

THE WHEEL

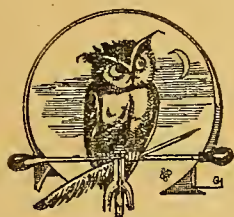
A JOURNAL OF CYCLING

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

VOL. V.—No. 19.—WHOLE NUMBER 123.]

NEW YORK, FEBRUARY 8, 1884.

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Wednesday night at the "Olympian Club's Rink" will be called bicyclers' night, and all members of clubs in full uniform, with ladies, will be admitted free, and the floor cleared for them to ride on.

The Ixions, pending their removal to their new quarters, have vacated their club rooms in antiquated old number 4 E. 59th st., and request me to state that all club mail be sent to Secretary Ben G. Sanford, P.O. Box 2,425, till they are permanently located once more.

It's a club, poor in spirit, indeed, that has not projected a tour for next season, varying from one to two weeks in imaginary duration. How easy it is to plan these trips, and how hard, how hard, to carry them out!

My dear brethren of New Jersey, worse than the sting of thy favorite bird, the mosquito, is the biting sarcasm of the press and public against thy favored "son John."

It seems passing strange that the "Kick-ers' Own," after its continued cry for a road-book by practical riders compiled, should give so lukewarm an endorsement to "Karl Kron's" new venture, while THE WHEEL, which has made much less noise, gives it the hearty lift it deserves.

Hale, of the New Haven Bi. Club, has the newest and best trick at fancy riding yet given. He removes the handle bars, takes a regulation musket, and goes through the entire manual of arms while riding at full speed.

"Secretary" is a darling on the write, but see here, my dear fellow, don't you think that "narrow defile" should have been better trained? Joking aside, however, you take

the "blooming bun" for writing the best kissing yarn on record.

In this beautiful weather I always get poetical, and I cannot refrain from putting in verse a small experience of mine, while coasting down Riverside the other night on the club bus with my sweetest sweet:

Last night we coasted, she and I,
Adown an icy hill:

The front yard fences flitted by—
So did her brother Bill.

The graceless cub
Let fall a club,

With one resounding whack,
Upon my head.

No word I said,

But sprawled upon my back.

'Twas then we parted, she and I,
All owing to her blawsted brother,
For, with a woful, weary cry,
She rolled one way, and I another.

Jewett, of New Haven, and Belden, of Hartford, have both graced our city this week, and made light the midnight gloom of our midwinter slumbers by the incandescent gleam of their beaming countenances.

N. B. This kind of puff, \$1; reductions, if ordered in quantities.

TOUGH LUCK.

Editor of The Wheel: Thursday morning, Jan. 31, at 2.30 P. M., a quarter block of buildings was destroyed by fire here, including the one in which was located the club rooms of Peoria Bi. Club.

The loss was total, as nothing was saved and there was no insurance, except on a single wheel. The rooms had been fitted up last fall, and were considered the finest in the West. They included a large riding and dancing hall, a club room, containing piano, reading, writing, and card tables, games, pictures, etc., etc., and the walls and windows were handsomely decorated with pictures, curtains, portiers, banners, etc., etc. Two rooms adjoining had been fitted with the most complete gymnastic apparatus in the city; but this had fortunately been removed a few days before, but would have been returned this week. The loss of club

property, etc., exclusive of piano, was not less than \$300 or \$400, and it could not be replaced for much more than that amount, as everything was procured at and below first cost, and much was donated. Fortunately but few wheels were in the rooms, as for various reasons many wheels were temporarily absent. Ten were burned, however, and it is a remarkable fact that the fire burned every painted wheel in the club, except one Facile, which is never nicked. It is also a little strange that it cleaned out all the small wheels, the Facile excepted, leaving the smallest wheel in the club, a 52, and but one of that size left at that. The machines burned were as follows:

One 48 in. Standard Columbia, Chester Frebrasche.

One 50 in. Standard Columbia, C. H. Thompson.

One 50 in. American Rudge, A. H. T. Timkin.

One 50 in. American Rudge, Geo. H. Herzog.

One 52 in. full nickel Expert, F. W. Koetter, fully insured.

One 54 in. full nickel Standard Columbia, W. T. Irwin, President.

One 54 in. full nickel Standard Columbia, John W. Lindsay.

One 54 in. full nickel British Challenge, John H. Koch.

One 54 in. American Star, Aug. W. Koch.
One Victor Rotary Tricycle, Koch Bros.

Another notable feature of the calamity is the fact that it burned all the "odd styles" of wheels in the city, except two Faciles, leaving unburned, aside from these, only Expert and Standard Columbias, with the former in a large majority.

In the block burned was the large double wholesale notion and sporting goods store of Messrs. Koch Bros. These gentlemen are both enthusiastic bicyclers and dealers in bicycling goods. Their loss will be heavy, as they were not fully insured. They have the sympathy and hearty support of the entire bicycling community.

Mr. E. W. Pope, secretary of the Pope Mfg. Co., being in Chicago, was telegraphed and came down. He spent a very pleasant day with the different members, and, in con-

nection with the Columbia agents, will make the sufferers a very liberal proposition to replace the burned wheels—preferring to make no profit out of the misfortune.

A called meeting of the club will be held to-morrow night, when it is expected arrangements will be made to fit up and furnish new club rooms. The members are by no means discouraged, and very little damage will be caused to bicycling, as the members will go right ahead and repair the damage with as little delay as possible.

Very truly,

H. G. ROUSE, Sec.

PEORIA, ILL., Feb. 1, 1884.

STAMFORD, CONN., MISCELLANY.

During this dearth of bare ground, and wheel items, which your correspondents generally complain of, we will barely refer to a solitary run we took over the frozen hubs to Port Chester, N. Y., just previous to the recent snow up.

As our outing was one on business rather than record breaking, and to get the lay o' the land against future occasions, the Columbia ball bearings were kept at a low temperature, and we varied our walk up the hills and over the roughest hubs between them by calling at and examining an old house by the roadside; one of those interesting old relics of the knee-buckle days of our grandfathers.

It is on the old stage coach route between "the Hub" and "Manhattanville," and the lumbering stage, with its dusty and often worn and weary passengers, has many a time passed its door and rattled down the hill beyond.

The ghost of an old house is so weather-beaten and gray, and so clad in mosses and ivy, that it seems almost a part and parcel of the landscape.

It is unused, except as a receptacle for odds and ends from the smart new house, in its glaring paint and fixings, that this progressive age has built just down the old highway. In the cobwebbed attic are spinning wheels, flax hatchels, and cards of ye olden time; candlesticks and andirons that have for so many years seen service in and about the broad old fireplaces, are strewn about, and there are shovels and tongs whose once square heads have worn deep holes into the brick jambs. Dry autumn leaves have found their way down the wide chimney, and cover the hearth, as if to blot out the soot and dust and desolation which is in such contrast to the scenes of life and cheer the old hearthstone has known for many a year gone by.

Guiltless of plaster are the low ceilings, and the blackened joists which project into the room were hewn with an axe by some hands long since crumbled to dust.

There are queer corner cupboards, quite

elaborate in their beaded edges and mouldings, and such a number of panels that the builder seems to have overdone the business. Curious hand-made latches and hinges yet hold in place the rickety doors, and the small window panes, so full of air bubbles and flaws, tell their own story of the glass-maker's art in those days of yore. We have made the circuit, and cross the worn threshold over which have come and gone generations of men, and the scene changes as we step out and find such a perfect illustration of "Now and Then" as a fifty-inch wheel makes leaning temptingly against the rough siding of the old manor house.

STAMSON.

A NEW PUBLICATION.

Editor of the Wheel: The captain of the Star Wheel Club made a six-mile run on the 18th inst., but it made the "boy" sweat, for the snow was soft and uneven. Mercury was hanging around ten, but he had no trouble in keeping himself warm.

He likes to ride so well that he will not keep off the wheel, if he does have to plow his Star through snow drifts, with mercury below zero. Well, I don't blame him much; it is hard to keep off the wheel four months at a time. I have not seen him out before, since Thanksgiving Day. He has been very busy of late, preparing the "Star Rider's Manual," which, I am informed, is about ready to be issued.

We are not a very large club, but I can assure you we are a *live* one. We are in hopes to soon add several of the first men of our village to our number. One of them, an ex-Rep., has already given his order for a Star, and others are soon to do likewise.

Two years ago at this time such a thing as a bicycle was not dreamed of as coming into our village, and we can now count seven riders here, and four at the adjoining village, three miles away, besides a host who have the fever bad, and it all started from this village. The history of the bicycle in this place is quite an interesting one, and at some future time may be made known. Suffice it to say for the present that it was brought about by "Corson," the "Mt. Washington coaster." He is always starting some new project.

Well, thanks to him for bringing the bicycle to our pleasant little village, and one which we can ride over its rough roads, too. He is all bicycle; some of the "boys" often ask him if he ever thinks of anything else. I think he does, for he is always thinking, and writing or reading. I have seen him riding from the office with one hand full of letters resting on the handle-bar and holding one in the other hand and reading while riding on the sidewalk.

Well, we count the days, and almost the minutes, up to the time when we shall have wheeling again. We wish we might hear

more from the clubs. Why not send a short article to the wheel papers, now and then, brother wheelmen?

FEN RAY.

EAST ROCHESTER, N. H., Jan. 22, 1884.

WESTERN SQUIBS.

Editor of The Wheel: A few items from the "Far West" may prove interesting to some of your readers, so here goes.

The Winona Bicycle Club was organized last spring, with a membership of about ten, but did no wheeling as a club, there being only three or four enthusiastic wheelmen in the lot. Great things are talked of for the coming season, however, and if the eight or ten "unattached" will join the club, "we will shine." Columbias are the favorite mounts. Two fine Experts have been aired the past season by their proud owners, and three or four additional machines of same make will be seen in the spring. The Expert is the machine for our rough Western roads. Have had no wheeling for two months past, but our American Star man slips and slides around on the snow covered streets, on his favorite Star, in spite of everything. Mr. C. H. Porter, President of our club, has the honor of being one of the first bicycle riders in the Northwest, having brought his wheel over from England some six or seven years ago. Indications are that a large number of Minnesota wheelmen will go on the Niagara Falls to Boston tour, of the Chicago Bicycle Club next July. Winona will be represented by a goodly delegation. I am getting up the party from this State, and hope to have Minnesota show up favorably—in number participating—with any Western State. This tour is "the chance of a lifetime" for Western wheelmen, as they probably will not have the opportunity again for some time to come, in which to spend two weeks more pleasantly, and to cover so much interesting ground, at so small an expenditure. Mr. B. B. Ayers, of the Chicago Bicycle Club, is the promoter of the tour, and is arranging all the details—therefore, it cannot fail to be a brilliant success. The Western boys are taking hold of this in good shape, and will come to the front in larger numbers, and prepared for a pleasanter time, than they had on the Canada tour of 1883. Any Minnesota cyclers desiring information in regard to the tour will receive full particulars by addressing me.

Yours respectfully,

BEN E. MELVIN.

WINONA, MINN.

ST. LOUIS NOTES.

Two Star men and "Sixty" rode to Manchester (20 miles) last Sunday for dinner, returning home in the afternoon. The thermometer was at zero, and an inch of snow covered the ground, making hill-climbing rather wearisome. The following poem, com-

posed by Sixty, will show that our appetites were good on arriving at Manchester :

Two dudes who ride upon the Star
Went spinning out to Manchester.

Now safe arrived, they work begun,
They kept the waiters on the run.

At last, when they could eat no more,
They went to settle up their score ;
But found it out, alas ! too late,
That they so many pies had ate,
They'd neither cash enough to pay
Nor strength enough to run away.

The Captain of the Eclipse Club has resigned and gone to Tennessee. The members of this club meet socially twice a week, and visitors are always well treated at their snug club room.

The Mo. Bi. Club have elected a new President and Secretary. This club will erect a club house near the cinder track soon to be built.

Rex Smith visited St. Louis last week. It is understood that he will be married to a lady of this city. Mr. Smith gave an exhibition in the presence of a few friends, and "walked all over" a Star, in a space 10x10.

A member of the M. B. C. has constructed a "tandem," consisting of two 50 in. wheels, joined by a hollow tube, with a seat on each wheel. A 22 lb. Sanspareil has arrived, and we expect to see some fast time made on it next summer. "51."

St. Louis, Jan. 23, 1884.

WHERE TO RIDE IN BROOKLYN.

Editor of The Wheel: In THE WHEEL of the 18th inst., I notice a request for routes in this city from the different ferries and the bridge. I take pleasure in giving the information, which, if found of any use to any visiting wheelman, will more than repay the trouble.

From *Hamilton Ferry*.—Hamilton avenue, to Union street, to Henry street, left to Joralemon street, right to Clinton street, right to Schermerhorn street ; surface, pavement stones for a short distance from ferry, then all asphaltum.

From *South Ferry*.—Atlantic street, to Henry, left same as for Hamilton ferry ; surface, Belgian in Atlantic street, rideable.

From *Wall St. Ferry*.—The best for New York members—Montague street, to Clinton street, right Schermerhorn street, all asphaltum from top of grade at ferry.

From *Fulton Ferry*.—The best for riders from N. J., via annex boats. Columbia Heights to Montague street, then as for Wall street ; surface good, wide sidewalk along Columbia Heights, no dismounts from top of grade at ferry.

From *Catherine St. Ferry*.—Take sidewalk to Fulton ferry ; then as from Fulton ferry ; sidewalk reliable when not obstructed.

From the *Bridge*.—Cross Fulton street to Middagh, one block to Henry street, left to

Montague, left to Clinton street, right to Schermerhorn ; surface good Belgian to Montague street, thence asphaltum.

These routes all centre at corner Clinton and Schermerhorn streets ; from there Schermerhorn to Flatbush avenue, to either Sixth or Seventh avenues, to either Lincoln or Berkley places, to Prospect park ; asphaltum with a little Belgian, all good riding. Then via the Eastern boulevard to reach the Eastern District, or through the park to reach boulevard to Coney Island.

BROOKLYN, Jan. 21, 1884. "737."

TIME EXTENDED

Editor of the Wheel: The January number of the *Canadian Wheelman and Western Cyclist* are but just out, and a note from the business manager of the *Canadian Wheelman* asks me to extend the time of guessing on my cyclometer reading, which I will do to the 1st of March. My offer in THE WHEEL was not explicit enough for some, and they guessed on the number of miles I had ridden during the season. To such I will give the chance to guess again, and right here will say that my road record for the season of 1883 is 2,601 47-100 miles, and that the McDonnell cyclometer only records up to 1,000 miles, so all guesses will of course be between that and one tenth of a mile. My cyclometer has been round several times, and I find it accurate, too.

Fraternally,

E. H. CORSON,
Captain S. W. Club.

EAST ROCHESTER, N. H.

A CORRECTION.

Editor of the Wheel: Kindly allow us to correct the statement of your esteemed correspondent, "Lewee," in your issue of Jan. 18, 1884, to the effect that the Bay State Wheel Club seemed to be perfectly dead. We are rather lively for a corpse, but not having the advantages of a club room, the heavy weather we have lately experienced in this region of the United States has necessarily compelled a cessation of club runs. We will be out in the spring, as usual ; most of us with new mounts. With the compliments of the season to "Lewee," and trusting that he will be more guarded in future in chronicling Boston news from irresponsible sources, I remain,

FRANK R. MILLER,
Secretary Bay State Wheel Club.

HEIGHTS WHEELMEN.

The Heights Wheelmen recently gave an entertainment in their club rooms. E. J. Milhau opened the affair with a speech, following which came music on the piano, guitar, and banjo. Humorous recitations and singing succeeded, after which the members repaired to the pool room, where an excellent collation had been spread, and to which

every one did ample justice. The remainder of the evening was spent sociably. The entertainment was the first one given by the club, and was held for the purpose of keeping up the spirit of enthusiasm which has been manifested since the club's organization in April of last year.

The membership roll now numbers twenty-three, including several associate and honorary members. T. G. Condon has been elected Captain, to fill the vacancy caused by the resignation of Mr. King, who was compelled to resign on account of business. The club is now officered as follows : President, E. J. Milhau ; Secretary, F. L. Dunnell ; Treasurer, Jacob W. Dunnell ; Captain, T. G. Condon ; Lieutenant, A. R. Dunnell ; Bugler, Wm. T. Cross ; Color Bearer, E. J. Milhau. A committee has been appointed to see about a new uniform, which, it is expected, will be a very handsome one. Several of the members have purchased new machines, and all are anxious to be on the road again. F. D.

SPOKES FROM VERMONT.

Editor of The Wheel: Our exhibition held here on Tuesday evening the 22d was a success in every way ; early in the evening the seats were all taken, and there were a number who were forced to stand.

The entertainment consisted of single and double fancy riding by Wilmot and Sewell and a drill by the club.

The double riding by Wilmot and Sewell needs no comments, it is so well known throughout the country although one of their tricks, that of riding on one wheel with Sewell on Wilmot's shoulder was new to us.

Wilmot proved himself a very fine single rider doing all the tricks common to single fancy riders and some others, his tumble-down mount, where he mounts with the machine laying on its side by standing on the filloe and pulling the machine towards him, and then doing the stand-still and climbing into the saddle, and his upside down mount were particularly fine.

He then mounted his single wheel without saddle or backbone, and rode around the hall at full speed.

The club drill went off very successfully, and the club can pride themselves with the success which has crowned their efforts.

After the exhibition Wilmot and Sewell were tendered with a reception at the Rooms of the club where a couple of hours were passed very pleasantly.

The club intend to present Wilmot and Sewell with a set of gold medals as a testimonial of their regard.

Club matters are on the boom, and everything looks towards the next season as one of renewed activity.

I noticed an article in the N. Y. *World* a short time ago stating that Campanini Newman rode the smallest wheel of any League

member; it would be of interest to some of us to know the size of his wheel. We have one rider in town who is a League member, who rides the smallest wheel in this section; he is thirty years old and rides a 42" wheel.

Not much riding is done here at present, although one of our riders, H. C. T., took quite a spin on the river here a few days ago, riding from Wallingford to Rutland on the ice; the distance is about fifteen miles.

Shall let you hear from us again soon; will try and give our mileage for that season.

Yours, NICK L.

RUTLAND, VT., Jan. 25, 1884.

NEW HAVEN'S RECEPTION.

Tuesday morning was one that made the heart of a festive wheelman drop below zero. The rain of the previous night had frozen as it fell, covering everything with a glare of ice, that retarded the man in a hurry, or the one whose steps did not need the assistance of dame Nature. Toward noon it cleared; three hours later the sun was shining, and when train time came the prospects of New Haven's annual, brightened considerably. Under the guidance of our good friend Jewett we managed to find a haven of rest at the Tontine, and were soon investigating the bill of fare, with disastrous results to both parties.

Later on we encountered Parker. Who is Parker? did we hear you ask? Why, the hero of Springfield, New Haven, Haymarket, and other places where wheelmen have met before. Everybody knows Parker. (For further information ask the Owl.) Parker seemed glad to see us. In fact, Parker always seems glad to welcome a Gothamite, and the feeling extended apparently throughout the whole New Haven Club.

About 9 we repaired to the club rooms, which have been comfortably furnished since the late successful tournament. Here were found delegates from Meriden, Hartford, and Bridgeport, as well as members of the home clubs.

In the same building, and up one flight of stairs, is located the Union Armory, which was artistically decorated with bunting and greens. Around the walls were placed some half dozen full nicked wheels, the lower half of which were artfully concealed with draped flags. The monotony of the white pillars was relieved by sprays of ivy that were entwined about them, reaching from the ceiling half way down to the floor. Partially concealed by tropical plants, and on a raised stage, was Thomas' Orchestra, which played the excellent selections of dance music with irresistible expression, keeping the feet of the dancers in perpetual motion from the opening lancers to the final waltz that concluded with the well known strains of "Home, Sweet Home," at half-past 2 in the morning.

The promenade began at 9.30, with Captain and Mrs. Benton at the head, there being then present about thirty couples. The numbers steadily increased until midnight, but at no time was the floor uncomfortably crowded, and dancing was a real pleasure. In fact, nothing but unlimited praise can be bestowed upon the club for their efforts in carrying out the minutest details to perfection.

The New Haven Club, which was organized January 24, 1880, is one of the oldest League clubs in the country. Its members are all gentlemen of high social character, and possess that element of solidity necessary to a successful club. Their entertainments have always been carried through on a strictly amateur basis. When they have been successful, the fact has been announced with a degree of modesty becoming any organization. We trust we will have the pleasure of attending the future annual receptions of the New Haven Club, as they have always been associated with pleasant memories of enjoyable times.

The officers are as follows: President, Hon. H. G. Lewis; Secretary, T. H. McDonald; Treasurer, William H. Thomas; Captain, F. H. Benton; First Lieutenant, W. M. Wellman; Second Lieutenant, William H. Hale; Bugler, William H. Thomas; Standard Bearer, William M. Frisbie.

We are happy to state that the prize bugle won by the club at Springfield, last September, arrived the evening of the entertainment. Although the value is far short of the advertised price the club have waited so long for it that its worth ceased to be a pecuniary one.

League of American Wheelmen.

APPOINTMENTS.

NEW YORK, FEB. 4, 1884.

I take pleasure in appointing the following named gentlemen as additional representatives L. A. W. for New York State: Mr. G. B. Winslow, of the L. I. Wheelmen, of Brooklyn, and Mr. E. K. Austin, of the Kings County Wheelmen, of Brooklyn, E. D.

Below may be found the completed list of appointments as representatives L. A. W. for New York State to date:

C. K. Alley, care S. S. Jewett & Co., Buffalo; A. G. Coleman, Canandaigua; E. W. Adams, New York; John G. Burch, Jr., Albany; A. E. Fauquier, Mt. Vernon; E. F. Hill, Peekskill; Frank A. Egan, New York; J. R. Torrance, Troy; W. L. Rathbone, Randolph; R. O. Osborn, Poughkeepsie; H. S. Kidder, Elmira; G. B. Winslow, and E. K. Austin, Brooklyn, N. Y.

Appointments are in order from other States, and I would especially urge Chief Consuls representing such States to forward nominations at once, that the vacancies may be filled in time to give them representatives at the Board meeting on the 22d of the present month. Fraternally,

N. MALON BECKWITH,
Pres. 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.

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

APPLICATIONS FOR MEMBERSHIP L. A. W.

NO. 53. Total 30. New York, Feb. 8, 1884

Kingston Bi. Club 1:

373—G. A. Newman, Kingston, Ont.,

Peoria Bi. Club—add 1:

375—F. H. Tunkin, 107 Jackson st., Peoria, Ill.

Washington Cycling Club—add 6

377—James R. Ash, 900 14th st., N. W., Washington, D. C.

381—Wm. T. Fizer, 1819 15th st., N. W., Washington, D. C.

387—Albert S. Ellery, 1401 5th st., N. W., Washington, D. C.

390—E. H. Talbott, 1412 9th st., N. W., Washington, D. C.

391—Prof. Stinson J. Brown, U. S. Naval Observatory, Washington, D. C.

397—T. J. Putnam, Congressional Library, Washington, D. C.

CONNECTICUT DIVISION—6.

Unattached—1:

398—J. F. Gillette, Sargent & Co., New Haven Conn.

Stamford Wheel Club—add 5:

402—Henry S. Hale, Stamford, Conn.

403—Walter J. Michel, Stamford, Conn.

412—Gilbert S. Benedict, " "

414—H. E. Markee, " "

415—Elmer N. Scofield, " "

INDIANA DIVISION—1.

416—Harry C. Bishop, West Pike st., Crawfordsville, Ind.

MASSACHUSETTS DIVISION—4.

Unattached—1:

417—Frank A. Lindsay, 452 Boston st., Lynn, Mass.

Cambridge Bi. Club—add 3:

418—Lee L. Powers, 5 Harvard square, Cambridge, Mass.

419—Geo. L. Knights, Amesbury, Mass.

420—Leonard D. Ahl, 90 Chester square, Boston, Mass.

NEW JERSEY DIVISION—2.

Unattached—2:

421—W. B. Thompson, Somerville, N. J.

423—A. R. Debow, 66 Washington st., Harrison N. J.

OHIO DIVISION—1.

Buckeye Bi. Club—add 1:

424—Hugh Hardy, Columbus, Ohio.

PENNSYLVANIA DIVISION—8.

Unattached—8:

430—John L. Brower, Phoenixville, Pa.

431—James A. Campbell, Chester, " "

433—Geo. W. Houk, Wellsboro, " "

435—Frank A. Deans, " "

436—Harry L. Wolley, 812 Market st., Phila., Pa.

438—J. Hervey Patton, 509 Cumberland st., Harrisburg, Pa.

439—John Gas rock, 415 North st., Harrisburg, Pa.

440—Wm. H. Reiff, Norristown, Pa.

CYCLISTS TOURING CLUB.

APPLICATIONS FOR MEMBERSHIP.

Arthur N. Webb, 125 Lafayette st., Salem, Mass.

Lewis A. White, Waterbury, Conn.

A. B. Barkman, 55 Pine st., New York city.

Henry A. Krause, New st., Bethlehem, Pa.

Rev. C. J. H. Ropes, 147 Hammond st., Bangor, Me.

Ira Perego

128 & 130 Fulton Street & 87 Nassau Street,
New York,

Recognizing the fact that the riding season is near at hand, begs to announce to the readers of THE WHEEL that his stock of cycling furnishings is the most complete ever seen in this country. His facilities for supplying the latest novelties of the English market cannot be excelled. Making frequent trips to Europe himself, nothing that is desirable to American wheelmen can escape his attention.

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

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
In steel gray,	2.50

“THE CYCLE”

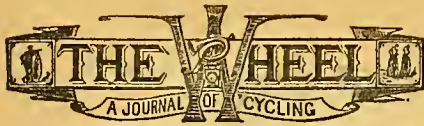
Is the name given to a bicycle suit especially imported by this firm, and said by experienced wheelmen to be better adapted to ordinary road riding than any suit hitherto gotten up. It consists of a very pretty jacket and pants, woven in worsted, in two colors, seal brown and navy blue, so as to fit 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 “ “ plain,	.75
Cotton elastic belts,	.50
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“ “ “ to attach to pants,	1.00

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

FRED. JENKINS, Editor, Box 444.
N. M. BECKWITH, Pres. L. A. W. } Editorial
W. V. GILMAN, Treas. L. A. W. } Contributors.

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New York, February 8, 1884.

To League Members and Correspondents.

League Members must be particular to notify the Publishers 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 advertisements, and all business connected with THE WHEEL should be addressed to the firm. Make all Checks and Money Orders payable to OLIVER & JENKINS.

THE LEAGUE AMENDMENTS.

Last week we presented a number of what seemed to us to be necessary amendments to the Constitution and By-Laws of the League, to be acted upon at the coming officers' meeting, which, from our recent position as Corresponding Secretary of that organization, and our intimate knowledge of League affairs, we deemed absolutely necessary for the future prosperity of the association. This week has brought forth a number of important changes. We have been suspended from the League, owing to a protest of the Springfield Club, and have in consequence been removed from an office which has absorbed the better portion of our time since June 1, and to the advancement of which we have devoted our best efforts. Although the removal is only a temporary matter, we doubt if we will ever assume the official harness again, as the careful reader will notice that one of our earliest amendments provides for a consolidation of the offices of Secretary and Treasurer, and with that end in view we had intended to resign as soon as the amendment was adopted in favor of the present efficient treasurer.

The past year has shown that the fees and dues received from the members are not sufficient to successfully carry out the workings of the organization to any very great extent. When half of the present fee is paid to the

State divisions, and the other half to THE WHEEL, the League at large has been obliged to pay from its treasury its own expenses, such as salaries, printing, postage, etc., which have been heavy, increasing in proportion to the membership. We think that a man who will pay one dollar for joining will pay one dollar and a half as readily. In fact, the men who are so careful about the fifty cents are not the men we want. They are the ones who are creating disturbances continually, and, to use the current term, "kicking." They growl and find fault on the most trivial provocation, rushing into print, and making the life of the officers a burden. They are not workers, nor will they ever be. We want members, we admit, but we also want men of character in our League as much as we do in our bicycle clubs. The immediate necessity of raising the entrance fee is Rule 22, which provides that all applications received after the first of April shall receive a ticket good for the ensuing year. If we wait until the annual meeting before raising the fee we will be doing an injustice to the present membership, by admitting a number of men at one dollar, and giving them the privileges of membership for fourteen months.

In our next amendment we have combined the office of corresponding secretary and the treasurer in one, which has long been our idea as the proper course to pursue. The Cyclist Touring Club have found it necessary from their past experience, and the sooner the League arrives to that conclusion the better. The work of the two offices is very identical, and much time and expense can be saved by the combination. We are continually in receipt of communications that pertain to the office of treasurer, and we do not doubt but that the treasurer often replies to communications that should have been addressed to the secretary. The office of recording secretary is simply a farce. The records of meetings are usually made by a stenographer, and should be. The list of members and officers is at present kept by the secretary, as is also most of the existing records. We do not speak of this in a personal sense at all. We merely point out the absurdity of having the work split up when it could be better accomplished by concentrating it under one head, instead of having two or three who are one thousand miles apart. The salary set is merely the sum at present divided between the secretary and treasurer. The C. T. C. pays its chief official \$1,500, which is about equal to \$2,000 in this country. The membership is three times that of the League, although the work of the secretary is probably not more than double in consequence. The League can afford to pay that amount, although the services rendered are worth double that price.

Passing to the final amendment we come to the matter of dues, which should be raised

to equal the admission fee, although the C. T. C. has come to the conclusion that it is wiser to make the entrance fee larger than the annual assessment. We merely repeat our former argument that we need the funds in order to support our divisions and our League.

The cry about a small representation altering the rules is ridiculous. The board of officers are men of intelligence, who have been selected for that purpose by a popular vote of the membership at large, and should be protected from the assaults of the malcontents who, under the pious guise of advancing the cause, are doing their utmost to overthrow the organization. The League is not to be broken down, however, by such means, and if it comes to the point as to who must go, we have a very distinct idea that it will not be the men who have borne the heat and toil of the day.

TO ALL WHEELMEN, GREETING!

Whereas, Mr. Fred. Jenkins having been protested by sixty-nine (69) members of the L. A. W., on the 23d day of January, 1884, and according to Rule 29 of the Constitution and Laws of the L. A. W. is no longer an active member. Therefore, be it known, that we, the Springfield Bicycle Club do hereby give notice that we shall protest against any and all of his transactions in his official capacity, as being illegal and liable to cause the L. A. W. serious inconvenience, therefore, be it

Resolved. That we request President N. M. Beckwith to enforce Rule 29, of the Constitution of the L. A. W., by suspending Mr. Fred. Jenkins at once, and save further complications.

Resolved. That these resolutions be forwarded to President Beckwith for immediate action, and a copy for publication to the WHEEL, and to the *Bicycling World*.

The Springfield Bicycle Club,

Henry E. Ducker, President.

C. T. Higginbotham, Vice-President.

A. L. Fennessy, Treas.

Sanford Lawton, Sec'y.

(A true copy.)

ATTEST: SANFORD LAWTON, *Secretary.*

[We make no further comment than to say that the Springfield Club shows its great love for the League by uselessly clogging the workings of that organization, in the removal of the present Corresponding Secretary. As a matter of news it will be of interest to state that both Mr. Ducker and Mr. Fennessy have been regularly protested, and are also suspended under the rules, pending investigation.—Ed.]

THE SHORT OF IT.

Editor of The Wheel: "Ten Thousand Miles on a Bicycle" seems an attractive title for a road book, and the Librarian of Congress has granted me, by copyright, the exclusive ownership of it; but the phrase is too long for easy utterance or rapid writing, and I therefore suggest "X. M. Miles on a Bi.," as a tolerable abbreviation. Furthermore, in asking possible patrons of the League to support the preliminary canvass for the book, by sending me postal cards inscribed with the same formula that appears on my printed

subscription blanks, I did not mean to bar them out from using shorter phrases of similar purport, or from making such phrase form the part of a regularly enclosed letter, expressive of general opinion concerning the scheme. Many letters of this sort have come to me, and their hearty expression of personal interest in the plan, and earnest desire to see the canvass succeed, have done quite as much as the subscription pledges themselves to make me hopeful that it will succeed.

Nearly \$200 have already been pledged to the enterprise by individual League men, in response to the question which last Friday's WHEEL so generously allowed me to ask them through its columns, though that question is not yet quite a week old. I hope this indicates the likelihood of 800 more names coming to me before the close of February. In that case I shall definitely decide to shoulder the task of publishing the book, and, if I do take up this task, it will be with the intention of getting 3,000 names on my subscription list before publication day. I have been told in advance, by one reader of my prospectus, who is a man of experience as a publisher, that it is impossible for any American road book to be made attractive enough to command the dollar subscriptions of more than 300 wheelmen; and that for me to think of devoting six months of steady work to such a scheme, and paying my printer's bills besides, is, from a financial point of view, downright folly. Perhaps it may prove so. Perhaps my pessimistic friend is correct, as he undoubtedly is sincere, in the belief that as regards the assumed demand for a road book the cyclers of the country will "talk taffy" everlastingly, but will not "talk money" worth a cent. Nevertheless, if I really publish such a book, it will be with the intention of having it show on its very face that no less than 3,000 of the "taffy-talkers" have braced me up with one dollar bills, and thereby demonstrated that this theory as to their character was *wrong*.

Allow me to say here (inasmuch as one subscriber has responded to the preliminary canvass by actually sending me a dollar bill for the book, even before any certainty exists that there is to be such a book), that I do not wish any cash to be sent me in advance of publication day. Neither is it necessary to "enclose stamps," as some have done, in asking me to send extra circulars and blanks for the carrying on of the canvass. Neither is it desirable that a man who has once written me his name and address as a subscriber (by whatever form of words, either in a letter or on a postal card) should take the trouble to duplicate the same on one of my printed blanks. Furthermore, as each blank contains space enough for two or three names and addresses, and club initials, it would be quite as convenient for me if several men, who chance to be signing simultaneously, would use the same blank (after writing "each of" at the top of the formula), instead of separate ones. Finally, since one or two postal cards have come to me with the printed subscription formula from THE WHEEL "pasted" thereupon, I would remind all possible patrons that such pasting is illegal, and, if noticed at the office of mailing, prevents the card being forwarded elsewhere than to the cremation furnace of the dead letter office. As a less laborious effort than this risky resort to scissors and paste, I recommend writing the brief inscription, "I agree to take your book under the conditions named in THE WHEEL of January 25."

KARL KRON.

The University Building, N. Y., Jan. 31.

FROM THE CLUBS.

IXION.—At the last meeting of the Ixion Bi. Club, held Monday, Feb. 4, the following board of officers were elected to act for the ensuing year: President, Frank A. Egan; Vice-President, A. Van A. Winans; Secretary, Ben G. Sanford; Treasurer, R. Marsden Campbell; Captain, W. R. Pitman; First Lieutenant, Geo. B. Pearson; Second Lieutenant, Geo. C. Saffer. Governing Committee: President, Vice-President, and Treasurer; *ex officio*, and Marion G. Peoli.

OUR BOSTON LETTER.

WINTER HAPPENINGS AMONG THE WHEELMEN AT THE HUB.

Yesterday the roads here were in as good a condition for wheeling as could be desired, and many were the cyclists who availed themselves of the opportunity to once more enjoy a spin over the old familiar roads around Boston, where so many good times were had last year. In company with a friend I road on my three-wheeled Columbia out to Brookline and Jamaica Plain. We met a number of wheelmen, all of whom seemed to be enjoying themselves greatly, in spite of the fact that occasionally a more than ordinary deep rut would cause a rather unpleasant dismount, as was shown by the groundy appearance of their clothes.

The pleasant weather of the past week must have done considerable towards reminding wheelmen that it is time to prepare for next season, for never during any previous month of January has the cycle business been so brisk. All the dealers report that they are receiving daily a large number of orders from persons in all parts of the country for bicycles and tricycles, to be delivered as soon as the riding season opens. Some of the agents, too, are profiting by the experience of previous years, and are ordering a large stock of machines ahead to meet with the demand of the spring trade, which is this year sure to be greater than last, when many agents lost not a few dollars through their inability to fill their customers' orders.

Tricycling promises to receive a big boom next year, but it will probably be many years before it gets to be on a par with bicycling in its number of devotees. The Expert will probably continue to be the leading machine. The only real fault that could be found with it last year was the liability of the bent handles breaking; but that fault has now been effectively remedied by an improvement of the set nuts on the bars where they screw into the head of the machine. During the whole of last season I rode an Expert, and found it to be the most reliable, staunchest, and easiest running of any machine I had ever used, and I have had experience with nearly every make of bicycle used in this country.

The papers here are beginning to discuss the matter of where the next L. A. W. meeting shall be held, and the general expression of opinion seems to favor Washington for that honor. If the meet is held in Washington, I am sure a large delegation of Boston wheelmen would attend, for, besides their desire to be present at the meet, many would be glad to avail themselves of this opportunity to visit the capital of the United States.

Many persons at a distance have the impression that Boston wheelmen are not strong supporters of the L. A. W. This is entirely wrong, for with one exception all our riding clubs are members of the League, and strong supporters of that association. The actions of some of the officials have frequently been severely criticised, but the League itself has always been upheld by the majority as an institution of great benefit to bicycling. There are a few, however, who are never happy unless they are making a fuss about something, and these same few make such a tremendous fuss over the most trivial matters, that a person unacquainted with the true facts of the case would be led to infer that every wheelman in the city is down on the League, and is doing everything he can to injure it.

Lieutenant Chandler, of the Massachusetts Bicycle Club, has been figuring up the number of miles covered during the past year by the different members of his club, and finds that the aggregate distance ridden by all the members is something over 60,000 miles. The following is the number of miles ridden by the twelve having the best record: President Henry W. Williams, 3,453; E. R. Drew, 3,000; Rev. S. H. Day, 2,803; J. E. Alden, 2,301; A. S. Parsons, 2,020; R. P. Ahl, 2,007; F. H. Ruggles, 2,000; G. E. Chandler, (First Lieutenant), 1,880; J. Pettee, Jr., 1,872; F. W. Freeborn, 1,745; H. D. Corey, 1,600; J. J. Gilligan, 1,535. The total distance is a trifle less than in 1882, when 64,525 miles were covered. The total distance covered since and including 1878 is now 190,000 miles, by far the best record made by any club in the country. Neither the Boston nor Boston Ramblers clubs have made a report of the number of miles ridden by their members, but it is not likely that either club could make anything like as good a showing.

The annual dinner of the Boston Bicycle Club takes place at Young's Hotel, Saturday evening, and will undoubtedly be the largest at ended of any bicycle club dinner ever given in this country. The club has increased wonderfully in membership since it went into its new headquarters, has now about 200, and at the meeting to be held next Wednesday evening some eighty more gentlemen will be proposed for membership. It was voted at the last meeting of the club not to have weekly club runs next season, as in former years, but to have an all day run.

once a month. The small attendance on the runs last year have made this necessary.

The Charlestown Bicycle Club gave a ball last Thursday evening which proved the society event of the season for Charlestown. Over 100 couples were present, among whom were many representatives from all our prominent clubs, including the Massachusetts, Boston, Crescent, and Chelsea. The affair was a financial as well as a social success, the club making a very neat sum for their treasury. For the first time the members of the club appeared in their new uniform. The uniform is very neat and tasteful, being of dark blue cloth trimmed with black braid, and silver bicycle wheel buttons. Nearly all our clubs are having some kind of a social event. The Ramblers held a german at Walker's last Tuesday evening. The party was quite small, only about fifteen couples participating, but it was, nevertheless, a most delightful and enjoyable affair. The order of dances were designed by President Harris, and were very tastefully gotten up, being printed on a very heavy gilt edged card, trimmed with pink and white ribbons, the club colors. I understand that the club is shortly to give a grand ball at Berkeley Hall, which they hope will be one of the pleasantest affairs of the kind ever given in Boston.

Owing to lack of entries, the bicycle race was dropped from the programme of the games of the Union Athletic Club, last Wednesday, and a drill by a squad from the Ramblers' Club substituted. The squad gave an excellent drill, but owing to other events, more in keeping with the tastes of the audience present, the drill received but very little attention. The club drills at Waltham, Wednesday evening next.

The members of the Harvard College Bicycle Club are very active, and are preparing for race meetings and hare and hound chases without number for next season. They have recently had laid for themselves, on Holmes' Field, Cambridge, an excellent four-lap cinder track, constructed on the most approved principles. It is eleven inches deep at the sides, sloping to eighteen inches in the centre. At the centre there is a ditch six inches in depth, and this ditch is filled with cobble stones. Above this, the first layer of the track is made of quarry rubbish, brickbats, etc., rolled level, three inches deep at the sides. Above this is a six-inch layer of coarse cinders and gravel, on which was scattered twenty-five bushels of coarse salt. The surface of the track is formed by a three-inch layer of fine screened foundry cinders, mixed with blue sand, the whole rolled smooth and level. The track is a quarter of a mile in circumference, measured eighteen inches from the inside. It is fifteen feet wide, except on the south side, where there is a stretch for sprint races, twenty feet wide. It is decidedly the best quarter mile bicycle track in New England, and some fast time will undoubtedly be made on it this spring. A large race meeting will be held there some time about the first of next June, when several championships between Harvard and Yale will be decided, and other races run.

LEWEE.

Boston, Mass., Feb. 4, 1884.

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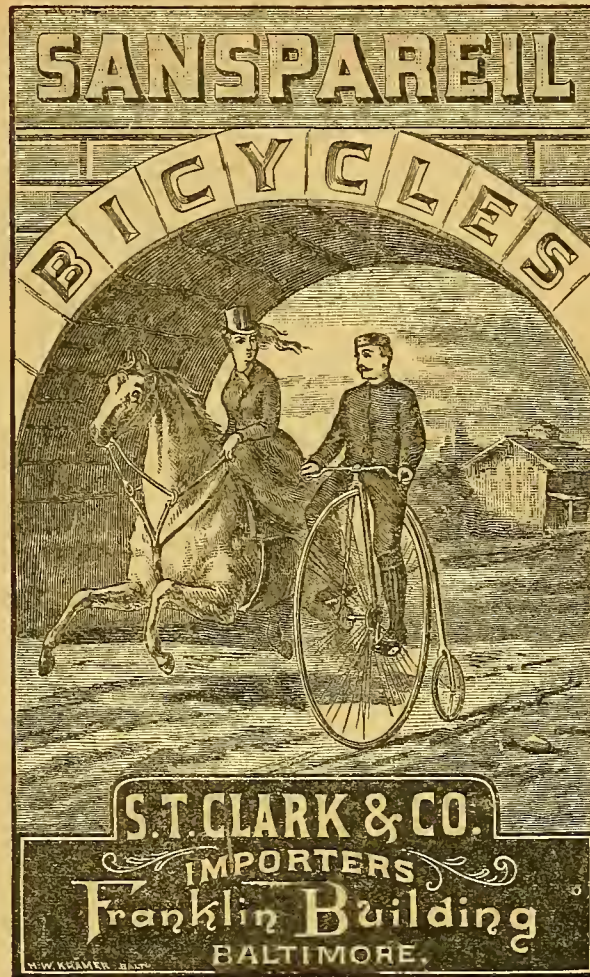
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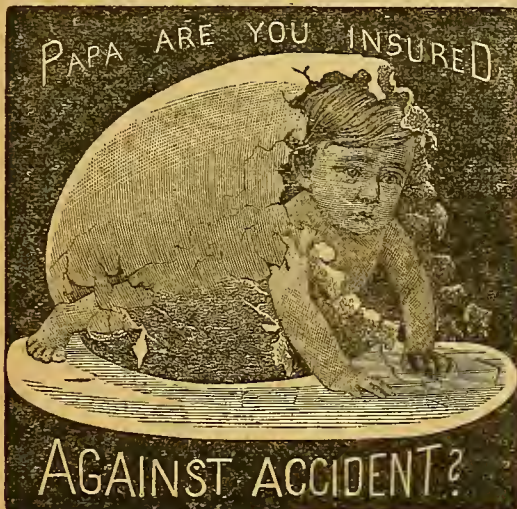
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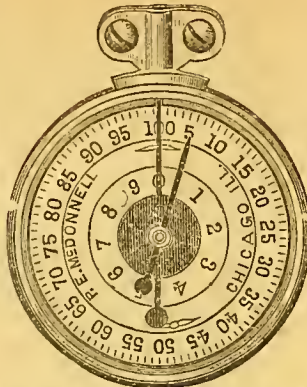
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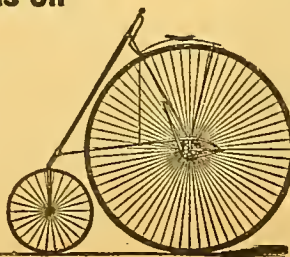
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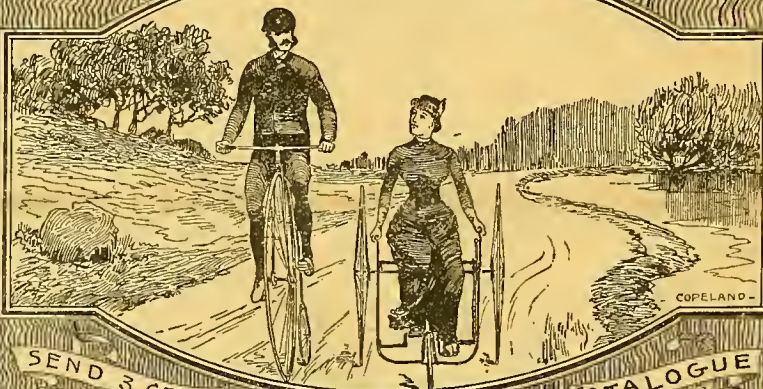
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