

THE WHEEL

A JOURNAL OF CYCLING

VOL. VI.—NO. II.—WHOLE NUMBER 141.

NEW YORK, JUNE 13, 1884.

Subscription, \$1.00 a year.
Single Copies, 5 cents.



The first rider I can now recall who cut the three-minute record for a mile in this country was Mr. Victor C. Place. He came upon us unheralded, and for a racing season was a Victor indeed wherever he rode. Last season he was missed from our cinder paths, and I have just learned that he is hard at work training in his far Western home in Arizona. He has a track built there for his own use, and is riding under the fifties, and says when he returns to the East, which will be before the robins nest again, that he will do something in the way of riding that will astonish even his friends.

Don't think, my dear readers, that I am going to give you nothing but back numbers this week, but while writing memory carries me back to Springfield one year ago, and an instance of the pleasures I there enjoyed. It was after the affair was over, and a host of choice spirits were gathered in the home club's rooms engaged in making Rome howl in their peculiar manner. Songs were sung and speeches made, till at last the supply seemed exhausted, when some one suggested that my friend Drullard, of the Buffalos, be called upon. So it came about that he was brought up to face the music, and to respond with a song, which he prefaced with the remark that he had for some time been doing nothing but chorus work, and asked us to accept an anthem in consequence. This he rendered in a masterly manner, and seated himself amid a round of applause. Turning to the "funny man," who sat next to me, I complimented Drullard upon rendering with such ease music so difficult to acquire. Starting for the door to avoid the consequences, the f. m. remarked: "Why, church music is not difficult to a choir." The broom handle was well aimed and low, but he had fled down the stairs too far to get his much merited deserts.

One of our local clubs, about to enter in hot debate over some important question, closed up the shutters in the front of the club while debating. A wag coming along and seeing this took a sign from a neighboring store and placed it upon the club house door. When the meeting adjourned after a stormy session it did not improve the members' tempers to read in large letters the legend, "Closed for Repairs," upon their front door.

A dispute raged fast and furious in the club the other night upon the advantage of shower baths after riding, etc. Finally the original argument was lost track of, and a mutual recrimination took place, in which the "lazy man" was accused of using water entirely too parsimoniously for bathing purposes. He could not gainsay this, but argued that it was not those who bathed the most often that were the cleanest. An appeal was taken from this opinion, and a decision being unable to be arrived at by those discussing, it was agreed that the decision should be left to the colored janitor, who, being named Moses, it was supposed would know some-

thing of the matter by inheritance from his namesake of bullrush fame. Just here the "lazy man" interviewed Moses in the back room, and some aver subsidized him to the extent of all of his spare change. At any rate, when the opinion was called for it was rendered about as follows: "De duck washes offener den de rooster, yit he's allus got mo' dirt on him," and that settled it.

It was a moonlight night, and the pretty man of the club had stolen off alone to meet his girl up on the Riverside drive. It was a new girl, and he wanted to make a good impression forthwith, so he had seated himself beside her upon the wall that overhangs the Hudson, in what the Baptists call close communion. Finally she looked up into his eyes and remarked: "Is your arm weak?" "No, of course not," was the dude's indignant reply, as he is anxious to be considered an athlete. "Well, I thought it must be," said the maiden, "for you don't hug half as hard as the club infant," which showed she had met bicyclers before.

LEWEE'S LETTER.

PECULIAR ADVERTISEMENTS—MORE ABOUT PAID AMATEURS—RUMORS OF AN IMPORTATION OF ENGLISH AMATEURS FOR TRADE ADVERTISING PURPOSES—MEET OF THE MASSACHUSETTS DIVISION L. A. W.—NOTES AND GOSSIP FROM AROUND THE HUB OF WHEELING.

BOSTON, June 9, 1884.—One of the funniest advertisements I have seen for a long time is that of a certain manufacturer in which he states that it is impossible for him to make a better machine than the one he now has on the market. The idea of such a thing! A man in a progressive country like America acknowledging that he can make no improvement in the manner of constructing his wares. To claim that his tricycle is perfect would be too nonsensical to be entertained for a moment; and to say that he can make nothing better, while perhaps telling the truth, acknowledges a weakness one would imagine he would be most anxious to conceal. Every manufacturer, with a spark of enterprise about him, is willing to admit that his goods are far from perfect, and that he is constantly making improvements in them. However, if manufacturers wish to publish advertisements that can do injury to themselves only, we have no need of objecting; but we have most decidedly a right to protest against the cycling press publishing advertisements that are utterly false, and calculated to mislead inexperienced riders, who have no guide to assist them in the selection of their mounts otherwise than the journals which claim to be devoted to the interests of their sport. A maker will advertise that his machines are the only ones that have been ridden up certain hills, or are the machines that always finish first in the races; so wording the advertisements as to give the impression that the machines on which these feats have been accomplished are the same as those regularly offered for sale, while in truth they no more resemble each other than does the most clumsy roadster the highest of racing machines. It is also a common practice with some manufacturers to construct an especially light and well made machine, taking it to all important meets, and inviting wheelmen to inspect it as a sample of

the regular stock. The only way that a new rider can be sure of securing a good machine is to have some friend, skilled in mechanics, to critically examine the different makes as to their construction, material used, etc., and purchase the one he pronounces the best, regardless of what his cycling friends tell him; for in nine cases out of ten it will be found that the wheelman who is most anxious to give his advice regarding the merits of the different makes of machines is the one who knows the least about them, and in all probability has never ridden more than one or two different styles.

I see Mr. Editor from the editorial of the last WHEEL, that you rather object to my particularly referring to Frazier in my remarks of last week on the paid amateur question. I referred more especially to him because he is the most prominent of all the alleged kept amateurs. Many persons claim that both Hendee and Burnham belong to this class. Hendee being said to be kept by Ducker, and Burnham paid for advertising the Victor tricycle. I think, however, that it would be much more difficult to prove the charges against the latter two than against Frazier. It is known that at Smithville a track has been specially constructed for the latter's use, and that during the past winter he has been afforded every opportunity for training. During the racing season he travels all over the country, more so than even any professional rider, and if it was not for the purpose of advertising the Star machine, it is decidedly improbable that the Smith Company would give him the time, even if they did not pay the expenses of himself and trainer, who attends him at all his races. Besides, the machine he rides is geared up, as has been shown by the *Bicycling World*, which says:

"A careful count was made of the strokes made by Brooks and Chickering in the ten-mile race, and it was found that the crank machine made eighty-five and the Star sixty-five in going the quarter mile."

This alone should be reason enough to bar him out of all races run under any other amateur racing rules. Suppose the Pope Mfg Co. should get out a geared up bicycle—which it would be very easy to do—and enter it in a race, what a howl there would be, and how soon it would be barred out. Yet just such a machine is the Star, and nothing is said about it. But to return to the riders themselves, if Frazier is allowed to continue his course, how long do you suppose it will be before the other manufacturers and dealers put each a similar man on the track? A delightful prospect for amateur racing in this country, isn't it?

The *Sunday Globe* of yesterday reports a rumor to the effect that the Pope Mfg Co. are to bring to this country an English amateur (?) for the purpose of advertising their machines on the path. I do not think there is any truth in this, however, for the Pope Co. have never catered to the wants of the racing fraternity, and besides I am sure the Colonel has too much at heart the true interests of the sport to do anything which would prove so injurious as would the introduction of another professional amateur. There are other concerns in the country, however, who would not hesitate to do this, and I should not be at all surprised if one turned up at the Philadelphia tournament.

The annual meet of the Massachusetts Division of the L. A. W. was held here

Saturday, and a slimly attended one it was indeed. But sixteen wheelmen showed up at Trinity Square, from where the start was made for the ride to Elliott Hall, Newton, at which place the business meeting was to be held. The small attendance was entirely due, however, to the neglect in not sending out the notices sooner, they not being received until Thursday evening. One club sent out notices to the members at once, calling a run to attend the meet, but it was too late to secure more than about a half dozen. Of those present the Massachusetts Club had the largest number, the Ramblers next, with four members. The other clubs represented were the Boston, Lawrence, Salem, Worcester, Charlestown, Springfield, and Newton, besides one or two unattached riders. Captain E. W. Pope, of the Massachusetts Club, took command of this mighty host of cyclers, and conducted them to Newton by a delightful roundabout way through the woods of Brookline and Longwood. A number of additional wheelmen joined the party at Newton, and when the meeting was called to order by Chief Consul M. D. Currier, about 30 were present. The report of the Secretary was read by Mr. F. P. Kendall, and showed the total membership to date as 631, a gain of 100 over last year.

Mr. Shillaber, the Treasurer, reported the gross receipts during the past year to May 31 as \$621.50, one half of which was paid to the League, leaving a balance of \$310 for the Division. Of this amount \$219 had been expended in various ways, leaving a balance on hand of \$91.52. Ex-Chief Consul Hill read an exhaustive report on the Division hand book now in press, which is to contain much general information regarding the Massachusetts Division, and also giving other valuable information relative to the roads, hotels, Consuls, etc., of the State. A lengthy discussion followed the acceptance of the report relative to the number of books it would be desirable to print. It was finally voted to print 1,500, one thousand to be bound in paper covers and sent free to members, the remaining 500 to be bound in cloth, and sold at a nominal sum. The election of officers resulted in the unanimous choice of Mr. W. I. Harris as Secretary, and F. P. Kendall, of Worcester, as Treasurer. The following committees were appointed: Rules—F. S. Pratt, of Worcester; E. K. Hill, of Worcester; Mr. Derby, of South Abington. Finance—J. F. Adams, of Haverhill; S. E. Green, of Worcester; W. W. Lawson, of Lowell. Meetings—H. E. Ducker, of Springfield; W. B. Everett, of Boston; George Chinn, of Marblehead. Membership—F. P. Kendall, of Worcester; H. W. Williams, of Boston; A. L. Fennese, of Springfield. Races—A. D. Clafin, and J. S. Dean, of Boston. Railroads—A. S. Parsons, of Cambridgeport, and Joseph W. Brooks, of Worcester.

The Committee on Rules and Regulations were instructed to report at the next meeting the practicability of dividing the State into districts for the purpose of having each district elect its own League Representatives. The meeting, after passing a vote of thanks to the retiring officers, and to Mr. J. P. Burbank for his work on the Division hand book, adjourned to discuss a collation of summer delicacies. A return to Boston was made by moonlight at 8 o'clock.

Several professional races are to be held on the Union track next Thursday afternoon,

and among the competitors are announced all the prominent professionals in America.

At the meeting of the Boston Bicycle Club, held last Tuesday evening, Mr. L. R. Harrison was elected Captain. The versatile Louis will now have to hunt up his wheel, and prepare to take an active interest in riding again, for you know the Bostons are famous for their road riding records.

The trouble between the Cunningham Company and the Custom House has not yet been settled, and the seized machines are still held in custody.

John R. Murphy, of Waltham, succeeded in riding up Corey Hill last week on a parallel bearing Columbia bicycle. He makes the third cyclist who has surmounted this hill. I am informed that a hill climbing contest is to be held there shortly.

A movement is on foot here to have the local clubs join together and hold a three days' tournament on the Union grounds next fall. The idea is a good one, and I hope it will be carried out.

The Massachusetts Bicycle Club corporation have voted to call in the subscriptions to the stock, and at once begin work on their proposed club house.

The Columbia tricycle has been improved by an excellent two speed gear, which is very easily operated by the rider when mounted on the machine. It adds but little to the weight of the tricycle, is scarcely noticeable, and does the work required of it most effectively. The price of the machine has not been increased on this account, but the price of the machine without the speed gear has been reduced to \$160.

The Ramblers are booming their run to Portsmouth next week, and expect to have a very large attendance.

A new club, called the East Cambridge Cycle Club, was organized last Monday night, with the following officers: President, W. J. Collinson; Captain, James Singleton; Secretary and Treasurer, M. F. Jannard; 1st Lieutenant, Henry Leinhard; 2d Lieutenant, E. A. Mason.

FIRST CENTURY FOR 1884.

Percy Bettison and Prince Wells, of the Fall City Bicycle Club, started May 11th, 1.50 A. M., from Louisville to Slickaway, a distance of seventy-five miles, and to return, and make 150 miles in twenty-four hours. They rode through Shelbyville, Frankfort, Versailles, and arrived at Slickaway 1.15 P. M.; returned through Versailles, Frankfort, and to Shelbyville, 120 1/4 miles at 8.50 P. M. At that time it was raining and very dark; they could not see, and did not have any lanterns, so they gave up the trip. Bettison rode a 52-inch Rudge light roadster, 32 pounds; Wells rode a 52-inch Royal Premier, 49 1/2 pounds. This is the finest machine that ever came to Louisville. It could not stand the test which they gave the machines in the morning, and the backbone broke seventy-two miles from Louisville. Wells borrowed a Standard Columbia from a wheelman at Versailles, and he and Bettison would exchange wheels every ten or twelve miles so as not to tire one more than the other, as the machine had a U shape dropped handle bar made by a blacksmith, and large wooden handles, and was also very heavy and hard to ride. The light Rudge showed its fine workmanship and good quality by not being injured in the slightest.

MARYLAND BICYCLE CLUB.

The annual election of officers of the Maryland Bicycle Club was held at the Club House, 10 North avenue, last Monday night, with the following result: President, Samuel T. Clark; Captain, E. R. Jones; Secretary, A. C. Kenly; Treasurer, E. P. Hayden; First Lieutenant, J. D. Chesney; Second Lieutenant, J. H. Schone; Bugler, Dr. H. W. Hoopes; Executives at large, Yates Peniman and O. H. Balderston; House Committee, Thomas E. Price, chairman, Wm. Spurgeon, and James Thompson. The annual reunion and banquet were held Friday night, at Rennert's. Captain King, in his annual report, stated that two State championship medals are held by members of the club. One mile State by A. B. Harrison. Ten-mile State, by J. Day Flack. Twenty-six club runs had been called, aggregating 724 miles. The long distance straight-away record is held by Messrs. King and Sadler. The Captain's modesty forbade him to dwell on their run. The date was Dec. 16, 1883, on which they rode from the club house to Wilmington, Delaware, 76 miles, partly over strange roads. The objective

point was Philadelphia, which they would have undoubtedly reached, as they are among the pluckiest and best riders of the club, but they were heavily handicapped by muddy roads, strange country, traversing wrong roads, and on reaching Wilmington, it began snowing, and being dark, they were compelled to stop.

The banquet was a big success. Half an hour after we sat down to the table there wasn't a terrapin about the place that dared to poke his ugly head out of his shell, or a duck that had spunk enough to utter a quack or even an oyster who had nerve enough to open his mouth. And as for water, there wasn't an empty glass on the table.

When the latter was cleared, amidst the popping of corks, the enticing fizz of "dat deceitful critter," and the glow of cigars, the toasts began.

We all arose and toasted our club. Then the Captain toasted the President. He bowed and smiled, and then we all smiled. Then the President toasted the Captain. He smiled and then we all smiled. The Secretary toasted the Treasurer. He smiled and we all smiled. The Treasurer toasted the Secretary. He smiled and we all smiled. Then First Lieutenant toasted the Second Lieutenant. He smiled and then we all smiled. The Second Lieutenant toasted the First Lieutenant. He smiled and we all smiled. The House Committee toasted the Executive Committee. They smiled and we all smiled. The Executive Committee toasted the House Committee. They smiled and we all smiled.

Then the sailor arose and sang: "Sing heigh, the agile, prancing terrapin and the canvas back duck." Then some one proposed a toast to the canvas back duck. As your web-footed friend wasn't present, the member from way up in the back woods arose to respond:

"Gentlemen, do you know how the canvas back duck received its name? I will tell you.

"The canvass back duck is not titled the canvas back duck because it has a canvas back, but it derives its cognomen from that of an old duck hunter that haunted the shores of the tributaries of the Chesapeake Bay for well nigh fifty years.

"The old man's name was Back, and from his eccentricity of always wearing, winter and summer, a full suit of canvas, he came to be called Old Canvas Back. So universally was he called Old Canvas Back that when he made his will he had forgotten his Christian name, and was compelled to make his mark beside Canvas Back.

"In the course of thirty years of experience he had learned to note the different motions of ducks in their flight, and also that ducks which flew with a certain peculiar motion were more delicately flavored than the others.

"This secret he kept close to himself, until his sons were old enough, and then instructed them. He came to Baltimore and made arrangements with a leading caterer to ship him all his ducks, and having confidence in him let him in the secret.

"In those days ducks were simply ducks. But the epicures soon discovered the superiority of the ducks at Rennert's, and he did a thriving business and the ducks became known as Old Canvas Back's ducks."

Somebody got up and said he believed he'd go out and toast his shins. And he smiled, and we all smiled. And then—and then—Oh! my poor head, SECRETARY.

TOURING.

On the morning of July 9th I left Middlebury, Vt., for Amsterdam, N. Y., on my wheel, realizing at last what formerly I only dared dream of. A friend promised to see my trunk taken to the depot and expressed; I had been up since 6 A. M. to finish packing it, also a bundle I intended to carry with me. After a good breakfast, and adieu, I was off. A local wheelman accompanied me to the top of the first hill, where I took my last view of Midd., and the dear old college, which just then the rays of the sun made beautiful as it lay so silently below me.

In those fair vales,
By nature formed to please.

As I rushed wildly down the other side of the hill, my legs dangling over the handles, and my friend waving his cap to me, pleasant thoughts of my tour came before me; but they were suddenly checked by a still more sudden dismount, over a "thank-you-marm," which shook all the poetical dreams out of me I had ever had, and compelled me to purchase

a cushion for my saddle. The weather was more like that of fall than of July. I considered one hundred miles but little to him with such gay spirits as I had, while wheeling along in the early morn. I reached Cornwall 8.10 A. M. (6 miles), Shoreham 9.25 A. M. (14.1-2 miles), Larrabee's Point 10.30 A. M. (18 miles). I had intended to take the steamer "Vermont" here for the Lake George landing, but as she would not be in till 1 P. M., and also feeling a vacant space under my vest, I determined not to wait, so crossed the lake on the steam ferry "Minnie," a peculiar little boat, worked by a cable lying along the bottom of the lake, which, being drawn in at the bow, winds around a cylinder, and passes out at the stern. I was now near the renowned site of Ft. Ticonderoga. I would have been glad to visit it, but my time was too limited. I took dinner at the Burleigh House, the only first-class in Ti. Did you ever see a hungry bicyclist? well, never mind whether you have or not, that landlord saw one, and I guess he never wishes to see another. I was told after dinner that there was scarcely time to reach the boat; but when I reached the dock, having ridden between the rails quite a distance with a train thundering behind me, and with time to spare, I was mad. However, a good cigar drove all unpleasant thoughts away. After a delightful sail down Lake George to Caldwell, I set out for Ft. Edward. As I was formerly a member of the collegiate institute here, I took much pleasure in looking over the new buildings.

II. DAY.

This morning I was up with the "lark." Finer weather could not have been desired. Tho' old Sol shone brightly above, he was by no means uncomfortable. There was a light head wind; however, the first six miles were covered in 31 minutes. The road from this point winds along the river bank all the way to Troy. Sometimes as you rise on a hill you can see it stretching as far as the eye can pierce the distance, now rising far above the water and again running along its very edge. Reached Ft. Miller (3 miles), 8.20 A. M. The road after leaving this place crosses a toll bridge, the canal must be connected with the river here, as canal boats lay moored near the bridge. I had a pleasant chat with the toll-man; he said he would not charge me anything, as he did not consider a bicycle a vehicle. Again mounting, I had a race with some children on their way to school. So far the road was good and was even better the rest of the way to Schuylerville, which was reached 9.05 A. M. (13 miles). Soon after leaving S. the road grew sandy; I was tempted to take the tow-path, (having read of a number of similar rides) but I stuck to the road which was much better near Bemis Heights. As you pass this place you can see the battle field where the unfortunate Arnold won the admiration of the world. It is said that signs of the great battle still exist, such as bullets plowed up by farmers. My wheel was soon bearing me swiftly through Stillwater, that historic place where on the 7th of Oct., 1777, Gen. Burgoyne was defeated. Reached Mechanicville 11.25 A. M. (30 miles). I remained in M. over night. In the afternoon of the same day I rode to Round Lake, also to Stillwater in company with some friends, making my record for the day (52 miles) in about seven hours. In this part of the country the British Challenge and Expert Columbia reign supreme.

III. DAY.

Although it was cloudy during the day it did not rain. A wheelman accompanied me as far as Lansingburgh. In Troy I walked through the streets, not fancying cobble stone. While my machine was being repaired, I stowed away a good dinner. I visited the rooms of the Troy Bicycle Club, and registered on their book of entry; they seem to be a very prosperous club. I left Troy at 3 P. M., having been in the city four and a half hours. As you leave the city you cross the Congress street bridge, from which a fine view of the river is obtained; here and there little tugs were snorting, schooners and canal boats lay along either shore; but as the eye is merely glancing over these, it alights with pleasure on one of those immense palace steamers which nightly ply between Troy and New York. I reached Schenectady a few minutes before six (25 miles). Stopping here only a few minutes to rest, I was soon wheeling into Amsterdam, with a record of 40 miles for the day; a much greater distance could have been made, but I was in on hurry.

IV. DAY.

I left here this morning on the cars for Sacketts Harbor, where I arrived in time for supper. After a hearty meal I rode to Madison barracks, my abiding place for the next month. As you approach the camp you see only the back part of the buildings; but as you pass the guard house and enter the parade ground by the sally port, a beautiful scene unfolds itself before you; at the very edge of the grounds lies the lake, boats, sailing here and there, add to the already lovely picture. The parade ground itself is smooth as a floor, and a lawn mower keeps the grass well trimmed. As I looked up at the inscription on the General's quarters, I read: Erected in 1815 A. D. Just at the entrance of the bay, there still stands on the stocks the hull of the "New Orleans," which was never launched, as peace was declared before its completion. To make the charms complete, a military band gives a daily concert. The evening I arrived, there was a party given by the ladies and officers of the garrison; though I had my bicycle suit on, I was very agreeably received and entertained. Thus ends one of the most delightful trips I ever enjoyed. GEO. P. MACGOWAN.

PEACE BE TO ITS ASHES.

Editor of The Wheel: I notice that the officers of the L. A. W. are criticised in some quarters for inviting or admitting to the parade in Washington all and any wheelmen. THE WHEEL, for instance, remarks upon the presence of Woodside, the professional. As a member of the board who voted for the admission of organized clubs, I am free to say that this criticism is well founded; this wholesale admission in any parade is a great mistake. But to restrict the parade of the L. A. W. to members seems to be hardly in the way of "advancing the interests of wheeling generally." As well might the G. A. R. limit their parade to their membership instead of inviting as they do all other similar organizations to join with them.

Individual members cannot be shut out; but they should be grouped by similarity in uniforms. 2738.

ATTENTION, N. Y. STATE DIVISION L. A. W.

We wish to cordially invite members of the N. Y. State Division, as well as all other wheelmen, to the second annual meet and races of the Binghamton Bicycle Club, to be held here June 26th, 1884.

Inasmuch as the New York Division have never had a meet, we think this a good opportunity for the members to get together, as Binghamton is as centrally located as any city in the State.

In another column will be seen a list of the races for which we offer a large number of valuable prizes, and no doubt many of the most prominent racing men will be present. We have made special arrangements at the hotels, and hope a large number of wheelmen will attend.

CHAS. E. TITCHENER,
FRED LYON,

Committee.

BINGHAMTON, N. Y., May 31, 1884.

AMONG THE DEALERS.

Verily Mr. George Bidwell's business must be on the increase. We called on the gentleman the other day at his place of business, and were at once ushered into his new counting room, and introduced to his latest acquisition in the person of his bookkeeper and cashier, Mr. G. W. Cowles. Mr. Bidwell informed us in a quasi-confidential manner that his business had arrived at that state of prosperity where he felt the need of some systematized plan of receiving the various moneys, and consequently has adopted the check system in use at all the large retail establishments of the country. "And talk about the Perfection Bicycle Alarm," said he, "why, we cannot begin to manufacture fast enough to supply the demand," and straightway he pulled out a pile of order slips on which the word "gross" frequently appeared. George Bidwell, than whom there is no better or more popular fellow in the business, has our best wishes for future prosperity.

E. I. Horsman informs us that he is selling a good many Stars, and reports general business as materially ahead of same time last year. Mr. Chapman is in charge of the bicycling department in lieu of Mr. George Bidwell, resigned.

Rut Schuyler, as he is familiarly called by his friends, is again to be found in his new store at 17 Barclay street, and is as persistent as ever in insisting that "The American Club bicycle is mechanically the best machine on the market." We have met a number of wheelmen using the '84 club, and all say it is very satisfactory. This concern is also pushing the Sanspareil cycles.

Mr. T. Hunt Sterry, of 4 E. 59th street, who most of our readers will remember as having succeeded Willie Wright, wishes us to say a few words in relation to some unpleasant developments that have been coming to light from time to time, and are, as he alleges, the result of the management of A. G. Carter, who was the senior member of the firm of Carter & Sterry. It seems that when Mr. Carter had the reins in his own hands he engaged the firm in a number of transactions somewhat questionable in their character, entirely unknown to Mr. Sterry, and then Carter having gone to the far West to engage in the cattle business, the brunt of the whole business fell upon Sterry's shoulders. Mr. Sterry has been adjusting these difficulties as fast as practicable, and has, we believe, gotten most of them cleared up. His business he reports as better than last year. His specialty is the buying and selling second-hand bicycles and tricycles.

FROM THE CLUBS.

COMING EVENTS.

- June 14-17—Tour of Boston Ramblers Bicycle Club to Portland, Me.
 June 17-19—Quaker City Bicycle Club tournament and exposition, Philadelphia, Pa.
 June 21—Kings County Wheelmen annual games, Brooklyn, L. I.
 June 21—Montreal (Can.) Bicycle Club spring races.
 July 1—Annual meet of the Canadian Wheelmen's Association, Toronto, Ont.
 July 15-26—Niagara to Boston tour of Chicago Bicycle Club.
 Aug. 18-19—Annual meet of Ohio Division L. A. W., Cleveland, O.
 Sept. 2-5—Annual tournament of the Springfield (Mass.) Bicycle Club.

KINGS COUNTY WHEELMEN.—The Kings County Wheelmen, which was incorporated on May 10th, is the oldest and strongest club in Brooklyn, containing 40 active members, 20 veteran members, and 15 honorary members. The officers are: President, Robert F. Hibson; Vice-President, Thomas B. Hegeman; Secretary, A. C. D. Loucks; Treasurer, Charles Schwalbach; Captain, Ed. Pettus; First Lieutenant, Ed. F. Fisk; Second Lieutenant, Frank E. Fenstermaker; Bugler, Edward Austin, and Color Bearer, John H. Long. The uniform is seal brown serge coat, and knickerbockers, seal brown stockings, black shoes, brown, loose-fitting shirt, brown cloth cap, with club monogram in silver on it. A light brown helmet is used for summer wear.

The club rooms are at 138 Division avenue at present, but a fund has been started to provide new rooms, and perhaps the club will erect a building of its own before long.

The Kings County Wheelmen have within their ranks some of the fastest amateur bicyclists in the country. Edward Pettus, at five to twenty-five miles, has made records only led by the very fastest, and his club considers him faster this year than ever. H. J. Hall, Jr., one of the younger members, is also a very fast long distance rider, and W. H. Austin and Ed. F. Fisk are fast short distance men. A race meeting under the club's auspices will take place on the 21st of June at the new Williamsburg Athletic Club grounds. There are five events open to all amateurs—including a twenty-five mile race for a diamond medal—and one race, the half mile, open only to club members.

MANCHESTER.—The Manchester (N. H.) Bicycle Club commenced the year with twenty-three members, and have been reinforced by ten new riders. On Memorial Day a run was made to Goffstown for dinner, where they were joined by the Wear wheelmen. Lieut. Moses Sheriff wheeled to Boston, fifty-five miles, the same day, in seven hours from start, arriving in time to see the Ramblers' races. He remained to see Hendee at the Harvard races, and rode home Sunday. Saturday night, 31st, President Bennett and ex-Chief Consul Wilkins "railed" to Portsmouth, whence, after being shown many courtesies by the Rockingham Club, they rode Sunday to Salem and Lawrence, Mass., coming home by rail from the latter place. They had for company to Salem President Chase and Captain Joslin, of the Leominster

Club, J. W. Rich, of the Bostons, and R. T. Tobey, of the Massachusetts Club.

Wednesday night, 4th inst., the first moonlight club run took place to Lake Massabesic. Negotiations are pending for the use of the track at the Driving Park for some of our riders to train on. A five or six lap track for the use of the club is among the possibilities. We live on a sand bank, but enjoy wheeling. X C.

HEMPSTEAD WHEELMEN.—In the vicinity of Hempstead and Garden City we have from fifteen to twenty bicycles and tricycles, with as many riders. Our roads are unsurpassed for hardness and long stretches of level country. From Brooklyn to Hempstead, or from Hempstead to Babylon and Islip on the south side, and Huntington on the north side, the roads are in excellent condition.

We have just formed a club and named ourselves the "Hempstead Wheelmen," with the following list of officers: President, A. C. Almy; 1st Captain, James S. Allen; Secretary and Bugler, Prof. Moffat; Treasurer, George Leslie. We have a committee appointed to select for the club a full uniform, and much enthusiasm in our favorite sport is manifested. All visiting wheelmen will be cordially welcomed.

Fraternally yours, A. C. ALMY.
 HEMPSTEAD, L. I., June 10, 1884.

BROOKLYN WANDERERS.—A club was organized recently under the name of "Brooklyn Wanderers." The officers are: Captain, L. F. Crowell; Standard Bearer, C. Anderson; Secretary, J. R. Ross; Treasurer, F. L. Street. Riding costume, blue with white shirts. We intend joining the League as a club. Yours respectfully, J. R. Ross, Sec'y.

AMESBURY.—At a meeting held by the Amesbury Bicycle Club held Monday evening, May 5th, the following officers were elected: President, F. W. Merrill; Secretary and Treasurer, A. F. Greenleaf; Captain, A. F. Greenleaf. The club has a membership of seven.

WILKES-BARRE.—At the yearly election of officers of the Wilkes-Barre Bicycle Club, held on June 2d, the following were elected: President, E. G. Mercur; Captain, J. G. Carpenter; 1st Lieutenant, B. O. Morgan; Secretary, Shepherd Ayars; Treasurer, B. H. Carpenter; Bugler, J. S. Kulp; Color Bearer, C. E. Bertles.

After the usual routine of business, a motion was made and carried that the club hold its first annual races on July 4th.

SHEPHERD AYARS,
 Sec'y W. B. B. Club.

ROCKINGHAM (Portsmouth, N. H.).—At the fifth annual election, held May 5th, the following officers were elected: President, C. A. Hazlett; Secretary, Albert E. Rand; Captain, W. W. McIntire; 1st Lieut., G. E. Philbrick; 2d Lieut., Harry Fenton; Club Committee, C. A. Hazlett, Albert E. Rand, W. W. McIntire, J. H. Knox, A. H. Sides.

CAYUGA.—The Cayuga Bicycle Club, of Weedsport, N. Y., was organized May 6. The following officers were elected: President, W. H. Lee; Vice-President, J. R. Rheubottom Jr.; Secretary & Treasurer, Charles Townsend; Captain, H. D. Brown; Lieut., C. C. Teall.

Yours etc.,
 Chas. Townsend,
 Sec'y.

WILMINGTON.—The Wilmington Bicycle Club was organized November 9th, 1883.

Although we have only nine members at present, we expect to triple that number before the season is over.

The following is a list of the officers: President, Jas. L. Yopp; Captain and Vice-President, Jos. R. Wilson, Jr.; Secretary, Treasurer, and Lieutenant, H. Burkholder; Club Committee, James L. Yopp, Joseph R. Wilson, Jr., H. Burkholder, A. W. McDougall, and A. J. Mitchell. We hope to make ours a League club very soon. We have very comfortable headquarters at No. 319 Orange ave., corner of Fourth street.

LANCASTER.—At the May meeting of the "Lancaster Bicycle Club," held on the first inst., a reorganization was effected, consisting of the most active members of the '83 men, and the following officers elected to serve until May 1st, 1885. Prest., Dr. E. P. Day; Vice-Prest., John C. Hager; Sect. and Treas., Will B. Youngman; Capt., W. Frank

Gorrecht; Lieut., E. P. Day; Bugler, Capt.; Color Bearer, F. A. Achey.

Fraternally,
 WILL. B. YOUNGMAN.

CITIZENS.—The Citizens' Bicycle Club held its annual meeting June 10th, 1884, and with the exception of a change in the offices of one of the Color Bearers and Buglers, the entire Board of Officers was re-elected as follows: Rev. Thomas McKee Brown, President; Fred. G. Bourne, Vice-President; Knight L. Clapp, (Stewart Building), Secretary; Frank J. Pool (3 Broad street, N. Y.), Treasurer; Dr. N. M. Beckwith, Captain; Geo. E. Dunlap, First Lieutenant; William A. Bryant, Second Lieutenant; Dr. Frank S. Grant, Surgeon; Simeon Ford, First Color Bearer; Wm. H. McCormack, Second Color Bearer; Charles H. Schmidt, First Bugler; Fred. C. Thomas, Second Bugler. Board of Trustees—George A. Wells, Rev. Thomas McKee Brown, Knight L. Clapp, John C. Gulick, Fred. G. Bourne, W. H. Book, Richard Nelson.

The annual reports showed the club to be in a most satisfactory and flourishing condition, numerically, financially, and socially.

At the close of the second year of their existence, and a very eventful one in their history, the Citizens have great cause for congratulation. With an elegant, comfortable, and convenient club house, and a large, influential, and enthusiastic membership, efficiently officered, the club may be pardoned for feeling a just pride in its successful enterprise. Very fraternally yours,

KNIGHT L. CLAPP,
 Sect'y C. B. C.

The Staten Island Wheelmen held their annual meeting June 10th, 1884, and under a revised constitution then adopted, elected the following officers to serve for one year: Knight L. Clapp, Captain; Walter Lambert, First Lieutenant; W. Y. Wemple, Second Lieutenant; E. T. Nichols, Jr., Secretary-Treasurer; Dr. Frank S. Grant, Surgeon; Percy C. Winter, Color Bearer; and W. A. Whitehouse, Bugler.

A handsome silk pennant of the club colors, purple and cardinal, bearing on one side the name of the club and on the other a monogram of its initials and the motto "Ubique," all very artistically embroidered by the newly elected Color Bearer, was presented and received with approbation and appreciation, expressed in a vote of thanks.

After the meeting the officers elect invited their clubmates to partake of a collation, which invitation, it is needless to remark, was accepted unanimously and without debate. The collation having been vigorously attacked and thoroughly disposed of, for S. I. W. do nothing by halves, a moonlight run along the shore concluded the interesting events of the evening in a fitting and delightful manner.

The S. I. W. is a League club in a flourishing condition, with an active membership of twenty-seven, and one honorary member, as follows: Active members—R. G. Amory, B. J. Carroll, K. L. Clapp, N. Day, E. C. Delavan, Jr., W. J. Duane, W. P. Furniss, F. S. Grant, M. D., E. W. Gould, Jr., F. A. Halsey, E. Jewett, C. Kissam, W. Lambert, C. F. Middlebrook, F. C. Miller, E. T. Nichols, Jr., E. Raynor, A. B. Rich, R. V. R. Schuyler, E. O. Schuyler, G. T. Shaver, E. J. Shriver, W. A. Whitehouse, E. Wiman, W. D. Wiman, P. C. Winter, W. Y. Wemple. Honorary member, J. S. Spencer.

The club has its rooms and headquarters at St. Mark's, Brighton Heights, a League hotel by appointment of Mr. Knight L. Clapp, L. A. W. Consul for Staten Island, and also a C. T. C. hotel by appointment of Percy C. Winter, the C. T. C. Consul. Members of the above organizations are accorded a discount of 20 per cent from the following rates: Breakfast, dinner, and lodging, \$1 each; lunch, 50 cents. The house has the finest location on the island, and its new proprietor, Mr. W. H. Du Hay, will cordially welcome and entertain visiting wheelmen, who will be amply repaid for mounting the hill. They will find the cool sea breeze tempering the warmth of their reception so that they can at once enjoy in a proper state of mind the magnificent sweep of the bay commanded by hotel veranda.

There is a club run every Saturday afternoon, starting from headquarters at 4.30, in which all wheelmen are invited to join. There are miles of fine level roads on the island and also some pretty tall hills, so that the S. I. W. are good road riders and hill climbers, and the outside fraternity who

come down to "break the boys up," go away sadder and wiser than they came.

Should you feel thirsty some warm day and happen to meet the Captain, lead the conversation to the subject of hills, and casually remark in your most off-hand manner, "By the way, I hear you climbed the Standpipe Hill, at Washington, during the meet." Then the smile of supreme delight which thereupon diffuses itself over his countenance will only be surpassed by the joint smile you will be asked to assist in.

On Decoration Day occurred the most successful run ever carried out on Staten Island. A delegation of the local club received at Port Richmond the visitors, consisting of Captain Elliott W. Johnson, of the Hudson County Wheelmen, with eight men, Captain C. W. Northrop, of the New Jersey Wheelmen, with twenty men, and Dr. G. Carleton Brown and Mr. F. Bailey, of the Elizabeth Wheelmen.

The party, about forty-five in number, after an enjoyable run across the island, dismounted at the residence of Jno. B. Manning on Todt Hill, where they were most hospitably entertained by Mrs. Manning, assisted by a number of young ladies.

After resting and partaking of some refreshments, thoughtfully provided by the hostess, the wheelmen reluctantly took leave of the ladies, finding the music of the belles of Staten Island very bewitching and irresistible.

Fort Wadsworth was next visited, where a fine view was obtained of the outgoing fleet of the New York Yacht Club, and then the party proceeded to St. Mark's Hotel, where dinner was served at three o'clock.

The L. A. W. Consul, having the management of the day's programme, presented each wheelman with a very pretty engraved souvenir of the occasion, containing a list of the names of the visitors and of the members of the Staten Island Club, with a description of the route they had just gone over.

Later the men paraded through the villages along the shore, making a fine appearance, and attracting a great deal of attention.

The visitors left Port Richmond at five o'clock to ride to their respective homes, expressing themselves much pleased with their reception, and unanimously declaring the whole affair a great success. ARIEL.

WHEEL GOSSIP.

Good riding weather.

Saturday afternoons are devoted to club runs.

Entries close for Kings County races tomorrow.

The Citizens Club re-elected their old Board of Officers last Tuesday.

The "Official Gazette" has not been received with that unbounded enthusiasm that was predicted for it.

It is rather singular that ex-Treasurer Gilman cannot remain on the shelf where he was placed at Washington.

It is reported that Hendee rode the last 200 yards in his final spurt with Frazier at New Haven in 15½ seconds.

E. B. Hutchinson, of 51 Nassau street, has a very neat and compact camera, made expressly for wheelmen. Amateur photography has become very popular lately, and offers to the wheelman a fascinating mode of retaining scenes and incidents of a tour.

The Detroit Club start on their Canada tour July 13, lasting throughout the entire week. A convenient card of the route has been issued, giving the mileage and places through which it passes. The longest run is sixty miles, while the average is about forty-five miles per day.

The Binghamton Club are making an honest effort to secure entries for their races on the 26th of June, and they will doubtless be successful, the well known reputation of the club is a guarantee that everything will be in the best possible style.

The Colonnade Hotel, of Philadelphia, will be the headquarters during the three days' race meeting in that city, and is making every necessary preparation for the comfort of the visiting wheelmen. The proprietors own the "Devon Inn," which is located on the Lancaster pike, and have arranged that meals can be taken at either house without additional expense, beyond the reasonable rate of \$3.00 a day.



Subscription Price - - - One Dollar A Year
Clubs of Six - - - Five Dollars
European Subscriptions, - - - 5 Shillings

Published every Friday Morning, by
THE 'CYCLING PUBLISHING COMPANY,
Box 444, 21 Park Row, N. Y.,
and entered at the Post-Office at second-class rates.

New York, June 13, 1884.

To Subscribers and Correspondents.

Subscribers must be particular to notify the Publishers promptly of any change in their address. If they 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.

PUBLISHER'S NOTICE.

In sending stamps please bear in mind that we cannot use other than the two or one cent issue. A one dollar bill is as safe as a postal note of that denomination, and more convenient to enclose and receive. Those who have returned the printed subscription blank will please remit as early as possible.

THE LEAGUE GAZETTE.

At the preliminary caucus held the evening before the general meeting, the question of what should be done to supply the League with an "Official Gazette" was, as far as we can determine, the chief topic of discussion. The various propositions published were carefully gone over, but as the sentiment of the meeting was clearly in favor of having the League publish its own "monthly gazette," the following set of resolutions were drawn up to be presented at the general meeting.

WHEREAS, in the past certain complications have arisen between certain officers of the League and its Official Organ, and whereas, in our opinion these complications have been caused by the non-ownership of the League in that Organ, therefore be it

Resolved, That hereafter the L. A. W. publish its own organ or gazette for its own benefit and for no other purpose, and be it

Resolved, That the Recording Secretary, as custodian of the Records of the L. A. W., is the proper person to whom to entrust the editorship of said organ or gazette, and that the necessary expenses of the editorial office be paid from the L. A. W. Treasury, and be it

Resolved, That a Committee of Five, consisting of the President, the Vice-President, Corresponding and Recording Secretary, and the Treasurer be appointed with power to publish said Organ, as the interests of the L. A. W. may demand.

At the general meeting the next day, these sentiments were received with applause, and, although there were some objections raised by the wise heads as to the advisability of the League entering into the publishing business, the majority voted that the League should publish its own gazette, and the matter was left in the hands of the five officers with power to publish an Organ for the League of American Wheelmen.

With this end in view the convention adjourned, doubtless feeling that the matter was in competent hands, and the League would now be able to add to the wheelman's

library a periodical that would reflect honor upon the organization. How well these sentiments have been carried out can be told in few words. The very next day, upon discovering that such a "Gazette" conflicted with the postal laws of the United States, the officers, without soliciting bids and securing lower rates by consulting other publishing houses, awarded the contract to a journal devoted to general athletic sports, and which from the initial number presents an appearance hardly creditable to the League.

We do not hesitate to say that a serious blunder has been made and one that will be felt in the desertion from its ranks of a large number of members, who, while not satisfied with the course the League has lately pursued, were inclined to support it another year from sentiment alone, apart from its alleged benefits. The contract price, we believe, is 30 cents a year, which is certainly reasonable, but after paying 50 cents to the State Divisions, this will leave, on a basis of 4,000 members, about \$800, for salaries and expenses of printing, postage, etc., which is little enough. Now the question naturally arises, where are the funds to come from that enable the League to accomplish the objects set forth in Article II. of the constitution? Unless figures lie, we are inclined to think that another relief fund will be in order before the first of January.

We should dislike to see the League bankrupt, as, generally speaking, it is a good thing. It affords a topic of conversation, which alone is worth paying a dollar for. Its erratic movements and peculiar decisions are of a character to merit the support of every fair minded wheelman who studies the subject. There may be some who care to invest their money in something more substantial, but time will only show to what extent. We wish the League success, but as each year reveals more fatal errors, it is no more than natural that some doubts should be expressed as to its usefulness. Already some clouds have appeared on the horizon, but let us hope they are only a passing shadow, soon to be dissipated.

HOW TO RUN A MEET.

Editor of The Wheel: The fifth grand meet of the L. A. W. is a thing of the past; but it is to be hoped many more will occur here. I am assured that even the Cycle Club, whose members might be supposed to have wearied of their almost thankless efforts, is desirous the League shall select Washington for next year's meet, and is ready to take upon itself all that such desire implies. The League has indeed won golden opinions from all classes of citizens here. All express themselves delighted with the fine appearance, gentlemanly conduct, and high intelligence of the members of the League who honored us with their presence. We can only hope that the latter carried away a not unfavorable opinion of us also.

In regard to the selection of this city for the next meet, there are some considerations and suggestions which I will venture to offer.

First.—To the advantages of Washington for cycling itself there is now to be added the important fact that her citizens have formed so good an opinion of the League that far greater interest is felt in its success and much more would be done to make the next visit of the League the grandest in its history.

Second.—Let but small task of preparation for the next meet be imposed on the Cycle Club or other local wheelmen, but let it be undertaken chiefly by the League itself, through the medium of one or more of its officers, or else through a delegated committee of local wheelmen, who for love or due reward may be willing to undertake the work. If the next meet should be held elsewhere, of course the pecuniary responsibility and labor must all fall on the local club or clubs; but now that the League has made its debut here, and produced a most favorable impression, no further introduction or guaranty is required in order to secure due pecuniary advances, and

these might be easily obtained from the hotels and railroads.

Third.—The League should pay its own way in everything—even to hiring the hall or place for business meeting—and of course take all the profits it can obtain from any source.

Fourth.—The decision as to place of holding the next meet should be made as early as October, and strenuous efforts immediately made to secure a half fare from all the main railroad lines. (I am assured by good authority that there is a very favorable prospect of this concession being made.)

Fifth.—The 25-mile race should either be dropped, or else put last on the programme. There should be eight or ten races ranging from one-half mile to ten miles, and great efforts made to secure a large number of entries. The races should be advertised several weeks in the most prominent manner. By these means the number of spectators, and hence the profits can be nearly doubled.

Sixth.—Drop the now worn-out plan of a banquet—except for such as prefer it and will take the trouble to get one up for themselves—and substitute a grand torchlight procession (such as the Washington Cycle Club endeavored to inaugurate) and a grand ball at one of the new theatres now being built. The young ladies of Washington will largely lend their aid to such an entertainment of their gallant guests—if properly invited by the local friends among the wheelmen, &c.

Seventh.—Secure the aid of military and police to keep at least one side of Pennsylvania avenue clear for the grand parade.

A FRIEND OF THE LEAGUE.

WASHINGTON, MAY 26th, 1884.

NOTES FROM SALEM.

Salem, with its three clubs, has managed to keep the wheel agoing even in the dead of winter. Like other wheelmen, we, are planning for the riding months now close at hand.

Of our three clubs the Hawthornes are the oldest. Indeed, they pride themselves in being one of the oldest in the State. They have a membership of about twenty-six, and are in good condition, both as riders and as a club. This is the club that made the century run last fall with nine members. They have rooms on the corner of Essex and Liberty streets. They recently netted \$95 from an exhibition give by Pressey.

The Lafayettes, next oldest, is composed of our youngest riders. While an active club in summer, they are but little heard of in winter, being without a club room. As Salem has many young riders, this promises to be a good-sized club.

The youngest and most active of our clubs is the Salems. Formed but six months ago, they have a membership of thirty, with several applicants to be considered. This is not only our largest club, but also our only league club. It has sixteen members in the L. A. W., and all will be members of the L. E. C. W. before April.

Club suits of blue have been ordered. This club has run the first and only bicycle assembly ever given in Salem, and has recently cleared over \$225 from two bicycle exhibitions given in our city.

The rooms, which have been handsomely furnished, are situated in the Perley Block, on Essex street, and form one of the best suit of rooms in Salem. Among its latest furnishings is an upright piano.

A minstrel show is soon to be brought out, and promises to be a success, as the club is composed largely of musical members. Another assembly is also promised by the club on receipt of its new club suit.

This club contains the Salem Representative and Consul for the L. A. W. and L. E. C. W., and has also among its members the agency for the Star, which is a new machine to Salem wheelmen.

The Salem's will probably join a neighboring club in forming a wheelman's camp this summer.

At the semi-annual meeting of the Salems the following officers were elected: President, Frank P. Symonds; Vice-President, Robert H. Robson; Secretary, Thomas Courtis; Treasurer, Daniel L. Jewett; Captain, Chas. H. Odell; 1st Lieut., Frank P. Ingalls; 2d Lieut., Lewis H. Glazier; Color Bearer, Arthur R. Hill; Buglers, Frank Hutchins and T. Courtis; Executive Committee, F. P. Symonds, W. S. Farmer, E. W. Nichols, Geo. Jones, F. P. Ingalls.

Yours, fraternally,

SALEM SCRIBE.

WHEEL GOSSIP.

The Olympian Club have opened a roller skating rink at the Sea Beach Hotel, Coney Island, which is being well patronized by the wheeling fraternity.

The tremendous attendance of thirty at the meet of the Massachusetts Division is indicative of the growth and prosperity of the League in that State.

The annual meet of the Canadian Wheelmen's Association will be held this year at Toronto, on the first of July. Over five hundred wheels are expected to be in line, and the Secretary extends a cordial invitation to all wheelmen to be present.

Moses Sheriff, S. C. Kennard, and H. M. Bennett, of the Manchester Bicycle Club, rode to Milford and Nashua Sunday, and were accompanied as far as Milford by F. R. Parker, and to Bedford by F. A. McQueston and C. H. Wilkins, who returned to the city by various roads. The distances covered by Mr. Sheriff's party, as shown by his cyclometer, were: Manchester to Milford, 16 miles; Milford to Nashua, 11 miles; Nashua to Manchester, 18 miles. The party was met at Litchfield in the afternoon by eight of the local bicyclists.

With the renewal of subscriptions come many kind words of encouragement. While we have not room for them all, the following may not be out of place: "Allow me in sending my subscription to your paper to congratulate you on the success that has attended your publication as a cycling newspaper; and also to express sympathy for the unjust treatment to which you have been subjected by the Board of Officers of the League. While I have little interest in any personal controversies in newspapers, yet I can very readily separate the individual—the Editor of THE WHEEL—from the official organ, and can enjoy his personal thoughts and individuality apart from the official news which the League has paid for."

Bicycling is one of the most exhilarating of sports, and good wheelmen say that it is as safe as croquet, and that there is no excuse for a rider falling unless by reason of collision through the fault of another, or because of some especially bad piece of road, or, again, unless a telegraph wire attacks him. The telegraph wire, usually so peaceful in its character, has conceived a deadly hatred for bicyclists, and never loses an opportunity of doing them an ill turn. A broken wire will lurk for days on a country road waiting for wheelmen. When it sees one coming it lies low till the bicycle runs over it. Then it rises and twists and curls; it grasps the spokes of the front wheel and the spokes of the hind wheel and pulls in taut from the telegraph pole. When the wire does this it has become the proper thing for the wheelman to give an acrobatic performance entitled "A Thrilling Flight in Mid-Air." He also usually throws in a brace of somersaults for effect. When he has gone through this ceremony he collects what remains of himself and goes back for his machine, making remarks. No one knows why bicyclists do this when they meet a telegraph wire. The wheelmen say it is merely an old custom which has come down to them from their predecessors.—*Ex.*

The following from the pen of the late David P. Holton, a most eccentric gentleman, whose entire life and fortune were devoted to tracing out genealogical trees of American people, has been sent for publication, simply as a great curiosity of bicycling literature:

WHEELS OR NO WHEELS.

From the time the Convention at Chicago in 1880 named Ohio to bear the national high prize, the initial and the final letters, O—o, forced the suggestion of two forces as sure to roll the Mentor of the Union to the Presidential chair; while the central syllable sounded the intrinsic value of the high prize offered by O—hi—o. In these two letters were seen two forces, the greater O signified the WILL of THE LORD, and the lesser o the vote of the people. [The lesser not daring to oppose itself to the greater.] The remaining syllable, hi, sounded forth the high value of the Nation's Mentor; not only in the United States, but also in connection with the nations of the entire world. These two forces bearing this high prize seemed not inaptly represented in the two wheeled vehicle, the Bi-cycle, * * * * the Will of the Lord impelling the big wheel, and the voice of the people the little wheel.

Ira Perego

OUTFITTER TO THE CITIZENS BI. CLUB.

BICYCLE JERSEYS.

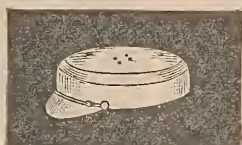
In finely woven worsted, without collar, all shades.....	\$4.00
“ “ “ striped, without collar, all shades.....	4.25
“ “ “ striped, with collar.....	6.50
“ “ “ solid color, with collar, striped.....	6.50
“ “ “ solid colors, with club initials woven, to order.....	21.00
“ “ “ silk, solid colors.....	21.00
“ “ “ 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



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



No. 2.
Ventilated Duck Bicycle Helmets.
2d quality, white or drab,
\$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.



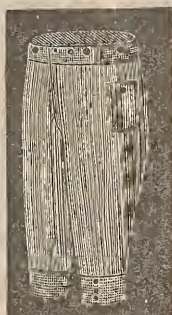
No. 7.
Duck Tennis Caps.
White or drab, 40 cts., \$4.50
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"THE CYCLE,"

An imported bicycle suit, said by experienced wheelmen to be better adapted to road riding than any suit hitherto offered. It consists of a very pretty jacket and pants, woven in worsted (fitting close to the form) in three colors, seal brown, navy blue, and gray.

Price.....\$12.00



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

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



Orders by mail promptly attended to. Liberal discount made when a whole club orders. Goods shipped C.O.D. to any part of the country.

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Send Two-cent Stamp for 32-page Illustrated Catalogue and Price List.

Thus was the Will of the Lord, and thus was the vote of the people. * * * *

Since this modern vehicle of two wheels is appropriately named BI-CYCLE, it is suggested that its kin, the three wheeled velocipede, should in harmony therewith be called the TRI-CYCLE; and also that the sister apparatus, the parlor and the summer promenade skate, having four wheels, should be called the FOUR-CYCLE;—and seeing we are now taking a free scope of this and other nations of the earth, it seems uncomely that we should ignore the little folks, sporting with the *hoople*, though it has but *one* wheel. Fortunately, through the invention and publication by Dr. Holton of his I, Bi, Tri system of Numerals, this family circle of modern vehicles have their appropriate names, those of I-CYCLE, BI-CYCLE, TRI-CYCLE, and FOUR-CYCLE.

It is certain some things have been done, and it is just as certain some things may yet be done. * * * * Dr. Holton's I, Bi, Tri SYSTEM OF NUMERALS will by the

young folks be *wheeled* into popular use; and the grand-papas and the grand-mamas, out of mere sport, will join YOUNG AMERICA in this beneficent progression, wheels or no wheels.

FOR SALE AND EXCHANGE.

[Advertisements inserted under this heading, not exceeding four lines nonpareil, for one dollar.]

WANTED—50-in. second-hand Standard Columbia, ball bearings. Must be in good condition and cheap. Address G. W. N., 153 Bowery, New York.

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THE PHÆBUS CAMERA.

The lightest, most compact, and cheapest. Folds up in space of 2½ inches. Plate Holders, Darlot Lens, Telescope Tripod, Canvas Case for Camera and Tripod. Price \$18.00.

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Five Mile Handicap.
Consolation Race.

ENTRANCE FEE 50 cents for each event.
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KINGS COUNTY WHEELMEN,
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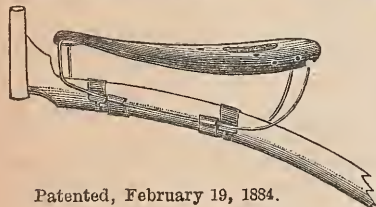


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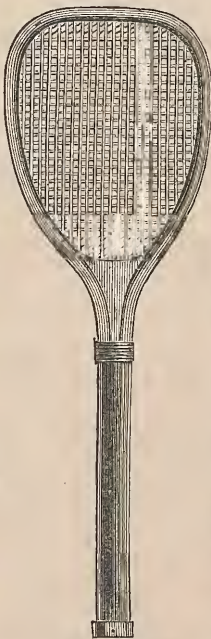
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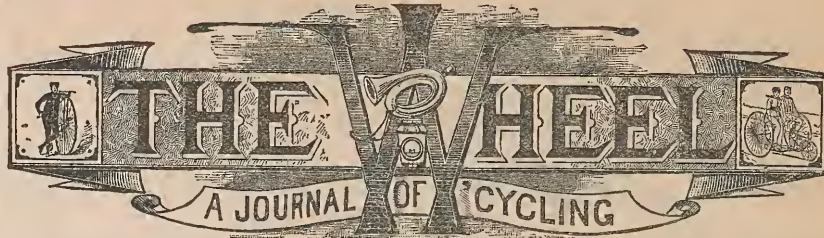
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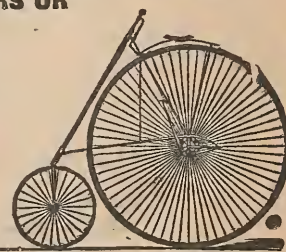
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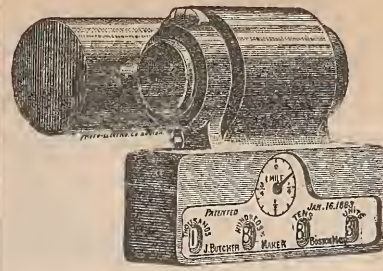
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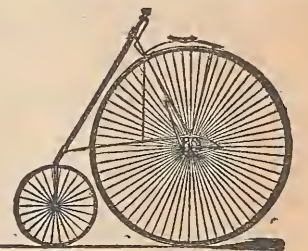
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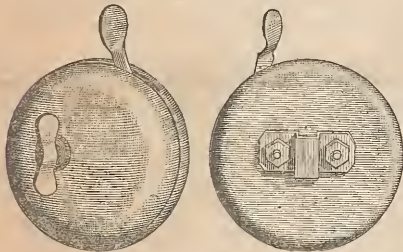
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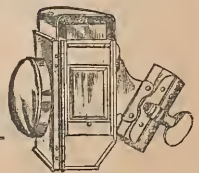
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