let me say that this machine, as de-

picted, is a libel upon the intelligence and excellence of the Washington riders (and none have more than they). The curvature of the backbone and rear wheel can be compared with nothing but the curve of a pug dog's tail.

I am now made happy by the receipt of an invitation to the Second Annual Reception of the New Haven Club, and unless I am possessed of a much more faulty remembrance of the beauty of New Haven's daughters, the good treatment I experienced in my last visit, I will most assuredly be there.

"Large aches from little toe corns grow," is an old adage and true. Vide the controversy, wordy and useless, the Citizens' Club and L. H. Johnson dispute is causing in the columns of the *Kicker's Own*.

Dick Nelson is, as every one knows, one of the largest leather brokers in this city, and is well known to possess more than average shrewdness in getting always upon the right side of the market. Several days ago, after a careful outlook of the market, he concluded that there was a greater supply of leather than the demand, and that a drop in prices was therefore imminent, consequently, he became heavily short. A few days since he was astonished to see the unexpected advance in price, for which there was no apparent cause; he came up to see me, and asked if I could explain. For a moment, I thought my reputation for wisdom was lost, but stopping to think for a moment, and it came to me that Treadwater Harris had just ordered a new pair of shoes, to supply which enormous requisitions of leather were necessary, and the market was consequently excited, and at advancing prices. The dealers soon discovered that the report that was first circulated, that the shoemaker had a contract to supply the U. S. Army with foot wear, was untrue, and while the quantity of leather ordered was sufficient so to do, it becoming finally known that it was intended for only one pair of shoes, the market quieted down, and Dick once again hit it lucky.

A SUGGESTION FOR THE L. A. W.

It seems to me that no article has yet appeared in the *Wheelman* more full of interest, of inspiration, and of suggestion to cyclists than that in the November number (page 97), entitled "Cycling as an Aid to Scientific Researches," unless, indeed, it be the article in the same number (page 101), by Maurice Thompson, on "Outdoor Influences in Literature." And there is a certain affinity between the two. Cyclers will owe you a large debt of gratitude if you can furnish them more such reading, and the pastime will grow in influence and attract to it, even more largely than it has already done, the cultivated and progressive men of the age, if contributions of this high order appear in cycling literature. No wheelman can have read it without feeling a new enthusiasm for his favorite vehicle and a realization of great possibilities in its use; but the average bicyclist can hardly be expected to view the suggestions as much more than a dream of what *might* be, while shrinking from attempting to aid in making them a reality.

The scheme so delightfully set forth would give us a society that would be a League of Wheelmen, a Cyclists' Touring Club, a Chautauqua Society, an Appalachian Club, a Royal Geographical Society, and many other associations, societies, and clubs all in one.

The projector recognizes that "a thing begun is half done," and knows—as none but a bicyclist knows so well—that *the start* is the most difficult part of the business. How shall "the mount" be made? From the ground at one spring? From the step,—already provided in the form of some of the present cycling associations? or by the pedal,—a start which requires study and experiment before it can be successfully made? Some of us who helped to form and have tried to build up the League of American Wheelmen would like to see *it* take up these plans and perfect them, and the machinery for the purpose is in the League. Its constitution is broad enough to include the new ideas, and it has among its officers many

who are thoroughly equipped for the work proposed. Might not the start, at any rate, be made by its officers, without waiting for a general meeting of the members, much less without waiting, as a new society would have to, *to get* a membership?

Theodore Winthrop, whose literature, by the way, shows very clearly "outdoor influences," tells of a regiment which, early in the war, found its progress checked by locomotives disabled by the Confederates. A call was made for engine builders to the front, and the regiment, recruited among the mechanics of Massachusetts, furnished a score of skilled men, who soon had the iron horses in good running order, and the army was in motion again under a full head of steam. So might it be, so *would* it be, were the officers of the League to call for archaeologists, for geologists, for geographical experts, or skilled machinists from among its membership, to send in their names as interested in these respective subjects and as ready to aid in their development.

Or might not prizes—not necessarily expensive ones—be offered for the best essays, or most valuable investigations in these fields? Can any one doubt that these would be as earnestly competed for as if they were for the most revolutions of the wheels made in the least time? Fortunately the League was founded, and has been carried on thus far, upon a plane above that which would make it look upon racing as the great end and aim of bicycling, and nothing could more surely secure this great organization from giving an undue prominence to the "sporting" element, than to set it at work on nobler and more profitable things, like those proposed by H. H. M.

Pray let the author open communication with the officers of the L. A. W., and the scheme may be in good running order in so short a time that the winter of a cyclist's discontent may be made a summer of literary enjoyment in the pleasant fields he has so charmingly mapped out.—*A. S. Parsons in Outing & The Wheelman.*

ST. LOUIS GOSSIP.

Editor of the Wheel: The deep snow of the past two weeks has made riding decidedly more like business than pleasure. A few of the more fiery spirits, who are penned up in offices all week, sally forth on Sunday morning, but do not go far. The number of men who ride daily has diminished to two, the President of the Friscos and "Sixty." The Frisco man rides with an overcoat, while "Sixty" is contended with three pairs of mittens and an enormous muffler, wearing a bicycle suit always.

The Sanspareil people have opened an agency, and we expect to see that wheel well tested before long. The Star men are put-

ting in the time improving their machines. Among the changes are 25-inch handle bar, lower step, leg guard, and a slab of steel on top of the spring to prevent the unpleasant shock experienced when striking the tire. Probably the new Duryea saddle will do as well for this. The bracket for holding the Star lamp has been found N. G. Being made of brass, it bends with the weight of the lamp, and in a short time breaks. A hub lamp that would fit the axle of the machine would suit.

A party rode to the county line, and were joined at Manchester, on the way back, by others. The entire party, numbering eighteen, were photographed by a "Castle Trundler" at the latter place. "51."

ST. LOUIS, Jan. 7, 1884.

WRONG AGAIN.

We owe Mr. Jenkins an apology. His bill to the New Haven Club was for expenses, not services.—*Bi. World.*

[The bill (\$2.50) was the handicap fee to the official handicapper for the two and ten mile race.—Ed.]

FROM THE CLUBS.

KENTUCKY.—At a meeting of Kentucky Bicycle Club held on 9th inst., the following officers were elected to serve the ensuing year: A. W. Cornwall president; D. P. Curry, vice-president; B. S. Caye, secretary and treasurer; N. G. Crawford, captain; S. B. Huber, 1st lieutenant; Horace Beddo, 2d lieutenant; J. F. Adams, bugler.

CHEYENNE.—The Cheyenne Bicycle Club is the largest League club west of the Missouri river, not excepting the Denver, Salt Lake, and Pacific coast clubs. It numbers of its active list twenty-one members, besides which it has honorary members, who have removed from Cheyenne, in Montana, Washington Territory, and Nevada. Its membership here is made up from the profession and various branches of trade, and embraces a most substantial and respectable class of our young men. To this fact, perhaps, and to courteous manners and careful riding, may be ascribed the very small number of opponents to wheeling among non riders in Cheyenne. Among the list of run-aways during the last two years none can be ascribed to the "silent steed," although Cheyenne boasts of its high spirited horses. Among the various accidents incident to bicycling, the wheelman has always been the suffering party. All of which is a record the boys may be proud of. They also have reason to show pride in their social events. The ball of the New Year's eve a year ago was marked as one of the pleasantest of the season, and the club is aiming to distance

itself in its party on Monday evening. Invitations have been sent out with care and a select attendance is assured. The hall is being tastefully decorated in a manner in keeping with the event. The best of music has been engaged, and in fact everything which could be done to make its friends and guests comfortable, and the hours to fly pleasantly, has been done by the club.

RUTLAND.—At a special meeting of the Rutland Bicycle Club, held last evening, it was voted to hold an exhibition of club drill and fancy riding at an early date. Wilmot and Sewell have been engaged to give an exhibition of trick riding. As soon as date is decided will let you hear more fully.

Our club is in a flourishing condition. A series of socials at the club rooms has been started, and everything possible is being done to keep up the interest through the winter season. Speaking of club rooms, we consider that we have one of the finest rooms for its size outside the large cities.

Plans of all kinds are discussed for the coming season—tours, road races, short runs, and a variety of others. Hope to realize some of them at least.

Will try and let you hear from us more at length later. Yours, C.

WHEEL GOSSIP.

Protests are flying through the air like razors at a colored picnic.

Who is this Mr. Jenkins that the *Kicker's Own* is advertising so freely? The name certainly sounds familiar, and that is all.

Mr. Burley B. Ayres writes us, as we are on the press, that the letter published on the first page of this week's paper is of no account, the dates having been changed.

The Detroit Bicycle Club recently elected Chas. D. Standish, President; Chas. Kudner, Captain; F. Curtis, Lieutenant, and Leon C. Fink, Secretary and Treasurer.

Col. A. A. Pope, one of the largest stockholders in the Weed Sewing Machine Co., of Hartford, has been elected a director of that company, by a unanimous vote, at their last meeting.

The American Institute is quite popular, and every evening the floor is well filled with skaters and wheelmen.

Now is the time for our correspondents to help us supply the "devil's" cry for copy. With the snow on the ground, and wheeling at a standstill, editing a wheel paper is not the easiest task in the world.

An anonymous correspondent makes the suggestion that we publish a description of the uniforms of the prominent clubs. Per-

haps some enterprising secretaries will take the hint, and furnish us with the particulars.

Mr. C. S. Stevens, of the Millville Bi. Blub, New Jersey, recently rode from that city to Bridgeton, distance $11\frac{1}{4}$ miles, in 37 minutes, and covered 104 miles in 8 hours and 58 minutes, on a graveled road. He is a promising rider, and will be heard from next season on the racing path.

We are pleased to announce the engagement of another prominent N. H. wheelman, this time the honored ex-Chief Consul Hazlett, one of the founders of the League, as well as one of its first directors, to Miss Josie H. Richardson, of Manchester, N. H.

The fact that the handicapper is paid for his services, although the rate is fixed by the League, seems to stick in the throats of a few. We believe a twenty dollar bill would cover the receipts of 1883, while on the other hand the expense account of attending different race meetings, and what we have given in prizes for consolation races, would foot up to over ten times that amount.

Outing and The Wheelman, under the new management, will no doubt be even a greater success than before. Arrangements are being made with some of the best magazine writers in the country to furnish articles on all the branches of polite athletics. With ample capital, and abundant enterprise, *Outing* will take its place among the highest of the high.

Good fortune seems especially smiling of late in favor of ex-Chief Consul Hazlett, of New Hampshire, for not only has he been enabled to contract a most happy engagement, but now we are pleased to chronicle his election as cashier of the First National Bank, of Portsmouth, N. H., the oldest and largest institution of the kind in the State.

Karl Kron is about to begin his canvass for a thousand subscribers at one dollar each, as a preliminary to undertaking the publication of "Ten Thousand Miles on a Bicycle." We expect to present next week the proposed table of contents, which embraces thirty-three titles.

Wheeling, although quiet in this vicinity, is indulged in to some extent by those who find well beaten snow equal in surface to ordinary macadam.

As there seems to be a wide difference of opinion regarding the practicability of ice and snow riding, perhaps some of our readers who have tried the experiment, will give their views on the subject.

We take pleasure in calling our readers' attention to the half page advertisement of Theo. Goetze & Co. This firm is now well known to the cycling world as makers of first-class hose at bottom prices. When clubs order, they make special designs and shades to match uniform,

The Hon. H. B. Smith, President of the H. B. Smith Machine Company, has just recovered from a severe attack of pneumonia. The doctors gave him up, but his excellent constitution carried him through, and he is now convalescing and expects to get out again next week. He has willed his large fortune to a board of trustees to found a mechanical institute for young men.

Mr. Perego is again off for Europe to get a new supply of cycling furnishings. We shall now be on the lookout for a note asking us to call and see the very latest English and French novelties. His last lot of Jerseys were works of art in their way, and his stock is always the most complete in the business.

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

GENTLEMEN: In view of the fact that a twice appointed fall meeting of our Division was as many times prevented by inclement weather, and that you are therefore ignorant of the condition of our association, it has seemed well to me to offer you in an informal way a report of the work that has been and is being done at the opening of the current year.

The unusual number of cycling events during the early fall, precluded the calling of a Division meet before the middle of October, an unfortunately late time for such an event, and proving doubly so in this case. It is intended that this meet, which should be the important one of the year in the State, shall be called in connection with the annual business meeting early in June next.

In reviewing the work of the past seven months, we must bear in mind that the year opened with a large falling off in membership, and a general desertion of consuls, so that much of the previous year's work had to be done over again, and this in the face of a general apathy concerning the League. A comparison of totals this year with those of last, therefore, is not a measure of the real progress made. Perhaps our greatest success is in having, to a considerable extent, overcome the prejudice and indifference so prevalent in our State, as is witnessed in an increasing membership, and the great promise of the coming season. From many quarters the word comes, both clubs and individuals: "We shall join the League in the spring."

I present the following figures, which represent our condition Jan. 1, 1884, with the exception of the Treasurer's report, which is dated Oct. 10, 1883:

Bal. in Treasurer's hands at above date, \$169.45; total membership, 592; number of consuls appointed, 60; number of hotels appointed, 48; number of repair places, 24; number of guide boards sent out, 131; number of stencil outfits sent out, 18; number of route slips, sent out, 246.

Our revenue is fifty cents for each member, giving us to date the sum of \$296. That this sum is inadequate to the work which we have the willing and waiting hands to do, hardly need be said. The work for a membership of 1,000 will cost but little more than for our present number, but the receipts increase directly as the membership. The amount of our funds is a fair gauge of the amount of work it is possible for us to accomplish; hence it behooves all to expect not too much of the League, but to add to its sinews by increasing the membership, which increase must precede increased work and usefulness.

Had it not been for the unfortunate falling off in our membership before referred to, we should now have over 800 members, and could the wheelmen of the State be generally convinced of the value which is in the League, Massachusetts would lead in the membership list, with more than double the number of any other State, as she can and ought.

There are about 80 towns having L. A. W. members, out of which 60 have consuls, the remainder having only one or two members, who, in most cases, do not wish to serve, or it has been deemed inexpedient to appoint them. From this it appears that our consular list cannot at present be much increased. It is believed that the force as a whole will be found to consist of men well fitted and well situated for the consular duties, and the tourist, next season, may feel secure of meeting with genial, helping friends, upon whom he has a claim, all over the State.

The hotel and repairers' list is being rapidly added to, so that by the opening of the season tourists can depend upon always conveniently finding a hotel, and a helping hand in case of accident to the wheel. The hotels are being graded, and in the published list the quality of the house will be given to enable agreeable choice to be made in planning a tour.

All the guide boards we were authorized to make have been sent out to consuls for erection. It should be borne in mind that this number spread through the State is something less than the needle in the hay. By a recent vote of the Executive Board, the committee was authorized to have made 300 more guide boards, which will be ready for delivery early in the spring. The Chief Consul was, by the same vote, authorized to have boards lettered at the expense of the Division.

The eighteen stencil outfits, which the State owns, have been all in the hands of consuls since late in the summer, and are reported to me as having been generally used.

I am having prepared a large book, suitably arranged to receive copies of the detailed road descriptions of each town now being sent in by consuls, also all routes, distances,

descriptions, and matters of interest, forming the authentic road record of the State, in the best shape for reference and preservation.

Active work is in progress for the first State hand book and guide, which will be issued as soon after the annual meeting in early June as possible. The contents will include a list of officers, the constitution and rules of the League and of the Mass. Div., a list of consuls, with their place of business and residence, a list of the L. A. W. hotels, with the grade of the house, the usual price, and the special prices to L. A. W., a list of places for repairs, a general description of each town in the State (as far as information can be obtained), and a list of the general routes throughout the State.

It is hoped, and believed, that this year's work will satisfy all wheelmen of the practical value of the League to every one who knows the delights of a well planned tour. This accomplished, all the rest comes easily, for we shall then have the many hands and the abundant means to make the labor light.

Fraternally yours,

EDWARD K. HILL, Ch. Consul.

WORCESTER, MASS., Jan. 1, 1884.

STAMFORD, CONN., MISCELLANY.

The behavior and speech of two of the best kickers we know, borders so strongly upon the mysterious, that we are really pained, and can only hope that their mal-lad-a is no worse than "Hymen-tal" excitement, which will soon subside. They will not give reasons for wishing to sell their mounts, and have such airs of "good-bye-to-wheeling-and-wish-you-all-joy." We didn't think extreme attacks of lassitude were experienced until the coming of May flowers, at least.

It is claimed that Commodore Smith's new ice yacht "Victor" shows her k-heels to every craft that carries sail.

While the Consul's bicycle is done up in vaseline, he takes his Victor tri. out on the ice, and "warms" the swiftest skaters on the pond,

"Nell" tried his bi. among the skaters, and they say that at times rider and wheel went independently of each other, and at the finish the wheel was a good neck in advance.

As we were prevented attending the first meeting of the Stamford wheelmen, held last Thursday evening, the Secretary will, no doubt, report the results of it, and the one announced for Tuesday evening of this week, when they hoped to complete the formation of a club here.

A fleet of eight ice boats make things lively up at the "Cove," one of Stamford's suburban attractions, and some of our wheelmen go there to while some of their happy hours away, and relieve the monotony of dragging cash over their counters.

The pen pusher has concluded that the

amount of his happiness during the new year depends largely upon the condition of the roads for wheeling.

Also, that when the road is so icy that the rear wheel describes a continuous series of dollar marks and letter S's, not to speak of its writing Greek and Latin phrases all the way down grades, the entertainment becomes tire—some, and he longs for a change of scenery.

STAMSON.

NEW YORK GOSSIP.

I have often wondered why you have never had a New York letter, and take it for granted that you expect your Gotham readers to be well informed of wheel matters themselves, without consulting THE WHEEL. I know, however, that there are a number of readers who do not belong to the clubs, who would not mind an occasional half column of gossip.

I dropped in at the New York Club rooms last week, and was delighted to learn that a number were doing considerable riding in spite of the snow. Their rooms are small, and although shaped like a piece of cheese, are both comfortable and home-like. I am glad to notice the appointment of Secretary Adams as State Representative. Mr. Adams is a good fellow, and very popular, and the New York Club is the first in the League, as I understand it, owing to the death of the Boston Bicycle Club, which should be changed to Sociable Club, as far as the League and the cause are concerned.

The Ixions mourn the loss of Pitman, who is, I believe, in Philadelphia. Pit is the man who swelled the division treasury by his photograph scheme; to what amount I am not thoroughly posted. President Egan glories in the possession of a "Dual," and gives all the boarding schools a lift at the Olympian Rink. I am glad to see you mention the bad management regarding the coats, on the opening night, but I see the management has offered an explanation in the papers, stating that it will not occur again. Sanford is the "snow man," of Gotham, except, I understand, that Fontaine and Mack, of the Citizens, have as many miles to their credit as he. Mack, by the way, is keeping two accounts; one the number of miles, and the other the amount of money it costs him. I understand the account is almost even, at the rate of a dollar a mile.

The Citizens devote their time to huddling around the stove, or inspecting the new club house, which has been somewhat at a standstill on account of the weather. I hear that they have at last settled upon a new uniform, which is both plain and handsome, being a combination of a grey and blue. The adoption of the Norfolk jacket is the only feature of the C. T. C. uniform that I can discover. I look forward to the opening reception, as, not having been invited to

the laying of the corner stone, I feel curious to inspect the building "officially."

I see the "Owl" is plucking your scalp, but really think that you are more sinned against than a sinner. However, the majority of the League members back the administration, and if we heeded the "kick-ers" we would have our hands full.

Perhaps I can give you a little more information in my next, but at the present writing, news is as "scarce as hen's teeth," and I have the authority of a high official to the effect that they are a rare article.

PARKER.

League of American Wheelmen.

BOARD OF OFFICERS.

President—Dr. N. M. BECKWITH, 21 West Thirty-seventh Street, New York.

Vice President—W. H. MILLER, Box 245, Columbus, Ohio.

Cor. Sec'y—FRED. JENKINS, 45 West Thirty-fifth Street, New York.

Treasurer—WILLIAM V. GILMAN, Box 1487, Nashua, N. H.

Rec. Secretary—ANGUS S. HIBBARD, Milwaukee, Wis.

STANDING COMMITTEES.

Membership—Stephen Terry, Chairman, Box 1003, Hartford, Conn.; Frank P. Kendall, Box 555, Worcester, Mass.; Fred. Jenkins, 45 West Thirty-fifth street, N. Y.

Racing—Geo. D. Gideon, Chairman, 1725 N. Twenty-first St., Philadelphia, Pa.; Fred. Jenkins, Secretary and Official Handicapper, 45 West Thirty-fifth street, N. Y.; Geo. H. Strong, 252 Market street, San Francisco, Cal.; Frank E. Yates, 124 Washington Street, Chicago, Ill.; Abbott Bassett, 8 Pemberton Square, Boston, Mass.; Al. Trego, B. & O. Railroad Baltimore Md.

Rules and Regulations—W. H. Miller, Chairman, Box 245, Columbus, Ohio; N. M. Beckwith, 21 West Thirty-seventh street, N. Y.; Chas. D. Standish, Detroit, Mich.

Rights and Privileges—A. S. Parsons, Chairman, Cambridgeport, Mass.; Angus H. Hibbard, Milwaukee, Wis.; W. V. Gilman, Nashua, N. H.

Railroads—Burley B. Ayres, Chairman, Chicago, Ill.

CHIEF CONSULS.

California, George H. Strong, 252 Market street, San Francisco.

Connecticut, Stephen Terry, Box 1003, 39 Main street, Hartford.

Delaware, Charles H. Kittinger, Wilmington.

District of Columbia, Wm. C. Scribner, 1108 E. street, N. W. Washington, D. C.

Illinois, J. O. Blake, 68 Wabash avenue, Chicago.

Indiana, L. M. Wainwright, Noblesville.

Iowa, W. L. Howe, Box 966, Oskaloosa.

Kansas—

Kentucky, Orville Anderson, Louisville.

Louisiana, A. M. Hill, New Orleans.

Maine, C. H. Lamson, Portland.

Maryland, Albert Trego, B. & O. R. R., Baltimore.

Massachusetts, E. K. Hill, Worcester.

Michigan, Charles D. Standish, 36 Michigan Grand avenue, Detroit.

Minnesota, Theo. J. Richardson, Minneapolis.

Missouri, Richard Garvey, 407 Chestnut street, St. Louis.

New Hampshire, C. H. Wilkins, 859 Elm street, Manchester.

New Jersey, L. H. Johnson, Orange.

New York, Dr. N. M. Beckwith, 21 West Thirty-seventh street, N. Y.

Ohio, H. S. Livingston, Box 466, 443 West Seventh street, Cincinnati.

Pennsylvania, George Sanderson, Scranton.

Province of Ontario—

Province of Quebec, H. S. Tibbs, Box 38, Montreal.

Rhode Island, A. G. Carpenter, Providence.

Tennessee, Alfred E. Howell, 19 College street.

Texas, E. L. Beckwith, 60 West Twenty-second street, Galveston.

Vermont, C. G. Ross, Rutland.

Wisconsin, A. A. Hathaway, Milwaukee.

Wyoming, W. O. Owen, Laramie City.

West Virginia, Charles B. Ctt, Wheeling.

REPRESENTATIVES.

Connecticut, T. S. Rust, Box 4083, Meriden; F. H. Benton, New Haven.

Illinois, H. G. Rouse, Peoria. A. E. Thompson Rockford, Ill.

Kentucky, Leon Johnson, 1002 Tenth st., Louisville.
Maine, Frank E. Elwell, Portland.
Maryland, Yates Penniman, Baltimore.
Massachusetts, C. L. Clark, 42 Bedford st., Boston; A. S. Parsons, Cambridgeport; F. P. Kendall, Worcester; J. S. Webber, Jr., 51 Main st., Gloucester.
Michigan, Geo. K. Root, 136 Jefferson ave., Detroit.
Missouri, George C. Oeters, 209 S. Main st., St. Louis.
New Hampshire, E. M. Gilman, Nashua; Wm. W. McIntyre, Portsmouth.
New Jersey, H. C. Douglas, 82 Parkhurst st., Newark; E. S. Fogg, Woodstown; E. H. Ross, Trenton.
New York, C. K. Alley, care S. S. Jewett & Co., Buffalo; A. G. Coleman, Canandaigua.
Ohio, Al red Ely, Jr., 873 Prospect st., Cleveland; W. H. Miller, Box 245 Columbus.
Pennsylvania, George D. Gideon, 1725 N. 21st st., Philadelphia.
Province of Quebec, J. D. Miller, Montreal.
Vermont, Frederick G. Tuttle, Rutland.
Wisconsin, A. Meinecke, Jr., Milwaukee.
Wyoming, C. S. Greenbaum, Laramie City.

CASH STATEMENT, JANUARY 1, 1884.

Cash Balance in Treasury, June 1, 1883	
Membership Assessment for the year 1883	\$1,025.38
Admission Fees to date	756.75
Badge Account	1,112.50
Interest	2.00
Salary of Cor. Secretary to date	18.07
Expenses	\$120.00
Salary of Treasurer to date	221.53
Expenses	120.00
Miscellaneous cash items of expense	62.50
Subscription to Official Organ	299.99
Balance on Deposit	1,666.00
	424.68
	\$2914.70 \$2914.70

Respectfully submitted,
 W. V. GILMAN, Treas.

CONSULS APPOINTED.

I take pleasure in informing you of the following appointments of Consuls for this State; they are all active and enthusiastic wheelmen, and the League cannot fail to be benefited thereby:

Barre F. W. Sherburne.
 Burlington, W. L. Severance, 129 Bank st.
 Rutland, U. S. Marshall.
 St. Albans, H. D. Hurlburt.
 Wallingford, H. C. Townsend.
 West. Randolph, F. E. DuBois.

Any tourists calling on or writing to these gentlemen will receive all information in their power regarding routes, roads, etc.

Yours, C. G. ROSS, C. C., Vt.
 Rutland, Vt., Jan. 3, 1884.

ADDITIONAL CONSULS APPOINTED FOR OHIO.

NORTHERN DIVISION—Alfred Ely, Jr., Representative

No. 14 Steubenville, J. R. Griffiths.
 23 Fostoria, Andrew E. Mergenthaler.
 24 Kenton, B. F. Schultz.
 35 Akron, Chas. E. Caskey.

SOUTHERN DIVISION.—W. H. Miller, Representative.

No. 15 Gallipoli, C. W. Fowler.
 25 Lancaster, L. E. Miesse, Box 40.
 26 Delaware, Elton S. Dungan, 107 Union st.
 27 Level (Warren Co.), H. Williams.
 28 Marysville, Arthur L. Scraper, Box 483.
 29 Eaton, Chas. F. Reissler, Reichel House.
 30 Portsmouth, Ellis L. Calder.
 31 North Lewisburg, Robert Embrey.
 32 Xenia, Sam'l Kingsbury.
 33 Springfield, Geo. Kepsay.
 34 Hamilton, Peter Benninghofen.
 H. S. LIVINGSTON, Chief Consul.

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

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

APPLICATIONS FOR MEMBERSHIP.

NO. 51. Total 41. NEW YORK, Jan. 18, 1884

Unattached—3:

208—Henry Willis, care of Gunnery, Washington, Conn.
 210—Harry L. Hamlin, 531 Chapel street, New Haven, Conn.
 212—A. L. Stetson, Sioux City, Iowa.

Colorado Wheel Club—add 1:

214—L. J. Watkins, cor. 15th and Wazee streets, Denver, Col.

Cheyenne Bi. Club—add 1:

218—Morton Hamma, Cheyenne, Wyo.

MASSACHUSETTS DIVISION—1.

Milbury Bi. Club—add 1:

226—W. E. Gale, Milbury, Mass.

NEW JERSEY DIVISION—2.

New Jersey Wheelmen—2:3

231—Ernest Hellman, 16 Broome st., Newark, N. J.
 236 J. Lindner, Jr., 149 South Orange ave., Newark, N. J.

NEW YORK DIVISION—21.

Unattached—2:

238—Ferdinand E. Cordes, 52 West 52d st., New York City
 242—Fred E. McKay, 32 West 52d st., N. Y. City

Albany Bi. Club—add 9:

243—Fred J. Bailey, 173 Clinton ave., Albany.
 244—Addison J. Gallieo, 283 Madison ave., "
 245—P. Henry McKeon, cor. Division and Green streets, Albany.
 247—D. R. Niver, 193 Clinton ave., Albany.
 248—W. G. Paddock, 473 State st., "
 249—Charles L. Gove, 447 Broadway, "
 250—Charles H. White, 303 Hudson ave., "
 251—Wm. Johnson, 186 1/2 Hamilton st., "
 252—Charles H. Ross, 5 Clinton ave., "

Brooklyn Bi. Club—add 2:

254—Frank B. Jones, 132 Columbia Heights, Brooklyn.
 256—Elmer Skinner, 227 Cumberland st., Brooklyn

Ariel Wheel Club—8:

257—Wm. J. Noel, 279 Main st., Poughkeepsie.
 259—Adelbert N. Shaffer, 84 So. Hamilton street, Poughkeepsie.
 261—Edward A. King, P. O. Drawer 181, Poughkeepsie.
 264—Park Fitchell, P. O. Box 1,062.
 276—Winthrop E. Simpson, H. R. S. Hospital, Poughkeepsie.
 280—James H. Ostrander, 25 Washington street, Poughkeepsie.
 281—Frank H. Adriance, P. O. Drawer 181, Poughkeepsie.
 283—Chas. M. Ostrander, 25 Washington street, Poughkeepsie.

PENNSYLVANIA DIVISION—12.

Unattached—1:

287—William Rennyson, Norristown, Pa.

Scranton Bi. Club—add 2:

288—C. C. Conklin, Scranton, Pa.
 294—A. H. Holgate, "

Reading Bi. Club—add 3:

305—Chas. W. Hendel, Reading Pa.
 306—W. H. Dotler, "
 312—James McLanagan, "

Williamsport Wheel Club—add 2:

313—Robert Reading, 145 Hudson street, Hoboken, N. J.
 314—H. G. Staddon, Williamsport, Pa.

Pennsylvania Bi. Club—add 2:

315—J. C. Thompson, 814 N. 15th st., Phila., Pa.
 316—T. A. Bradley, 2,328 Master st., "

Titusville Bi. Club—add 1:

317—Erastus T. Roberts, Titusville, Pa.

Lancaster Bi. Club—add 1:

318—J. C. Hager, Jr., Lancaster, Pa.

NEW HAMPSHIRE'S MEMBERSHIP.

Editor of the Wheel:—There having been considerable talk of late in regard to the number of wheelmen from our State, I hand you the following list

for publication, which shows the number which have renewed a d a plications for membership to the L. A. W. from our State during the last season until January 1, 1884, and from the different sections of the State:

Rockingham Bicycle Club, of Portsmouth..... 36
 Manchester Bi. Club, of Manchester..... 20
 Penacook Wheel Club, of Penacook..... 15
 Star Wheel Club, of East Rochester..... 6
 Minneapolis Bi. Club, of Minneapolis..... 1

Unattached as follows:

Nashua..... 10
 Concord..... 3
 Pittsfield..... 2
 Keene..... 2
 Milford..... 2
 No. Weare..... 2
 Derry..... 2
 Manchester..... 2
 Exeter..... 1
 Plymouth..... 1
 Lebanon..... 1
 Compton Village..... 1
 Peterboro..... 1

Total unattached..... 30

Total from State..... 108

Yours fraternally,

E. A. McQUESTON,
 Sec'y N. H. Div.

JANUARY 5, 1884.

CYCLISTS' TOURING CLUB.

United States Chief Consul Frank W. Weston, Savin Hill, Boston, Mass.

FOUNDED 1878.

This international organization has over ten thousand members, and is increasing its strength daily, in nearly every civilized country throughout the world. Amateur cyclists everywhere are cordially invited to join its ranks. Applications should be sent (preferably through a State or City Consul) to Frank W. Weston, United States Chief Consul, Savin Hill, Boston, Mass., who will forward blank form to any address, on receipt of a stamped directed envelope. The dues are—for the first year—including the silver badge, \$2.50. Subsequent dues, 85 cents per annum.

The Chief Consul wishes to call attention to resolutions, Nos. 410 and 411, *Club Gazette*, Oct., 1883 pages 353 and 354.

The C. T. C. uniform is fully described in the C. T. C. column of *The Wheel*, of 15th June, 1883, page 5, and a large size photograph showing front and back view, can be had by sending ten three cent stamps to "Partridge" photographer, 283 1/2 Washington street, Boston, Mass. Lady members can now obtain the club cloth for Tricycling costumes as wanted.

The Club Handbook for 1884 (thirty cents), and the new sterling silver badge (two dollars), can now be obtained from the Chief Consul.

The Eighth Annual Meet, at Harrogate, Yorkshire, England, will take place on the first Monday in August, 1884. All American members who possibly can, should make it a point to attend. Arrangements for reduced steamship rates are in progress, and the Chief Consul will be happy to afford information to all who may be interested. The last practicable date of sailing will be Saturday, 2nd July next.

Letters to the Chief Consul requiring reply should always have enclosed a stamped directed envelope.

IMPORTANT NOTICE.

Every member should before this have received enclosed in the monthly *Gazette*, a renewal blank to be filled out and forwarded with seventy-five cents, and addressed postal or reply, to the Chief Consul, as above. This, if not already done, should be done at once, so that names can be published in the next *Gazette*. Members whose renewal is not received prior to the expiration of the two months' grace, can continue their membership only by re-election.

APPLICATIONS FOR MEMBERSHIP ARE NOW IN ORDER

Entrance fee twenty-five cents. Annual subscription seventy-five cents.

There will be a meet, run, dinner, and business meeting of the C. T. C., at Poughkeepsie, N. Y., in the spring, of which due notice will be given.

APPLICATIONS.

R. Nelson, 224 W. 59th st., N. Y. City.
 Miss A. B. Huss, 318 E. 150th st., N. Y. City.
 G. J. Huss, 318 E. 150th st., "
 G. M. Huss, 50 Union Square, "
 K. L. Clapp, 57 Broadway, "
 J. C. Gulick, 191 Broadway, "
 R. V. R. Schuyler, 189 Broadway, "
 A. W. Perego, 128 Fulton street, "
 F. Fisher, Commerce Square, New Brunswick, N. J.

APPOINTMENT.

State Consul for New Jersey, Dr. G. F. Marsden, of Red Bank.



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

FRED. JENKINS, Editor and Cor. Sec'y L. A. W.
45 West Thirty-fifth Street, N. Y.
N. M. BECKWITH, Pres. L. A. W. { Editorial
W. V. GILMAN, Treas. L. A. W. { Contributors.

Subscription Price, - - - 75 Cents A Year
European Subscriptions, - - - 5 Shillings

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OLIVER & JENKINS,
Box 444, 22 New Church Street, N. Y.,
and entered at the Post-Office at second-class rates.

New York, January 18, 1884.

To League Members and Correspondents.

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

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

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

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

TO THE BOARD OF OFFICERS L. A. W.

It is my pleasure, as prescribed by the rules, to appoint a time and place for the convening of the spring meeting of the Board of Officers L. A. W. Upon mature deliberation, I have fixed upon the 22d of February next for date, and the Grand Union Hotel, New York, as the place of meeting. This selection seems to meet with general approval, so far as I am able to learn, and will, I trust, accommodate the large number.

I would especially urge a large attendance of the "Board," as business of importance will be brought to your consideration. The meeting will be called to order at 9 o'clock A.M.

Yours fraternally,

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

NEW YORK, Jan. 15, 1884.

THE FUTURE OF THE LEAGUE.

With a membership of upwards of thirty-four hundred, with Chief Consuls in twenty-seven States, and with ten well organized divisions, with their board of officers and local consuls, and with a good constitution and set of rules, including racing rules and

regulations for the government of race meetings, the League can fairly be said to be in a flourishing condition. Names are being constantly added to its roll, even in the depth of winter, and through the official organ, the members have become thoroughly acquainted with the inner workings of the organization and evinced a more active interest in its welfare.

The work of the past year has been progressive in the extreme. The forming of State divisions has been successful, tending to attract the attention of its members and interesting them by throwing the responsibility directly upon their shoulders. We all take a pride in what our State is doing, and lend our best efforts to keep it in the highest place of honor. By helping the State, we help the League, and so the work goes on. Our local consuls have been unusually active. In fact, it has always appeared to us that the greatest benefit is to be derived from the attention of local consuls. The League at large can secure rights on highways and streets; make rates on the railroads and steamboats, but it is the local consul to whom we are obliged to look for information concerning roads and comfortable hotels, and good treatment when we cross his path. As yet we have only a comparatively small number appointed, but the work is increasing, and we hope by the time the season fairly opens to see a consul in every city or town where a wheelman exists.

Chief Consuls and Representatives complain that it is a difficult matter to secure the right men for the task; men who will explore the roads, put up danger signs, and show some intelligence even in this act; men who will utilize their route slips in filing reports, and show some regard to letters of inquiry. Such work as this must be accomplished for the welfare and prosperity of our national organization. We must have workers from the membership as well as from the board of officers. We have many local consuls who are energetic and enterprising. We could mention some who have done wonders in securing recruits; they desire due credit and shall have it. But, on the other hand, we hear of consuls who never respond to the call, even from their chief State officers. Such men should be promptly removed and others selected. The position should not be accepted unless a certain amount of work can be performed.

We are improving every day. Our position is growing stronger and stronger, and all efforts to wreck the League have proved fruitless. Let us continue to work for its benefit. A kind word is easily spoken, and should always be applied to the League. The organization is not perfect, but it is improving as each succeeding year rolls by. Our future is bright and prosperous. Let it be the effort of each member to sustain its high position.

OUR BOSTON LETTER.

It is not without considerable trepidation that I have undertaken to write a weekly letter to THE WHEEL, chronicling the happenings among the cyclists of this town of ours; for, having as predecessors such bright correspondents as "Handy Andy" and "Percy," it is but natural that I should fear the result of a comparison of my work with theirs; however, I shall do the best I can, and hope that will prove satisfactory. While my letters may sometimes be very dull, I shall always endeavor to have the opinions expressed in them as near correct as possible, and the criticisms equally just. I have reserved the right to criticise, in my letters, anything and anybody I may see fit to so the readers of THE WHEEL may rest assured that if any one at the Hub does anything deserving of credit, or, on the other hand, anything deserving of censure, he will be treated by THE WHEEL as he deserves, without favor or partiality. I shall not hesitate to criticise the action of any one I desire to, for besides my intention to say nothing but what is true, I have the further protection of my *nom de plume*, which is not likely to be unveiled, as I am a person of but little consequence, or fame in cycling, and, accordingly, suspicion is not likely to rest on me.

Everything appertaining to cycling is so dull here at present that it is next to impossible to find anything interesting enough to write about, and if one is lucky enough to discover something new and interesting, the chances are that it will have been thoroughly discussed by the local daily papers before it can appear in a weekly like THE WHEEL. The daily papers devoting so much space to bicycling matters, is no doubt an excellent thing for the sport, but is rather bad for a correspondent who wishes to have something new in his letters. Yesterday, both the *Herald* and the *Globe* contained over a column of wheel notes and items. The *Globe* referred to a subject which I think should receive the attention of amateur wheelmen; not only in Boston, but everywhere; if they don't pay attention to it at once, they will be obliged to, later on, in a way that may not be very agreeable to themselves. What I refer to is amateur wheelmen becoming members of, or playing against, roller skating polo clubs that have professionals for members. This has been done by a great many of our Boston riders, and according to League rules, I cannot see but what they have forfeited their amateurship, and laid themselves liable to expulsion from the L. A. W. It would certainly be very deplorable to expel them from the League; but should a protest be entered against any one of them, I can think of no course that could be pursued that would prevent them from being expelled. They might, it is true, be reinstated, but there would be more or less difficulty in

doing this, and besides, it is very doubtful if the N. A. A. A. would consider a man an amateur because he had been reinstated by the League. It is a matter of great importance, and should receive the attention it deserves.

With all the clubs, except the Boston, everything is very quiet. The Bostons manage to keep themselves very busy fitting up their new headquarters at 87 Boylston street. The house is a brown stone front, and is directly opposite the Public Gardens, which will make it very pleasant during the summer months. The rooms in the house are all handsomely papered and frescoed, and when furnished will make the most elegant and comfortable headquarters of any bicycle club in the country. I have visited the house several times since the Bostons have been there, but will forego a description of it until it has been completely fitted up.

The Massachusetts Club, being strictly a road riding club, is necessarily inactive during this season of the year. A few bold spirits, however, venture out occasionally for a tricycle ride over the hard frozen snow, and return home with wonderful stories of how greatly they have enjoyed themselves. The annual meeting of the club for the election of officers occurs next month. Judging from what I have been told by several of the members, I think there will be but few changes made in the board of officers. Captain Clafin has positively declined to serve another year, owing to his studies occupying the whole of his time, so it will of course be necessary to select some one to fill the office, and it is probable that he will be a much older person. The club has voted to dispense with the usual annual dinner in February, and in its place to have a big dinner on an all-day club run in the spring.

The Ramblers, next to the Bostons, are the most active of any of our clubs. They have a chop supper every other Saturday night at the Bordeleais, the L. A. W. restaurant, where they manage to fill themselves up with good things, and have a jolly time generally. They are devoting considerable time to club drilling, and from all accounts are getting along splendidly. They have not as yet given a drill in Boston, but have done so at several of the surrounding towns. Unlike the Massachusetts Club, they have decided to give an annual dinner, and intend making it one of the biggest affairs of the kind on record. It will be held at Young's Hotel, February 19, and the invited guests include Mayor Martin and the presidents of the local bicycle clubs. Mr. J. Austin Fynes will serve as toastmaster and odist, Mr. H. H. Frost as poet, Mr. C. S. Howard as historian, and Mr. W. I. Harris as orator of the evening.

The Roxbury Club and the Bay State Wheel Club both seem to be perfectly dead,

for not a word has been heard from them for the past three months. I believe the Roxbury Club did recently try to have a meeting, but owing to the absence of a quorum—five members—the meeting had to be postponed.

The Crescents are preparing for a grand ball, at Odd Fellows' Hall, on Feb. 5, which will probably be a very elegant and enjoyable affair, for the Crescents are famous for their successful balls and parties. Speaking of parties reminds me that I heard a few days since that the Ramblers were making preparations for a select german, to be held in a few weeks.

J. W. Wilson, the instructor at the bicycle school of the Institute Skating Rink, has secured a partner for double fancy riding on the Star, and under the name of the Wilson Brothers they intend giving exhibitions at a number of the larger towns in Massachusetts. I saw them ride a few evenings since, and, considering the short time they have practiced together, they did remarkably well. Wilmot and Sewell make their headquarters in Boston, but have not given an exhibition here for several months. The Pope Manufacturing Company has been making a number of alterations and additions to their salesrooms of late, the previous arrangement being inadequate to accommodate the large force of clerks that will be necessary for next season's business. Stall & Burt are trying to boom the Star in every way imaginable, but apparently with but little success, as but few Stars are in use here. The Cunningham Company and Stoddard, Lovering & Company are making extensive preparations for the next season's trade. The former has laid in a large supply of sociable tricycles, and a new make of bicycle called the "Cornell."

The Union Amateur Athletic Club is to hold its annual winter games this year at the Institute Building, on January 30, and have among the events a one-mile bicycle race. Some of our best riders will probably enter, but it is not likely that any fast time will be made, owing to the smallness and sharp turns of the track. Some of our enthusiastic wheelmen are trying to get up a race on the ice of Charles River, but it is not likely that they will meet with much success, for the majority of wheelmen are not anxious to risk their necks in any such a way as that. Stoddard, Lovering & Company were awarded three medals at the Foreign Exhibition for the superiority of the machines for which they are the agents in this country.

LEWEE.

BOSTON, MASS., Jan. 14, 1884.

A PROTEST REJECTED,
MR. FRED. JENKINS, *Cor. Sec'y L. A. W.*

DEAR SIR: Acting under special instructions from the President, the Membership Committee of last year have continued the

consideration of the protested applications for membership L. A. W., of Messrs. R. A. Punnett and C. A. Smith, both of Rochester, N. Y., cases left on the committee's hands as unfinished business; and I hereby report that we do not find the protest sustained by sufficient evidence. Both of the above mentioned gentlemen were included under one protest. Respectfully yours,

EDWARD K. HILL,

Chairman.

WORCESTER, MASS., Jan. 14, 1884.

In the suit of The Pope Manufacturing Co. vs. The St. Nicholas Toy Co., the Circuit Court has rendered a decision in favor of the plaintiff on the motion for payment or injunction. The defendants have been ordered to make payment and file a bond.

Can any of our Brooklyn readers give us the ridable streets from the bridge or any ferry?

WILLIAM C. SCRIBNER & CO.,

1108 E. Street, N. W.,

WASHINGTON, D. C.

Agent for all makes of English and American Bicycles and Tricycles. Commodious riding hall attached. Give us a call.

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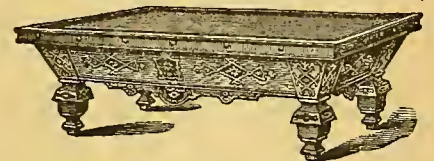
FOR SALE—A 50-inch Standard Columbia, in excellent condition, only \$65. F. L. DUNNELL, 186 Joralemon St., Brooklyn, N. Y.

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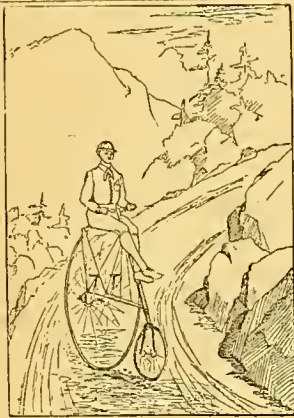
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Missouri Wheel Company, successor to Garvey, agency of the Columbia Bicycles; also for all high class English Bicycles and Tricycles. A full assortment of wheel sundries in stock. Every thing at, or below, New York and Boston figures. Repairing with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

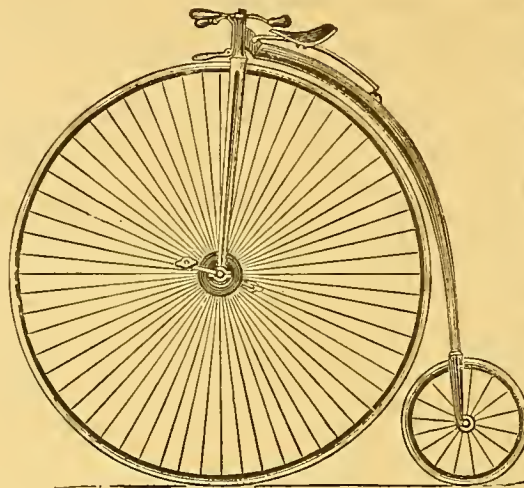
WHEELMEN'S HEADQUARTERS, New Marlboro Hotel, 736 and 737 Washington Street, Boston, Mass. Hathaway & Dizer, Proprietors. Samuel Butterfield in the office.

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 OLIVER & JENKINS, Box 444, N. Y.



The American Sanspareil Roadster,

MADE BY WM. ANDREWS, BIRMINGHAM, ENGLAND.



The Strongest, Most Rigid and Handsomest Bicycle in America.

Andrews' patent head, with 5 in. centres, elliptical steel backbone, fluted front and semi-tubular back forks, 20 in. dropped handle bar, gun metal hubs, direct spokes, detachable cranks, parallel pedals with Haco-rubber, dust-proof adjustable ball bearings, double-to-front single-to-back wheel. Fitted with handy tool bag, finish all-bright parts nickelled on copper, balance finely, coach-painted and lined in gold and vermillion. Price, \$125.00
Or, full nickelled, except felloes, 137.00

Send 15 cents for cabinet photo, or 3 cent-stamp for 32 page illustrated catalogue.

The "AMERICAN," with balls to both wheels and hollow forks, all bright, \$100.00.

The British, Sp. British, and Extraordinary Challenges, and all parts of the above machines, constantly in stock. A full line of accessories. Every wheelman should have our catalogue.

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Importers of Bicycles, Tricycles and Accessories.

FRANKLIN BUILDING, BALTIMORE.

ZACHARIAS & SMITH.

IN ADDITION TO PUTTING IN A NEW FLOOR AND GALLERY TO THEIR

BICYCLE RIDING SCHOOL,

At ORATON HALL, Broad Street and Washington Park, Newark, N. J., they have further increased their facilities for repairing, and now make

A NEW LAMP AND TOOL BAG

Expressly for the AMERICAN STAR.

Liberal discount to the Trade.

Here We Are Again,

WITH LARGELY INCREASED FACILITIES FOR MANUFACTURING
CYCLING HOSE
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.

\$13.50 per Dozen Pairs

We cheerfully send our goods C. O. D., with the privilege of examination, if enough money accompanies the order to guarantee us against losses in case goods are returned.

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

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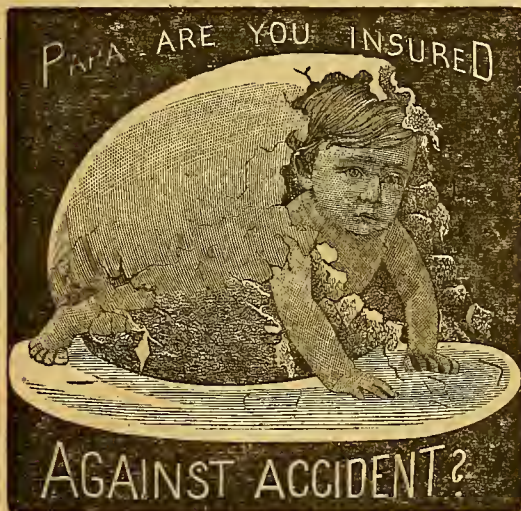
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Many a man asks: "What good can Accident Insurance be to me?" We answer: Simply because it meets a mass of unexpected cases. Every man can plan for the certain events, but the very uncertainty of casualties renders protection necessary through the laws of average. How many will be hurt in a million is well understood, although who they will be is unknown. The experience of eighteen years' Accident Insurance in England and America proves the wisdom of its methods, and the prudence of division into classes of risk, so that each man pays according to the hazard of his special occupation.

What is covered by Accident Insurance? In its provisions it somewhat resembles fire insurance of property. It is a direct provision for indemnity for loss of time or life from accident.

Some of the daily papers group together the accidents reported in twenty-four hours from all parts of the country, and they form a serious number. Still it must be remembered thousands of other cases daily occur which never enter into the reports.

The prudent and careful man who avoids danger and stays at home may slip on a banana-skin or such a trivial thing as a piece of orange-peel, which may result in death. Danger is so easily hidden in such little things that the City of New York has a special ordinance upon throwing remnants of fruit on the sidewalk, and police constantly watch the fruit-stands lest the sellers neglect to post up the law in bold letters.

Are you better provided against danger than others? Have you any greater security against accidents than have all other people? Do you know how soon you may encounter one of a thousand causes of injury? Accident Insurance takes advantage of the laws of average in disaster, and distributes the expense of indemnity over the community. The same principle is well understood in fire insurance. Every good business man hopes, and is almost certain, that fire will not start on his premises; yet his business reputation would be seriously impaired, if not destroyed, could it be discovered in the hour of disaster that he had neglected to provide against the loss which came unexpectedly, and perhaps resulting from the negligence or carelessness of others.

All Desirable Forms of Accident Insurance can be obtained of the

Fidelity & Casualty Company,

E. E. CLAPP, Manager Accident Department,

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OFFICE, 149 BROADWAY,

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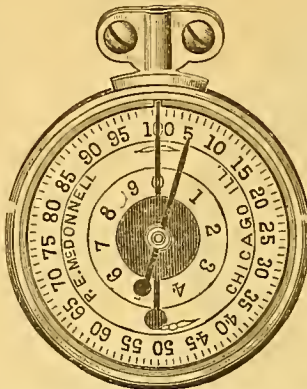
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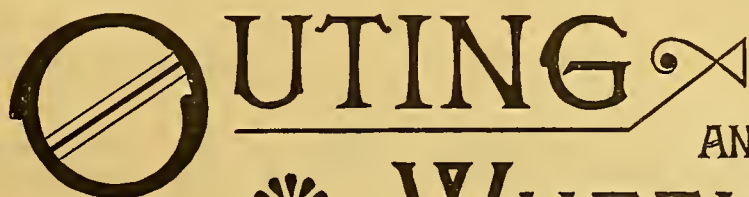

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The Wheelman Company,

175 TREMONT STREET, - - - - BOSTON, MASS.

Some Errors Published in this Paper Exposed And an Invitation to a Few Bicyclers.

We have not often thought it worth while to answer the libellous and mistaken things said and printed about us and our machines. We make an exception to answer a mischievous attack, made by one of a little coterie of Jersey men, over an assumed name, in a recent WHEEL, against the EXPERT COLUMBIA BICYCLE.

WHAT HE SAID.

- "The construction of the 'Expert' is faulty in the backbone and brake."
- "The diameter [of the backbone] greatest behind the clip instead of at the neck."
- "And this reverse taper in a measure accounts for so many broken backbones."
- "The brake and brake-lever are not only too light and flimsy, but will yield, and are of soft material."
- "The Expert should be made of better material."
- "The Expert is unnecessarily heavy."
- "An extra eight or ten pounds of wheel."
- "Unnecessarily heavy in the forks, backbone and spokes, and what is taken out in metal (5 to 8 lbs.) should be made up in quality."

- "Double Ball-bearings should be used."
- "With four rows of bearing balls there are more steadying points."
- "Spokes of smaller gauge wire."
- "Rims of a crescent shape * * * will be amply stiff and unyielding."
- "Expert racers."
- "Broken handle bars and pedal pins."

"Expert machines will be more correctly named."

He took, as one or two others of his coterie have, a machine two years old to criticise, instead of the current make.

We invite and request all those possessors of our EXPERT COLUMBIAS who have the EXPERT BENT HANDLE-BARS, of 1883 make, to remove them from the machines and forward them, prepaid expressage, to OUR ADDRESS AT HARTFORD, CONN., whereupon we will fit them with our improved set nuts, without extra charge. We have already sent this notice to our principal agents weeks ago; and, as we are now prepared to meet all orders, we extend it to all our patrons.

WHAT IS THE FACT.

If it is, he misrepresents to show it. The practical success of the machine proves the contrary.

The 1883 Expert backbone is $1\frac{1}{2}$ inch diameter at both points, and has no taper except toward the rear fork.

Out of nearly 2,000 machines of this pattern made and sold in 1883, not one backbone has broken, so far as we can find out.

The brake-lever is forged steel, and the whole brake is strengthened in its construction over the actual requirements or other forms that we have examined.

The only tubes ever used in the Expert are made by the Weldless Steel Tube Co., of Birmingham, England, and only a few of the very best grade of English machines afford this tubing. Every other part of the Expert is made of the best steel, rubber, etc., that can be obtained, the qualities of hardness, etc. being selected after careful tests for each particular part.

It is, by actual weights and averages of large numbers of machines, a little lighter than any other roadster bicycle with inch tires and under same conditions.

We have the best authority for saying that the gauges and quality of these parts are the same as are used in the best of English bicycles, which this young man "can speak volumes in praise" of.

The superior rigidity of the Expert forks and backbones is due to their method of construction, and not to their weight. The suggestion of a reduction of 38 to 62 per cent. in the metal of these parts is absurd.

The Columbia single Ball-bearings are scientifically correct to relieve pivot and journal friction and "lateral torsion," as he calls it. He admits "single ball-bearings should be used on racers," we make them better for the roadster, too, our steadying points "being in the forks, where they ought to be."

Why? The spokes of the Expert are No. 11 $\frac{1}{2}$ (steel wire, enlarged at both ends), and that is $\frac{1}{2}$ a size different from the machine he seems to champion, in favor of strength.

Precisely what the shape of the Expert rim is, of improved construction. There are no such bicycles. The Columbia Racers are different from the Expert in all parts except the handles and a few of the smaller bolts and nuts.

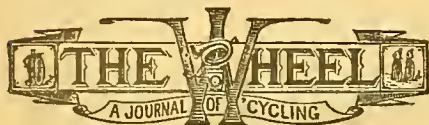
The regular Expert handle-bars (straight) and pedal-pins (parallel) have broken at least as little as those of any other make in the market, in proportion to the number in use. Ask the repairers. They have broken sometimes, because they are subject, not only to more jarring and constant pressure in every direction toward the center alternately, which break any shafts in time, even the large propeller shafts of the best ocean steamers. The Columbia ball-pedal shafts, however, are of special improved construction and do not break so easily as the other ball-pedal shafts in the market which have been much used with the Expert. The bent bars used to a limited extent have broken some, and by a new device we have furnished a preventive. See below:

The Expert was designed, tested, and made by expert mechanics, expert riders, expert machinists, and is to-day ridden by more expert wheelmen, well known as such, in this country, than any other make of bicycle.

He knew that he was misrepresenting, or else he was grossly ignorant. The points he based his attack upon, in criticising that two years' Expert, were considered correct in their time, and abandoned by us for other improvements, about the same time as by first class English makers. In some other things we have been in advance.

THE POPE M'F'G CO., 597 Washington Street, Boston, Mass.

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