

THE WHEEL

A JOURNAL OF CYCLING

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PENN. CLUB, CALL 1884.

Gather, Pennsylvania,
Hark! the Bugle call;
Hear the dropping echoes
Round us faintly fall,
Mounting, speed we onward,
While the shadows dark
Close, in curtained silence,
Over Fairmount Park.

Fairmount's shadows deepen
As we speed along;
Hark! from of the river
Breaks the boatman's song;
And the mule-bell's music,
Down the river track,
Draws from many a chalice
Answering tinkles back.

* * * * *

Faster, Pennsylvania,
Let the bugles ring,
While the listning hillsides
Back their echoes fling;
River, song, and Ripple
Greet us as we glide
Near where stars are dipping
Deep in Schuylkill's tide.
NINON NECKER.



All hail the Capital Club! I salute you and ask for pardon, for, at divers times in the past in this column having chided you for your non-entry into the League; but even at the eleventh hour have I discovered your wisdom in not doing so. Why should you? You have all the emoluments and none of the bother and expense, and, seated in your cosy quarters, can sway that august body at your will, making them retract any legislation you may not like. I applaud your wisdom at not desiring to enter an association who are divided by internecine strife, and who only take action at one meeting to disown it at the next.

After the sounds of revelry had died away on Wednesday night, I took a nocturnal visit to the club house of the Citizens, determined to find that "hole" they had "fallen into," so sagaciously discovered by Mr. "Spokes" in the *Mirror of Sports*. Carefully treading the deserted building for fear I, too, might fall into the abyss that had swallowed in its capacious maw a whole club of gallant men, my foot entered a crevice and my hair stood on end, for well I knew I was "on the brink" (see Murat Halstead), and I had found the disastrous opening; but calm yourself, my esteemed colleague, and don't whisper it in society, it's only about a foot square, and intended for a drain pipe, and a Chicago belt will always be safe from getting her foot in any hole not at least twice this size.

Humbly at your feet, your dear "Secretary," do I listen to the words of wisdom that flow like milk and honey from your lips. I know I am wrong to expect any benefits or distinction from my League membership, and

it is a consolation to know, as you remark, that there are in the association some four thousand other fools like myself. Yes, let in the "guys and ragamuffins," by all means since they have gained us such an intelligent (?) body of men.

A bicycle dealer in this city has been driven almost to bankruptcy by a recent business disaster—an individual walked in and walked off with a machine.

Edwin Oliver, formerly of this paper, sails upon the "Pavonia" for a year's tricycling tour upon the continent.

The Laramie Club do things up in style. Give their ball in an opera house, run special trains for their guests, and wear "delicate boutonniers"—so says the *Boomerang*.

A recent letter from the U. S. Treasury allows travelers to bring in bicycles which they have used abroad, as personal property, duty free. The new rule applies to tricycles as well.

APPOINTMENTS.

Mr. Frank Read, of 400 Chestnut street, Phila., Pa., is hereby appointed chairman of the R. R. Committee, Pa.

N. MALON BECKWITH, Pres't L. A. W.

To fill the vacancy created in the office of Rep. L. A. W. for the Dist. of Columbia by the resignation of Mr. C. E. Hawley, I am pleased to appoint Mr. Frank H. Pelouze, of Washington, D. C.

N. MALON BECKWITH, Pres't L. A. W.

NEW YORK TO SAN FRANCISCO.

Editor of The Wheel: As the time is drawing nigh for our proposed road ride from New York to San Francisco, and as we wish all details concerning the same to be thoroughly worked out and completed before leaving New York on May 1st, we ask the privilege of placing before you the route and other points about the enterprise, which we hope will be interesting to all bicyclists, amateur and professional alike.

In giving bicycle entertainments last summer, through the Northwestern States, at some of the places at which we had the honor of appearing, the bicycle was an entire stranger to the people, and questions were asked us concerning the general utility of the wheel by a large number of people, who seemed to think the bicycle was only a toy or a plaything, fit to amuse children, or to spend a leisure hour with when nothing else could be done. We can assure you that such was the opinion of two thirds of the people that we came in contact with. Some of these remarks caused us to pause and think what could be done to demonstrate to the American people generally the benefits of the bicycle as a means of exercise, good health, and of rapid locomotion. The general opinion expressed by owners of fast horses was this: "You no doubt ride fast on a smooth track; but how about the road? Can you make any progress across the country on the ordinary roads?" We often answered these people that the bicycle could be used over the country roads as well as on a race track, but at not quite such a rate of speed. All seemed very much interested, but wanted proof of our belief.

We pondered over the subject for several weeks, and in September last came to the conclusion to endeavor to ride from the Atlantic to the Pacific Ocean, or from New

York to San Francisco, and start on May 1st, 1884. We also found two gentlemen, patrons of the wheel in Chicago, willing to risk \$1,000 that we could accomplish the distance inside of seventy days. Another gentleman, prominent in sporting circles of the city, made the bet with our backers, Messrs. Yates and Lakeman, that we could not accomplish the distance in the time named.

We are aware of the hard task set before us, also of the many difficulties to be overcome before reaching the Golden Gate, but have strong hopes of overcoming all. To encourage our effort in behalf of our loved sport we ask the sympathy, aid, and encouragement of every bicyclist in America. If you cannot directly assist us by information in regard to the roads between the points named later on, or by accompanying us any distance you choose along our route, you can watch our progress, and wish us success in the undertaking. Your sympathy will act as a spur to give us renewed energy to push forward to the goal. It is our intention to give exhibitions in all cities named below. A gold medal commemorating the event will be given to amateurs for a one mile race, where suitable tracks can be secured. We propose to ask the consent of the Racing Board of the L. A. W. to have the same under the rules of that useful institution.

We leave New York on May 1 (the exact hour will be given later), and will proceed via Philadelphia, Baltimore, Washington, Pittsburg, Columbus, Springfield, Fort Wayne, Chicago, Rock Island, Des Moines, Omaha, Cheyenne, Salt Lake, Sacramento, and San Francisco. That is our route as roughly laid out. Any information about the roads between these points that could be given us by bicycle clubs and private individuals, will be considered a special favor.

We extend the invitation to all bicyclists to join us at any point on the road suitable to themselves, and will be ready to receive any information regarding the best roads, shortest distance to reach any particular point, etc. We assure all wheelmen we will do our best to make a ride in our company as pleasant as possible.

Any information about the points named will be thankfully received by us, and acknowledged, by addressing us, care of *The Mirror of American Sports*, 47 State street, Chicago.

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

"X. M. MILES ON A BI."

Editor of The Wheel: The number of one dollar subscriptions pledged to ensure the publication of "Ten Thousand Miles on a Bicycle" is now 1,150.

Six of the subscribers have sent in one dollar bills to pay their subscriptions in advance, saying that in spite of my calling the canvass a conditional one they felt confident that the book must command such general support as to place its publication beyond doubt. Receipts have been sent in all cases, promising to refund the money if the book does not appear before the close of the year; and if any one else has forwarded any cash to me, without getting an acknowledgment, I wish he would notify me of the time and circumstances, in order that I may make inquiry concerning the same. Subscribers who may have "pasted" any printed matter on postal cards will please repeat their orders.

Before I go father in the canvass, I

wish to formally express my appreciation of the efforts made by numerous energetic individuals to have their own clubs and localities well represented on my geographical list of subscribers. "The champions" thus far are Messrs. Zacharias & Smith, of Newark, who sent me on a single list twenty-one names, whereof thirteen belonged to their own club, the New Jersey Wheelmen, including all the officers. Eleven officers and members of the Lafayette Wheelmen, of Baltimore, with two others unattached, were sent in to me at once by A. E. Mealy, the Captain of the club; and the Whirling Wheelmen of Maryland, and Maryland Bicycle Club, both of Baltimore, have forwarded numerous individual pledges. Philadelphia has also extended liberal support, both through clubs and through individuals—the most energetic of the latter being Mr. W. A. Stadelman, of Ardmore, who has secured for me a great number of subscribers. A list of seven names was sent by the Captain of the Cortlandt Wheelmen, from the town of Peekskill; and six came in a lump from the Captain of the club at Belleville, Canada. A Halifax, N. S., subscriber assures me that he has secured a dozen names, but desires to add a few more to the list before sending it in, and I have a general promise of twenty from the Washington Cycle Club. A canvass of the Portland (Me.) Wheel Club has yielded ten subscribers, and in each of the cases named I am assured that "more are to follow." At Detroit, Chicago, Cleveland, Buffalo, New Haven, Meriden, and Springfield I know that certain clubmen are making an energetic canvass, though the results have not yet been reported to me.

The facts which have been cited convince me that the scheme of enrolling 3,000 of the active cyclers of the country upon a geographical list of subscribers to a road book (and thereby making the list itself as valuable as the road reports which they subscribe for) is a practical scheme whose successful accomplishment is merely a matter of time. The time would be greatly shortened, however, if the officers of all the leading clubs would take the matter in hand, instead of compelling me to personally conduct an individual canvass.

KARL KRON.

WASHINGTON SQUARE, N. Y.

PHILADELPHIA'S BIG TOURNA-MENT.

Editor of The Wheel: The grand wheel men's tournament and bicycle exposition announced to take place in this city on the 17th, 18th, and 19th days of June next, under the auspices of the Quaker City Bicycle Club, of Philadelphia, will doubtless prove the most notable event in the history of American cycling. A most excellent programme of races has been prepared, and will be officially issued during the coming week. A large number of prizes, consisting of gold watches, silver sets, medals, etc., will be awarded successful contestants in the races; and the grand twenty-five-mile amateur race prize of a silver service set, valued at \$750, has already arrested the attention of bicyclers from all points of the country. The course for the races will be second to none in the country, and night races will prove an interesting and novel feature, fifty electric lights surrounding the track and exposition building. The management of the proposed event are actively and busily engaged in preliminary work incident to the occasion, and nothing

will be left undone which will tend to assist in eclipsing any former event of a similar character. Much interest in the exposition has already been evinced by many manufacturers and dealers in wheelmen's goods, and that the exhibits from all portions of the United States will be large and varied is a foregone conclusion, as is evidenced from the already numerous applications for space. In the matter of prizes and awards to racers and exhibitors, an aggregate sum of \$5,000 has been offered, and what the Quaker City Bicycle Club advertise and announce is simply what they intend doing.

G.
PHILADELPHIA, PA., Feb. 25, 1884.

CHICAGO GOSSIP.

Editor of The Wheel: The signs of the times point toward a great increase of bicycling in Chicago this year. This is evidenced by the numerous inquiries for bicycles on every hand, the general exchange of last year's machines for new ones by old riders, and the confident air of the dealers who are preparing for the rush. The Expert in the hands of Chief Consul Blake is holding its own well, and sells on its merits. The writer has lived to see the day when an American bicycle is as good as an Englishman, and hopes to see the time when every part of this home machine is made in this country. Mr. Conkling, of racing fame, still manages the bicycle department of Spalding's, and has adopted the method of selling a machine by the piece—for instance, every part of a bicycle, highly finished, is displayed on a broad flannel covered counter, and one has an opportunity of comparing each part. The Premier, Yale, Harvard, and Cornell are here displayed. The latter machine is attracting considerable attention. It has hollow forks with closed heads, hollow axle, and one inch tires, half-nickel, and rest black enameled, and sells for \$100; certainly a bargain for the price. The superb lines and elegant finish of the Premier goods are embodied in this machine, and, saving the fact that it is rather limber in the forks, is apparently equal to the best wheel made. But it is a question whether limberness is a fault. The writer has ridden a D. H. F. Premier about 7,000 miles in three years, and has learned to prefer its suppleness. This same machine, with a new coat of nickel over copper, and new rubber tires, is ready for its fourth year, one of the most elegant and easy running bicycles that ever turned a wheel. Mr. Sam Vowell has taken the agency for the Rudge, Sanspareil, and Challenge machines in Chicago. The Rudge and Extra will no doubt find a place here, for they are fine exponents of their breed. The former should crowd the Yale, both being representatives of the light super-rigid class, while the latter, representing a compromise between a tricycle and a bike, will, to some extent, compete with the tricycle. Of this latter vehicle we are having many, and they seem to be wonderfully popular.

Capt. Brown and Mr. Conkling have joined issues by coupling their sixties *a la tandem*, with great success. A piece of gas-pipe with regular spindles to fit machines, brazed at each end; pipe sawed in two in middle, and section of round iron of diameter equal to inside diameter of pipe inserted; sawed ends then drawn together and held by bolt through outside of pipe; this completes a simple and effective contrivance that any blacksmith can rig up. It would be a good scheme to have one standard gauge coupling in a town, and every wheelman own a half-section and be in condition to hitch on to another wheel for a tandem spin, on the principle of the Miller platform and coupler in railway cars. It has been observed that St. Louis appears first in the West with a tandem. It always takes two to run a bicycle comfortably over the streets of that town.

Mr. John M. Fairfield, the father of bicycling in Chicago, and ex-Vice-President L. A. W., regrettably leaves us to live in Corry, Pa. All old wheelmen in Chicago will carry remembrances of John M. down to the last mile-post of life, for he took care of the boys in whole-souled fashion in those halcyon days when the wheel was new in Chicago. Mr. Fairfield has left a big void in our wheel circle that will not be filled for many a day.

Niagara to Boston tour topics cover the wheel conversation, and brightest anticipations of a grand summer vacation spread a broad smile over the entire year. Latest reports of the committee indicate all details nearly perfected for a comfortably sized party of fifty. The aim is a luxurious tour through localities favored by nature and man, on the

principle of enjoying the country in a correct and systematic way. The time-table has been prepared after weeks of study, revealing a succession of events in each day, arranged to please the eye and profit the mind, while covering distance in proper form, without haste or weariness. The balance of physical and mental forces has been carefully adjusted, that no undue use of the former may dim the ability to appreciate of the latter, preferring rather substantial memories of scenes passed over to a record of prowess on the road.

B. B. AYERS.
CHICAGO, March 4, 1884.

ST. LOUIS GOSSIP.

The roads have been excellent the past week, though dusty, and the weather got so mild that I began to lose faith in the ground-hog prophecy. This evening I was sitting in the "agency," chatting with Sixty. When he shut up shop, I stood and watched him ride away in the darkness, with a feeling akin to awe. With one look at the sky, and another at the condition of the road, he puts his foot on the hub and swings in, rides off the sidewalk into the street, and down to the corner; does the stand-still while one car passes, and shoots across the track in front of another one, seemingly at the risk of his life. As he disappears in the midst of a dozen teams, I think to myself, "there goes a rider." And he is.

Considerable wheeling has been done lately, the Manchester trip being the favorite one, as the other roads are not in very good condition. One party rode out last Saturday night, and on Tuesday a Harvard man and a Star made the trip, in the blackest night that I ever encountered. The Star man flopped a few times, and Harvard took several headers, one of which was indeed picturesque—at least he looked picturesque after taking it. I found him sitting in some very muddy mud, with his bike in his lap. There was mud in his hands (inside of a pair of gloves), some in his nose, a little in his eye—over his eye, and as he was sitting in it—the mud of course—there was some on his pants.

As the riding season is approaching, quite a number of new men are purchasing wheels, and judging from appearances, bicycling will have a boom this year. Last year every body knew everybody. Now one meets strange riders every day, most of them with fine mounts, too.

Rather windy, but possibly true: One day this week, a young man who had never ridden a bike, purchased a machine at one of the agencies. The proprietor took him out to Twelfth street, to teach him. After being helped into the saddle and pushed a few feet, he rode away without further assistance and was seen no more.

The custom of some clubs, of keeping a record of the number of miles ridden monthly by each member, is a commendable one, and should be adopted here.

I understand that a pavilion 50x100 feet, will be one of the attractions at Barthold's Valley next summer. A good place to give the farmers a complimentary exhibition, and make them friends of the bicycle.

RHYMES OF THE RIDE.

BY PIUS ROTATOR.

While babes, men, good or bad, go on all-fours;
But afterward divide—on wheel, on horse.

O-o is the bike you are often on top, or
The remark you will make after coming a cropper.

Even such is the Extra or Exspurt to straddle,
You but add a small thing or two, chiefly a saddle.

Like treading water is the motion of his limbs,
Yet swiftly thro' the air the bold two-wheel-man swims.

Though wheel affects us in so many ways,
It hardly reaches to our soul's case;
Heaven stoops, hell rises, to catch the soul of man,
Who, doing both, so speeds that neither can.

While the horse agitations depart,
And all ages in confidence roll,
Bicycle is the lord of the art,
And Tricycle right queen, on the whole.

To me the rolling firmament displays
A panorama of God's cycling ways.

CINCINNATI RACES.

The second of the spring series of races of the Cincinnati Bicycle Club was held on Thursday evening, March 13th, 1884.

The programme was as follows: 1. Drill. 2. One mile race.—J. G. Kitchell first; time, 3.34. P. N. Meyers second, in 3.44½. 3. Slow race, 100 yards, won by P. N. Meyers. 4. Two mile club race (best 3 in 5 heats). J. T. Hodge, first, 7.28½. C. J. Jennings second, time 7.31½. 5. Fancy riding by Messrs. Ellard and Muhlhauser. 6. One mile without hands. Won by P. N. Meyer, time 3.59½. H. Ellard second in 4.00. 7. Five mile race (best 3 in 5 heats). J. T. Hodge first, time 19.14. C. J. Jennings second, time 19.16½.

The rest of the series have been postponed until the outdoor track now being built for the club is completed.

Respectfully,
C. M. GALWAY, Sec'y.

WHEEL GOSSIP.

The Citizens' Race Meeting opened the racing season in good shape.

Woodside and Morgan started for Philadelphia, Thursday, May 1st, taking the route described in THE WHEEL April 25th.

The Pope Manufacturing Company, 597 Washington street, Boston, have just issued their spring catalogue of the Columbia bicycles and tricycles. It is a finely printed and illustrated pamphlet of 36 pages, with a handsome and artistic cover, designed by Mr. L. S. Ipsen, the eminent artist.

It is rumored that the Springfield Club will make an effort to capture not only the Presidency and Secretaryship, but the "official organ" as well. If Ducker made a failure of the big tournament, he certainly has not brains enough to handle the League.

It is a pleasure to note the good effect of a new Board of Officers in New Jersey, resulting in 57 applications this week.

Brown and Co., of Rockford, Ill., have a new detachable handle bar, which has been fitted to Morgan's machine for his trip across the continent.

The Pennsylvania Club will receive their friends May 6th, from 8 to 10 P. M., at 1232 North Forty-first street, Philadelphia, Pa. We have printed their club call elsewhere.

Mr. J. L. Chapman has succeeded G. R. Bidwell as manager of the bicycle department at E. I. Horsman's, New York.

The Fall River Line offers inducements to bicyclers, not only in transportation of wheels at the rate of fifty cents each, but in superior accommodations and table.

We learn that Mr. E. K. Austin, one of the most active of the K. C. W's, will resign from that body.

Secretary Haldeman, of the Pennsylvania Division, has badly sprained his wrist by a fall from his bicycle. He wishes us to ask a little leeway in the correspondence that is rapidly accumulating.

Mr. A. J. Wilson ("Faed"), writing from London, on 15th of April, to Karl Kron, concerning "Ten Thousand Miles on a Bicycle," to which he is a subscriber, says: "If you can do so, I wish you would write up the coming camp meet and races at the Alexandra Park. It will be an imitation of Harrowgate and Springfield, and promises to eclipse both. I should like to see a really large party of Americans there. The park is close to London, and consequently, much more accessible than Harrowgate; and the racing track is a good gravel one. By this I mean not a sand-papered cinder path, but just such a good, hard gravel track as will be most likely to enable your flyers to hold their own against our best men, who can do nothing except on a cinder pa h.

OUR BOSTON LETTER.

THINGS BOOMING IN THE CYCLE TRADE.—RACE MEETING OF THE BOSTON RAMBLERS. WOODSIDE AND MORGAN'S BENEFIT.—MINSTRELS OF THE BOSTON CLUB.—UNION NOTES.

The past week has been one of great activity in cycling circles here, for the weather, that mighty director of cycle matters, has been as pleasant as could be desired. A visit to the stores of the several firms here show everything in the wheel trade to be booming. At The Pope Mfg. Co., The Cunningham Co., Stoddard, Lovering & Co., and the smaller dealers, things are equally lively, and

point to an increase the present season in the number of riders, far in excess of any previous year.

The most important piece of news I have this week is, that Boston has at last the prospect of having a properly managed bicycle race meeting. The Boston Ramblers are to have charge of the affair, and although it is a rather large undertaking for so young a club as the Ramblers, they have been so successful in all their previous undertakings, that I have little doubt of their success in this matter. A programme of the event has not yet been made public, but I am told that it will include all the usual distance races from one-half to ten miles, and besides a number of novelty races, among which will be one for tandems. A long list of valuable prizes, consisting of ornamental articles and gold and silver medals, will be awarded in the amateur races, while for the professional races, money prizes will be given. The tournaments will be the first affair of the kind the Ramblers have attempted, but they feel very sanguine of its success, for more than enough money has already been subscribed to carry it through in a proper manner. The races will occur on the afternoon of May 30, and will be held on the track of the new athletic grounds on Dartmouth street and Huntington avenue, which are so conveniently located, that it will be an easy matter to draw a large attendance at the races. The track is rather small, being only six laps to the mile, but is nearly circular in shape, and has raised corners, so after all it is not a very bad track. Strong efforts will be made, to have all the prominent "flyers" present, and no expense will be spared in the way of advertising, etc., to insure the success of the meeting. The committee in charge of the affair consists of President W. J. Harris, Captain C. S. Howard, and Lieutenant A. D. Peck, Jr. Next week I hope to be able to give you the full programme with the list of prizes.

Woodside and Morgan have been here for the past week, making arrangements for their proposed attempt to wheel across the Continent. They have worked the dealers here pretty well, and from each have received something to assist them on their journey. They were tendered a benefit by somebody, no one knows who, at the Institute Building last Saturday night, which, from the daily papers account of the affair, was very largely attended, so the benefit probably secured them a neat little sum for pocket money. Everyone here wishes them success on their long journey, but no one seems to believe that they will be able to accomplish it in the specified time. If, however, they do succeed, it will do a great deal to advance the interests of cycling, by showing the practicability of the bicycle, and they therefore have my best wishes for their success.

The Bostons held a very successful minstrel entertainment at Union Hall last Tuesday evening, by which the club cleared some \$300 towards defraying the expenses of building an edition to their club house. The programme was in two parts, the first part consisting of the usual circle and end men of a minstrel show. The songs were all well rendered and many of the jokes were original and very good. Part two was devoted to a farce entitled "A Trial by Jury; or, Who Killed Grimes," introducing a large number of characters all of whom performed their parts very acceptably.

NOTICE.

Elliot Norton is credited with covering a mile last week on the Harvard track in 2 m. 49 s.

The Boston Ramblers have postponed their picnic, announced to occur on May 30.

D. J. Canary of this city is trying to get up a fancy riding contest between himself and Wood of Chicago.

The privilege of using the new track throughout the season for training purposes, can be obtained by wheelmen for \$5.

Colonel Albert A. Pope, president of the Pope Mfg. Co. was one of the party of representative capitalists who left Boston to-day to participate in the celebration of the Mexican Central Railroad, at the city of Mexico, May 10. The Colonel is largely interested in Mexican railroad property. He will doubtless test the quality of Mexican roads with his Expert Columbia bicycle.

The Massachusetts Bicycle Club has made a vigorous protest to the Board of Aldermen, against laying car tracks on Newbury street, the site of their new club house.

H. M. Sabin, of the Newton Club, is a "coming man" in racing circles.

C. T. C. Chief Consul Weston is arranging for a party to attend the C. T. C. meeting at Poughkeepsie, on May 21.

THE CITIZENS' ANNUAL RACE MEETING.

The first annual race meeting of the Citizens Bicycle Club was held on Friday evening, April 25th, at the Olympian Club Roller Skating Rink, and was a complete success in every particular. Almost 2,300 people, representing the elite of New York, gathered to witness the races, exhibitions of fancy riding, and afterwards indulge in roller skating. The programme was a varied one, and included all the best known fancy riders in the United States, except Wilmot and Sewell, who were too far West to be engaged.

The weather during the day was dubious, and tendered to keep many away who would have doubtless come at the last minute. However, the club will net a comfortable amount, besides providing for its friends an entertainment that was received with unlimited enthusiasm and pleasure, and which, for its kind, surpassed anything ever given in New York.

A nine-lap track had been laid out on the board floor by the city surveyor, elliptical in shape, and powdered pumice stone spread at the turns, enabled the riders to maintain a good rate of speed at all times. Only two falls occurred during the whole evening, although the field of starters was quite large.

The Star showed to good advantage in the two and five mile races, and Frazier had an easy time securing first medal in both events. The management was good and the events were run off smoothly and in good order, the only exception being the three mile handicap, which left the result for second place rather uncertain. The following is the programme:

Two Mile Scratch Race.—Chas. Frazier first, time, 7 m., 41 s.; F. E. Davidson, second, time, 7 m., 50 s.; H. J. Hall, Jr., P. M. Harris, and John F. Lynch, were the other starters. Frazier clicked to the lead in the early part of the race and won with apparent ease. Davidson seemed a safe second, while the race for last place was stubbornly contested by Harris and Lynch, resulting in a victory for the former.

One Mile Club Championship.—W. M. V. Hoffman, first, time, 3 m., 21 s.; Wm. H. McCormack, second, time, 3 m., 25 s. Hoffman had the pole and secured a good lead at the start, which he retained until the end. Fontaine and McCormack had a good race for place, but in spurring on the turn, Fontaine fell and retarded the others. He quickly remounted, but lost too much distance to make it up.

An excellent club drill, under command of Capt. Pettus, followed, and Burt Pressy gave a fine exhibition of single fancy riding. The hall is so large, with a band stand in the centre, which practically divides it, that in order to give the audience the full benefit of the entertainment the performers alternated, devoting ten minutes at each end of the building. This was followed by a three-mile handicap race, which was won by T. G. Condon, Heights Wheelman, (1 m., 40 s.) in 10 m., 18½. There were eleven starters in this event, and successful scoring was an almost impossibility, owing to the small size of the track. Annan and Roberts both claimed second place, and decision was reserved. The contest was exciting and the spurts enthusiastically applauded. While this event was being run, Master Eddie Speedwell gave an exhibition of fancy riding, and Mr. J. R. Mayer displayed his skill as a fancy skater.

The entire floor was then cleared and given up to Mr. Burt Pressy and Partner at one end on the Star, and the three Speedwell Bros. performed a unique exhibition at the other, on a new Expert Columbia, that has just been built for them. Their numerous feats were well applauded, and thoroughly enjoyed by the large audience. The concluding racing event was the Five Mile Scratch race, which was easily taken by Frazier in 17 m. 9.4-5 s., who lapped the second man, Hall. Davidson sustained a fall on the third lap, disabling his machine, and effectually throwing him out of the race.

The bicycling part of the entertainment concluded with what was termed by an enthusiastic reporter as a "bouquet of fancy riding," with D. J. Canary in the center, surrounded by the Wilson Bros., Burt Pressy, and partner, and the Speedwell Bros. It was a splendid exhibition, and one long to be remembered. Master Finlay and

Charles Frazier then played a few exhibition games of polo, which brought down the house.

The entire floor was then taken up by the skaters, who enjoyed themselves until at midnight the Olympian Club band, which rendered good service during the evening, breathed forth the strains of "Home sweet Home." The greatest courtesy was extended to the club by the managers of the Olympian Club Roller Skating Rink, and for their well directed assistance in making the evening a grand success, we trust that they will be amply repaid in the future for their efforts in advancing the interests of the wheel in the metropolis.

CHAMPIONSHIP RACES.

THE Championship Races of the League, for the first time held in connection with the annual League meet, will be held at Athletic Park after the parade on Tuesday, May 20, 2.30 P.M. Athletic Park is situated at 9th & G. Sts., and can be reached by wheel in about ten minutes, from any part of the city. The track is four laps, of cinder, and will be in first class condition.

The races will commence sharply at 2.30 o'clock, and the following programme is announced—Twenty-five mile, Ten mile, Three mile, and One mile bicycle, and One mile tricycle championships, in about the order named, bringing the finish of the twenty-five mile race at about 4 P.M.—The first prizes are championship trophies, the property of the League, and of well known beauty and value. The second prizes will be handsome silver-and-gold medals—in each event—Entries close May 15th at 6 P.M., to Abbott Bassett, 8, Pemberton Square, Boston, Mass. Fee \$1.00 each event. The entries so far are good, and close contests may be expected.

APPLICATIONS FOR MEMBERSHIP L. A. W.

The following is a list of applicants for membership received up to date, and published in accordance with Article III., of the Constitution. Any objection must be made to the Corresponding Secretary within two weeks from date of publication, and it will be considered confidential. It is the duty of every League member to examine the names of applicants and see that no objectionable person is admitted to the League. Candidates will please notice if their names and address are correct, and report any error at once to the undersigned. Every name published in this list will be entitled to a membership card good until May 30, 1885, barring objections. All names published and accepted before May 30, ensuing, will receive a membership card marked "Good until May 30, 1884," and later in the season another, and you will confer a great favor by retaining your postal cards, saying your card is wrong, and that it should read "Good until May 30, 1885." It is impossible to issue the new tickets until after the annual election of a new Executive Board, which takes place at Washington, May 19, as the names of the officers for 1884-5 must appear upon them. Please bear in mind the above instructions.

Yours fraternally,
W. V. GILMAN,
Cor. Secretary L. A. W., pro tem.

No. 60. Total 227, NASHUA, N. H., May 2, 1884.

Rutland Bicycle Club—add 2.

1095—John F. Merrill, Rutland, Vt.

1098—N. R. Hardy.

Whirling Wheelman of Maryland—add 2.

1099—Thomas M. Booz, 335 North Broadway, Baltimore, Md.

1100—H. L. Chaffer, 421 East Baltimore st., Baltimore, Md.

La Fayette Wheelmen—add 2.

1102—John Kerns, 182 North Calhoun st., Baltimore, Md.

1109—C. C. Isaacs, S. W. cor. Edmonson ave. and Carey st., Baltimore, Md.

Colorado Wheel Club—add 3.

1111—S. J. Brown, 304 Fifteenth st., Denver, Col.

1112—Edward W. Lehman, care of Kerstins & Peters, Denver, Col.

1114—William B. Morrison, State National Bank, Denver, Col.

Rutland Bicycle Club—5.

C. E. Olcott, Rutland, Vt.

Fred S. Weatherhead, " "

Charles A. Ross, " "

Frederick W. Gould, " "

Elmer E. Reynolds, " "

Pawtucket Bicycle Club—23.

1115—Henry L. Spencer, Pawtucket, R. I.

1116—Fred Binford, " "

1117—Arthur B. Mann, " "

1118—Fred F. Ames, " "

1119—Stephen R. Bucklin, Jr., " "

1120—Edw'd W. Blaggett, " "

1121—Chas. W. Henry, " "

1122—Chas. F. Stearns, " "

1123—Henry C. Westcott, " "

1124—F. Eugene Barker, " "

1125—Dan'l R. Merrill, " "

1126—Alfred H. Littlefield, Jr., " "

1130—Thos. B. Olney, " "

1131—Frank Searle, " "

1132—Stephen N. Bourne, " "

1133—Edward S. Bowen, " "

1134—Geo. M. Starkweather, " "

1135—Wm. H. Boardman, Providence, R. I.

1138—Herbert C. Talbot, " "

1143—Charles H. Wood, Valley Falls, R. I.

1145—Jas. Dawson, Central Falls, " "

1157—Herbert N. Britton, " "

1164—Allen W. Chatterton, " "

INDIANA DIVISION—1.

1167—Dr. A. F. Kelley, 90 Main st., Elkhart, Ind.

CONNECTICUT STATE DIVISION—1.

1169—E. B. Ellis, 407 Main st., Bridgeport, Conn.

MISSOURI DIVISION—2.

1171—George F. Pierrott, 4th and Washington ave., St. Louis, Mo.

1177—Joseph Henry Williamson, 2209 Randolph st., St. Louis, Mo.

OHIO DIVISION—3.

1184—W. H. Cutter, (illicothe, Ohio.

1185—F. F. Campbell, 3 Eagle st., Cleveland, O.

1186—M. S. Pond, First Bank, Logan, O.

MASSACHUSETTS DIVISION—4.

Springfield Bicycle Club—add 4.

1188—E. E. Knight, Springfield, Mass.

1189—C. E. Seymour, " "

1192—H. C. Norton, " "

1196—P. H. Reilly, " "

PENNSYLVANIA DIVISION—11.

Unattached 2.

1197—Charles J. Metzger, Alden station, Luzerne Co., Penna.

1198—O. E. Dervy, Mansfield, Tioga Co., Penn.

Pennsylvania Bicycle Club—add 1.

1201—Samuel Cheyney, 524 North 43d st., Philadelphia, Pa.

Penn City Wheelmen—add 1.

1203—Frank W. Johnson, 1713 Jefferson st., Philadelphia, Pa.

Chester Bicycle Club—add 1.

1204—William H. Berry, P. O. Lock Box 42, Chester, Pa.

Quaker City Bicycle Club—add 2.

1211—Dr. Milton Keine, N. E. cor. 21st and Arch sts., Phila., a.

1212—Milton N. Keine, " "

Philadelphia Bicycle Club—add 4.

1216—Joseph J. Fox, 924 Chestnut st., Phila., Pa.

1228—George H. Cliff, 911 N. 12th st., " "

1239—E. N. Manning, 8 N. 19th st., " "

1230—J. S. Bonbright, 1316 Franklin st., " "

NEW YORK STATE DIVISION—16.

Unattached 13.

1235—J. L. Chapman, 80 William st., N. Y. City.

1239—W. L. Thorne, Yonkers.

1242—H. Gardner Sibell, 217 Franklin ave., Brooklyn, N. Y.

1243—John Foley, Jr., 20 E. 73rd st., N. Y. City.

1244—Wm. J. Whittemore, 246 W. 52d st., " "

1247—Lyman H. Nelson, 87 Gold st., " "

1248—L. G. McCormack, 465 W. 73d st., " "

1249—Fred A. Phillips, 218 E. 124th st., " "

1250—S. S. Leo, 75 W. 69th st., " "

1252—J. Edward Davis, 38 E. 60th st., " "

1254—C. R. Woodward, 129 E. 35th st., " "

1254—W. Kubin, 318 W. 26th st., " "

1255—J. H. Chichester, 204 W. 47th st., " "

Lion Bicycle Club—add 1.

1256—Francis Thayer, 353 W. 52d st., N. Y. City.

Courtland Wheelmen—add 1.

1257—Fred R. Fowler, Jr., Peekskill, N. Y.

Cornell Bicycle Club—add 1.

1258—William Darlington, Cornell University, Ithaca, N. Y.

NEW JERSEY DIVISION—57.

Plainfield Bi. Club—add 18.

Charles W. Scribner, Plainfield.

Fred W. Yates, " "

Frank S. Miller, Westfield.

Wm. H. Huff, Beverly.

John Durrie, Brick Church, care of I. C. Waldron.

Harry Seymour Barnes, Box 32, Orange Valley.

Joseph C. Earnshaw, Paterson, 123 Broadway.

Wm. H. Belcher, Orange Valley.

J. Allen Worth, Westfield.

Dr. Frederick A. Kinch, Jr., " "

Edwin Dustin Ruggles, " "

John W. Nichols, " "

Arthur N. Pierson, " "

Wm. E. Blewett, Jr., 186 Washington ave., Newark.

William W. Bingham, 212 S. 6th st., " "

Alexander Lelong, Jr., 132 Clinton ave., " "

W. F. Cottingham, 77 Greene st., " "

C. S. Leddell, Morristown, N. J.

Essex Bi. Club—add 30.

Geo. Howard Bailey, 188 N. 6th st., Newark, N. J.

A. L. Banister, 206 Roseville ave., " "

A. C. Bedell, 140 Clinton ave., " "

Wm. L. Brower, 53 Roseville ave., " "

Silas B. Brown, 42 S. 11th st., " "

Wm. A. Brown, 15 S. 15th st., " "

Fred W. Culer, 512 Orange st., " "

Arthur N. Eagles, 143 Roseville ave., " "

Earnest Eagles, " "

E. D. Farnsworth, 27 Bathgate place, " "

Wm. P. Field, 28 Kinney st., " "

Arthur R. Genung, 231 N. 6th st., " "

Frank C. Genung, " "

Ellwood C. Harris, 2 Gould ave., " "

Mrs. Herbert W. Knight, 245 Clinton ave., " "

Walter J. Knight, 800 Broad st., " "

John H. Mathews, Jr., 46 S. 11th st., " "

Wm. H. Peck, 81 N. 6th st., " "

N. B. Seaver, 49 Atlantic st., " "

F. H. Sturtevant, 16 N. 11th st., " "

G. Burton Taylor, 52 Roscoe ave., " "

Wm. M. Whitlock, 11 Orleans st., " "

Mrs. James H. Worden, 129 N. 6th st., " "

Edward S. Allen, 742 Broad st., " "

George W. Case, 134 Orchard st., " "

Arthur R. Denman, 52 Bank st., " "

Samuel J. Macdonald, 755 Broad st., " "

Frank L. Stoutenburgh, 15 W. Park st., " "

Byron W. Tichenor, 706 Broad st., " "

H. B. Miller, East Orange, " "

Trenton Bi. Club—add 3.

Howard M. White, 118 N. Greene st., Trenton, N. J.

Sherman P. Camp, 219 Academy st., " "

William F. Camp, " "

Eolus Bi Club—add 3.

James O. Nightingale, Paterson, N. J.

Richard R. Chiswell, " "

William Prior, Salem, " "

Salem Bi. Club—add 3.

Henry T. Allen, Salem, N. J.

Clarence V. Bitter, " "

Prof. M. L. Thorn, " "

NEW YORK DIVISION—96.

Unattached 4.

1259—J. A. Tonner, (Dr.), 147 Fifth ave., N. Y. City

1260—Frank Drisler, 15 E. 49th st., " "

1265—L. H. Cohen, 502 Broadway, " "

1269—J. J. Wright, Fulton st., " "

Heights Wheelmen—add 1.

1270—Charles S. Averill, 155 Wilbur st., Brooklyn.

Kings County Wheelmen—36.

1271—Wm. H. Austin, 268 S. 4th st., Brooklyn, E. D.

1272—D. B. Austin, 341 Putnam ave., " "

1275—F. G. F. Barlow, 170 Lee ave., " "

1276—Wm. D. Bloodgood, 101 Wilson st., " "

1277—D. P. Bloodgood, " "

1280—T. Broome, 137 S. 8th st., " "

1281—Geo. W. Browne, 195 Penn st., " "

1282—Chas. R. Brown, 232 Powers st., " "

1283—M. C. Bridgeman, 217 DeKalb ave., " "

1285—E. W. Candidus, 228 S. 9th st., " "

1286—F. H. Douglass, 25 Bedford ave., " "

1287—E. F. Fiske, 93 S. 9th st., " "

1288—F. K. Fenstermaker, 81 S. 9th st., " "

1289—C. W. Fuller, 404 Willoughby ave., " "

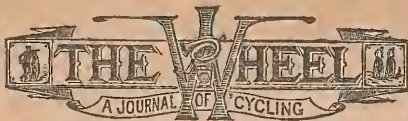
1290—R. F. Hibson, 64 S. 10th st., " "

1294—Geo. H. Hooper, 70 Bedford ave., " "

1302—Thos. J. Hall, Jr., 707 1-2 Myrtle ave., " "

1303—Thos. B. Hegeman, 139 Sumner ave., " "

1304—E. Johnson, 158 Bedford ave., " "



THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

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

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

New York, May 2, 1884.

To League Members and Correspondents.

League Members must be particular to notify the Publishers promptly of any change in their address. If members do not receive their paper regularly it is on this account.

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

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the Company. Make all Checks and Money Orders payable to THE CYCLING PUBLISHING COMPANY.

LEAGUE MEMBERS will receive but FOUR more copies of "THE WHEEL." Subscribe at once.

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

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

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

\$386.00

[Although the subscriptions falls short \$114.00, it has been decided to collect the amount pledged at once, and turn it over to the League. Those whose names are on the list will please send the amount set opposite their names, to Frank A. Egan, care of THE WHEEL, at once as all collections must be made by the 8th of May].

ACROSS THE CONTINENT.

Mess. Morgan and Woodside, two well known professional bicyclers left New York yesterday at one o'clock, to attempt to ride across the Continent in seventy days. We have published their letter to wheelmen in another column, containing the proposed route and asking for escorts along the road,

and trust that it will meet with some response. Woodside was a well known rider as an amateur, and as a member of the old Manhattan Club won seventeen first prizes in one brief season. He also won the ten and fifty mile amateur championship of Ireland. Since joining the professional ranks he has not shown great speed, as he broke his arm last fall just previous to the Springfield races for which he was entered. He is a powerful road rider and well adapted to the journey. He rides a 58-inch British Challenge.

His companion, Morgan, is in direct contrast, short, but hardy and strong. Morgan has a good honest record as a professional, and has improved greatly in the last few years. He rides a 52-inch Rudge roadster, weighing thirty-four pounds.

Their outfit consists of a miscellaneous assortment of everything necessary to a long journey. Both use the new favorite Duryea saddle, and are provided with complete rubber suits for rainy weather. Their carrying baggage consists of two large *multum in parvo* bags, in which they carry parts for repairs, besides the necessary toilet articles.

Should they succeed in their undertaking, and we trust they will, it will be a direct benefit to bicycling as far as illustrating the possibilities of the wheel as a mode of conveyance, as well as being the longest straight away ride ever attempted in the World. If they fail, as many confidently predict, it will only be on account of the poor roads of this country. Their trip, as far as they go, will be a subject of interest as complete records will be kept of the distances and condition of roads. The travellers are to act as correspondents for a number of papers. The *Boston Herald*, *N. Y. Times*, *Turf, Field and Farm*, *Mirror of American Sports*, *Chicago Times*, and *THE WHEEL* will be informed from time to time as to their progress. The men are thoroughly in earnest and will no doubt make many friends along the route.

THE subject of voting by delegates is one that should be considered by all League clubs who intend to be present at Washington. The following is the clause of Rule 9, that covers such cases:

Fifty members shall constitute a quorum; each member present shall have one vote on any question, and no proxies shall be allowed: *provided*, however, that clubs, whose entire active membership has joined the League, may choose by ballot one member of their club as delegate for each ten members of the club, or fraction thereof, to represent them at the annual meeting; and these delegates, upon presentation of credentials, signed by the President and Secretary of the club, may cast ten votes each, or as many as provided for in his credentials, in all proceedings of the meeting; and no delegate may cast more than ten votes.

Clubs should see that their credentials are perfectly correct and represent only the actual number of League members in a club. Very often one or two men will join a club and not be in time to be properly published and receive a ticket of membership before the meeting. While these clubs are undoubtedly League clubs, the credentials should only represent the actual number of League members in the organization. Take the Massachusetts Club, for instance, where some sixty men have just joined according to late reports. No one doubts that they are a League club in every sense of the word, yet all are not members. No applicant after this date can receive his ticket in time to vote, although we have seen no official notice to this effect. The business meeting is on the 19th and the Secretary should send out the tickets on the 15th, or else have them on hand at Washington. The chances are that all votes will be closely scrutinized, and a word to the wise should be sufficient.

BOARD OF OFFICERS MEETING!

The following postal notice has been issued and mailed to each officer of the new list as published in THE WHEEL of 18th April, and in case some miscarry, we ask you to insert same in WHEEL at your earliest convenience, and trust every officer will be governed thereby.

LEAGUE OF AMERICAN WHEELMEN.

NASHUA, N. H., April 19, 1884.

TO THE BOARD OF OFFICERS L. A. W.

Gentlemen: The annual meeting of the Board, of which you are a member, will be holden at Ford's Opera House, Washington, D. C., on Monday, May 19, 1884, at 9 A.M., for the election of a new Executive Board for the opening League year and the transaction of any other business that may be properly considered at that time. Your presence is earnestly desired, but if unable to attend, please state to the undersigned your views on the questions likely to arise both at this meeting as also at the full meeting of the League which occurs at the same place one hour later.

Yours fraternally,

W. V. GILMAN, Cor. Sec. pro tem.
Per order of the President.

THE PRESS RECEPTION OF THE CITIZENS CLUB.

Don't start, my dear reader, when you see that the Citizens have had a "press reception." This does not mean that it gave any such reception as you sometimes get from your best girl as you bid her farewell at the door, though both are *press* receptions. It was simply an informal opening of their club house to members of the metropolitan press. The rooms were filled with members and reporters at an early hour. The 60-inch wheel of the Doctor, resplendent in shining nickle and decorated with an immense floral horseshoe, the gift of Mrs. F. G. Bourne, was side by side with the 48-inch of Mr. Center, thus showing the largest and smallest mounts of the club. The visitors, having roamed at will through the building, at last gathered in the large reception room to listen to a hunting song, delivered by Mr. F. G. Bourne, which was followed by a ballad by Mr. Huss, the architect of the building. The fancy riders of the club, Mess. McCormack and Fitzgerald, not having returned from the rink where they were taking the practice spins for the club championship, the colored janitor, Prince Slam Slam, kindly gave an exhibition of fancy riding in their stead, and covered himself with dust and glory. He was loudly applauded for his sylph-like grace of action and execution.

The tall form of Dr. Beckwith, dressed in immaculate linen and sombre full dress suit, then occupied the floor, and announced that we would be favored with an exhibition of the manly art of self-defense between Mr. Fred G. Bourne, and his trainer, Prof. Watson, whose reputation as such will be readily understood, when one calls to mind that he has acted as trainer and coach to seven amateur champions of England. This was met with rounds of applause, and a scramble at once took place for good positions to view the bout from. The club's President at once stored himself in safety behind the piano, as soon as the deafening applause of the guests announced the appearance of the contestants. Three rattling rounds of one minute each followed, and the club cheered themselves hoarse every time their clubmate stopped or delivered a well directed blow. After this exciting event a solemn hush fell upon the assemblage, and anxious glances toward the rear of the building showed something important was now upon the tapis. Slowly but surely did each individual, seemingly without interest, follow in person the direction of his glances, and without a word found themselves ranged around a table resplendant in silver and cut glass, which served to contain viands and beverages. All looked at Dr. Beckwith, who stood at the head of the table, expecting him to ask a grace "upon this our humble repast," but the Doctor is more of a soldier than a parson, and therefore delivered his address in these words: "Fire, and fall back."

From this forward jollity reigned supreme, and talking over past pleasures and future ones expected, time soon passed, and the affair went into history as a success.

NAGE KNARF.

ADVERTISEMENTS.

D. W. GRANBERY & CO.,

20 & 22 John St.,

New York City.

The Celebrated Shep-

ard Racket is the best

racket made.

"Princeton College."

All the English Rack-

ets on hand.

A full line of Domes-

tic & Imported Tennis

Goods.

Catalogue and rules

mailed free.

(Late Hall, Nicoll & Granbery.)

MARINE BICYCLES
Cheap.

Early orders will secure a limited number of Boats at a greatly reduced price.

Address **MARINE BICYCLE COMPANY,**

PORTSMOUTH, N. H.

FREE FOR TRIAL.

HANOVER'S "SPECIFIC." An unfailing and speedy cure for Nervous Debility and Weakness, Loss of Vitality and Vigor, Nervous Prostration, Hysteria, or any evil result of indiscretion, excess, overwork, abuses of Alcohol, Tobacco, &c. (Over forty thousand positive cures.)

Send 10c. postage on trial box of pills. Address HANOVER REMEDY CO., Lock Box 584, Chicago, Ill.

MISCELLANEOUS.

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

ST. LOUIS, MO.

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

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

FOR SALE AND EXCHANGE.

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

FOR SALE.—A 48-in. ball bearing Standard Columbia in first class order. Price \$70. Address, Richard Nelson, 87 Gold Street, N. Y.

TRICYCLE FOR SALE.—A Meteor Sociable Tricycle will be sold very cheap. H. W. Knight, 766 Broad St., Newark, N. J.

FOR SALE.—Coventry Rotary, No. 2, Tricycle in good order and repair. Has been in use one season. Price \$130. Address Miller & Post, Oswego, N. Y.

FOR SALE.—A 54-inch Expert Bicycle, full nickelled, in perfect order, with bell, lamp, cyclometer, and extra crank. Price \$115. Address W. S. MacLeod, 1223 13 St., Washington, D. C.

WANTED.—In first class order, second hand "Star" Bicycle, 54 inch, 1/2 nickle; must be cheap for cash. Address stating price and description, W. S. Haight, Ellenville, N. Y.

Ira Perego

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



SILK BELTS.

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.....	21.00
“ “ “ silk, solid colors.....	21.00
“ “ “ with club initials woven in, to order.....	2.50
Heavy ribbed Jerseys, sometimes called Guernseys, in blue woolen.....	2.50
“ “ “ in white woolen.....	5 00

ENGLISH BICYCLE HOSE.

(BY MAIL 10 CENTS EXTRA.)

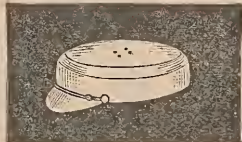
In solid colors, blue or brown, ribbed.....	\$1.50
“ “ “ “ “ with knit top.....	2.00
“ “ “ “ “ finer texture.....	2.50
In solid colors, green, with knit top.....	2.00
“ “ “ black, fine rib.....	2.00
“ “ “ heavy rib.....	2.50
In mottled colors, drabs or browns.....	2.00
In steel gray.....	2.50



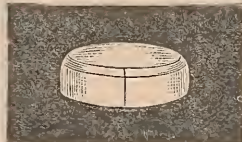
No. 1.
Ventilated Duck Bicycle Helmets.
1st quality white, \$1.50 each,
\$15 per dozen.



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



No. 4.
Bicycle Caps.
1st quality \$1.75, \$18 per
dozen; 2d, \$1.50, \$15.



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



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



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



"THE CYCLE"

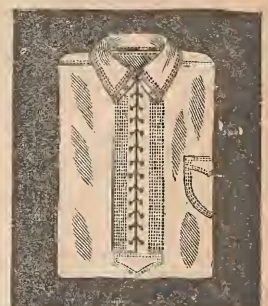
Is the name given to a bicycle suit especially imported by this firm, and said by experienced wheelmen to be better adapted to ordinary road riding than any suit hitherto offered. It consists of a very pretty jacket and pants, woven in worsted, in two colors, seal brown and navy blue, so as to fit tight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

Price.....\$12.00



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

Woven silk belts, with gilt buckles, in stripes.....	\$1.25
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Colored silk bicycle garters, to attach to pants.....	1.00



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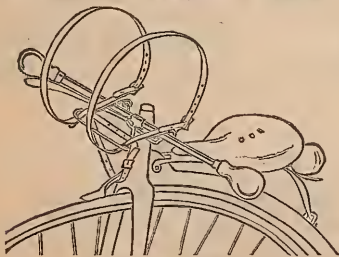
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These wheels are the finest, closest, and lightest racers in America, neither of them having been ridden a dozen times. They are comparatively new.

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BADGE PINS.



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

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Of all descriptions made to order from original designs.

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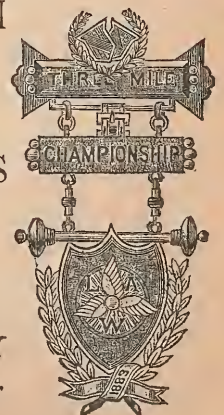
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SPLIT SECONDS CHRONOGRAPH,
SIZE REDUCED 1-3.

IN GREAT VARIETY AND AT CLOSE PRICES.

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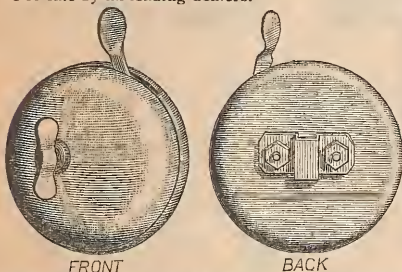
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Automatic and Instantaneous.*

Easily attached or detached, and without injury to the machine.
For sale by all leading dealers.

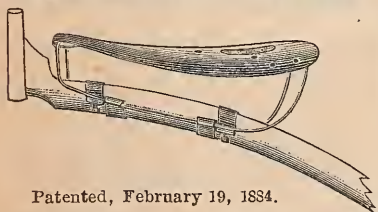


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PERFECTION AT LAST.

Duryea's Combined Saddle & Spring FOR BICYCLES.

Read and be Convinced! Buy and be Happy!



Patented, February 19, 1884.

Fits any Machine. In short, it is Low, Neat, Comfortable, Adjustable, and Cheap. Why Suffer on the Road any Longer? Try it once and You will "Use no other," for it Makes Road Riding a Luxury. Order Early as Possible. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. SPECIAL TERMS TO DEALERS.

CHICAGO, March 18, 1884.
MISSOURI WHEEL COMPANY. *Gents:* We have both rode the Duryea Saddles bought of you last summer in all our rides and races since, and think so well of them that we shall ride no others in future. Please send us two new ones for our ride from New York to San Francisco. Yours truly,
W. M. WOODSIDE,
WM. J. MORGAN.

CHICAGO, October 31, 1883.
I have just won the six days' bicycle race in this city, covering 889 miles in six days, of twelve hours' daily riding, and rode the entire distance on a Duryea Saddle, manufactured by the Missouri Wheel Company, of St. Louis, which saddle I recommend to all wheelmen who desire ease, comfort, and safety in riding. I shall use no other saddle in the future. Morgan, who came in second in above contest (884 miles), also used a Duryea Saddle.
JOHN S. PRINCE.

THE DURYEA SADDLE.

We rode the Duryea Saddle in the 104 1/2-mile road ride of the Missouri Bicycle Club, November 18th, and completed the distance comfortably, and without chafing, on time.

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Send postal for list of new and second hand Machines.

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

Second Annual Race Meeting

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Athletic Exhibition Company,

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Friday Afternoon, May 30, 1884

\$500 IN PRIZES,

Consisting of Ornamental Articles and Gold and Silver Medals, will be awarded in the following events:

One-Half Mile Race Best Two in Three Heats.
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Five-Mile Handicap Race.
Ten-Mile Race, Straightaway.
One Mile Club Championship Race.
Two-Mile Club Handicap Race.
One Mile Race, with hands off.
One Mile Race, for Tandem Bicycles.
Five-Mile Professional Race, for Cash Prizes.

All the above events, with the exception of the two Club Races, are OPEN to all amateurs. For each event an entrance fee of One Dollar will be charged, which will be refunded to starters.

Entries close May 27th, with Charles S. Howard,
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Each with New King of the Road Lamp.
Standard Columbia, 44 in., 46 in., 48 in., 50 in., 52 and 54, in thoroughly good condition.
One Star, 50 in.; Special Columbia, 50 inch;
Royal Challenge, 56 in.; Mustang, each 36 and 48 in.; Harvard, 54 in.; Matchless, 54 in.; Acme, 46 in.; Expert Columbia, each 50, 52, and 54—each has a New King of the Road Lamp. Shopworn but new, viz.: Yale, 50 in.; Harvard, 50—each with New King of the Road Lamp.

TRICYCLES.

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

Bicycles, American and English.

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

Fishing Tackle, Base-Balls, Lawn Tennis.

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Full line of sundries of our own manufacture. Largest stock of second-hand machines in the United States.

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Always clean and ready for riding direct from door to entrance of Central Park.

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188

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The "American Club" and "Club" Bicycles,

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A PRACTICAL ROADSTER, SAFE FROM HEADERS OR
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The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

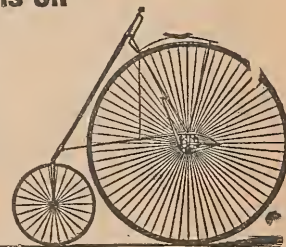
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

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435 Flatbush Ave., cor. Park Place, Brooklyn, N. Y., (near entrance to Prospect Park),

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

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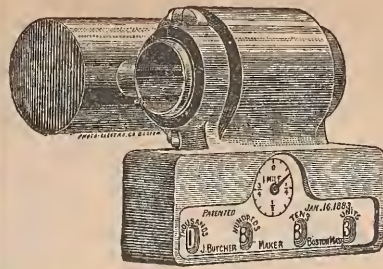
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Registers by a positive action, and is therefore entirely reliable. It can be read from the saddle, so that speed and distance traveled may be readily determined.

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

Special Patterns are made for the American Star and for Tricycles. They are all finished nickle-plated, unless otherwise ordered.

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OFFICE, 149 BROADWAY, New York.

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

NEW YORK, Jan. 7, '84.

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

FRED JENKINS,
Editor of The Wheel.

NEW YORK, Nov. 17, '83.

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

I am carrying a policy of insurance in this company, and I highly recommend it to your consideration. You are journeying more or less over the country on your bicycle, and if unfortunately you "make a header, and down you go," and are disabled to the extent of SIX MONTHS, you can depend upon receiving your full indemnity for that length of time.

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

Yours very truly,

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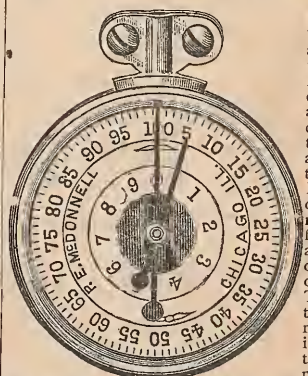
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For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a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

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

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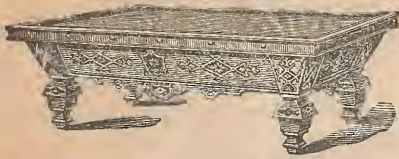
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A good pair of canvas leggings, 17 inches high, blk., gilt or nickel buttons, sent postage paid to any address, for \$1. In exercising and short runs, riders do not wish to take the trouble of putting on their knickerbockers and club suit, so a pair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

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THE LARGEST AND LIGHTEST RUNNING.
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Mention THE WHEEL.

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Boys' Three-Wheeled Velocipedes

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Petit Tricycles,

IN ALL SIZES AND GRADES.

For Sale by all Dealers and Toy Houses.

Illustrated Catalogue furnished on application.

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R. L. COLEMAN, Manager.

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BICYCLES AND TRICYCLES.

TESTIMONIALS.

FROM THE CITIZENS BICYCLE CLUB, OF NEW YORK CITY.

NEW YORK, February 24, 1884.

THE POPE MFG CO.

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

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

Yours very truly,

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

* President Citizens Bicycle Club.

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

‡ Ex-Commodore N. Y. Yacht Club.

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

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

ALLISON O. DOWNS,

Pastor Congregational Church.

NORTHVILLE, L. I.

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

W. P. ANTHONY,

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

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

CHICAGO, Jan. 11, 1883.

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

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ED. F. BROWN,

Captain Chicago Bicycle Club.

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Large and Commodious Riding School, 214 East 34th Street, New York. Open Day and Evening.

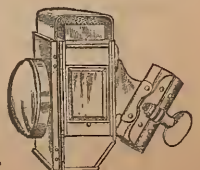


Star Tool Bag is neat, well made, and handy. Can be placed in front of the saddle or behind it, and in either position is entirely out of the way while mounting or riding.

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

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

Send Stamp for Circular.

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