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THE LEAGUE'S POLICY.

In reply to letters of inquiry, the last number of the *Bicycling World* contains the opinions of several prominent wheelmen as to what should be the League of American Wheelmen's future policy. Little that is valuable is to be gleaned from these wheel-lights. Some advocate an impracticable policy, some an unwise one, while others give us a rehash of much of the good and bad that has been written on the subject.

Dr. Geo. E. Blackham of Dunkirk, N. Y., issues a species of sweeping manifesto. His diction is too extreme; too superlative. "Issue a Declaration of Independence, cut loose from all other organizations. Instead of making racing the chief thing, give it a place on a back seat, where it belongs, as an unfortunate but unavoidable thing, which must be regulated but not encouraged. Give winners a bronze medal. Let 'em kick. They are professionals at heart." The above needs no comment. It should be hung on the "line" in the L. A. W. literary museum.

Edward F. Hill, of Peekskill, advocates an absolute and positive ruling on the amateur question; a new constitution and by-laws or a revision of the present one's; a simpler mode of procedure;

more effective division organization and more positive control by state divisions over their territory and an efficient corps of officers." This policy is a very wise one, no doubt, but it is vague at best and has been said before, times without number.

Treasurer Stephen Terry naturally dwells on the financial policy of the League. He wants the L. A. W. to put money in its purse, to enable it to properly defend and protect the rights of wheelmen. "The condition of the treasury has never been such that the League officers could feel justified in assuming a firm defensive attitude in behalf of a member. We must either increase the dues, or else cease dividing them with the divisions." If an increase of dues is necessary, we think any effort in that direction on the part of the League just at this contentious time, would materially lessen its membership. When the mass of wheelmen can be convinced either by reason or some brilliant coup that League membership is worth a dollar or something more, it will be time to talk of raising the dues. As to ceasing to divide them with the State Divisions, we hold that it is only through the work of the State Divisions that the League can ever hope to attain the position of a progressive and powerful organization. But more on this anon.

Henry E. Ducker harps on some old saws and much that he says would require a solution to make it comprehensible. "We must make the League more popular and adopt a more conciliatory and conservative course of government." Mr. Ducker might go further and tell how the League could be made popular, who is it to conciliate, and how an organization can adopt a conciliatory and conservative policy at the same time, these two conditions being diametrically opposed. The ordinary every-day wheelman would like to have this riddle solved. Again, he says: "Have the League rules such that the body should be a government of wheelmen, governed by wheelmen and for the benefit of wheelmen." Mr. Ducker will have no difficulty in convincing the League officers that this wheel doctrine

is the correct thing, but that the wheel world has learned anything valuable from him, cannot be so easily proven. Our experience has been that the League always has been governed by and for wheelmen, and to advocate a wheel doctrine at this late day savours of carrying cotton to Georgia.

Another wheelman, whose name unfortunately is not given, seems to take the most practical view of the situation. He says, "Let the divisions come up and the National body go down; Let the National body be a figure head only. Give more power to the divisions. Let them do the work. Let each division be an organization in itself, and let it send delegates that shall form the National body. Let the National body legislate for the good of all, draw rules, etc., and let it take steps to defend the rights of wheelmen. Let the divisions work in their own States." We think the key-note for future League-success lies right here. In so vast a country as the United States, a National Body, constituted and governed as is the present League, can not be permanently maintained. The L. A. W. at present is of the East Easty, whatever may be said to the contrary. It is largely governed by eastern men and its meets have been held in the East. Of course, there are those who will claim that, as a very large majority of its membership is eastern, this is as it should be. To be sure it is as it should be this year, next year, or the year after, but it is also as it shall not and can not be a few years hence. The bicycle boom is encompassing the land, and the number of wheelmen is rapidly increasing in the Central and Southern States: Illinois, Missouri, Minnesota, Arkansas, Kansas, Louisiana, Mississippi and others, and in the far west; California, Nevada and Oregon. The League has unwisely caused the impression to prevail that its annual meet, parade, races, etc., was a vitally important yearly epoch and the only time when its members could convene for business and pleasure, and was in fact one of the chief advantages of League membership. As these meets have been always held

in the East, comparatively speaking, they have been patronized by easterners, and distantly-removed members have and are yearly becoming more discontented that they cannot attend. It seems hardly necessary to point out the fact that a few years will see some leading spirits organize other Leagues in certain sections, for instance a Chicagoan-central-southern-League and a San Franciscoan-far-western League. This is but in the natural course of events and a move in this direction is in our minds, all but an accomplished fact. But if the L. A. W. will vest such powers in the State Divisions, as will leave the National body but a convention of delegates from the divisions, the threatening secession will be avoided, and instead of three or more sectional bodies, a strong and influential continental organization would be the result.

Again, our unknown wheelman says: "Give up the official organ." We do not agree with him in this. It needs neither denial or proof that an official organ could and should be a pillar of strength to the League. Of the present method of reaching League members, much can be said in its condemnation and but little in its favor. The allowance of five weekly columns of reading matter is not adequate space for a body of 5,000 men, whose number is rapidly increasing. Besides the manner in which it has been published (lack of typographical style, poor proof-reading, irregular mailing and an abundance of the most absurd and inexcusable blunders) has long enough furnished cause for blushing to the L. A. W. executive. The League should own its gazette. We would advise a monthly so as not to conflict with the regular wheel papers, the editors of which are men of influence in the League and pioneers in cycling. The official organ committee should award a contract to a publisher, who should receive a sum of money from the league for its 5,000 members (with a pro rata increase for additional members) and the profits from advertising patronage.

The C. T. C. has proved that a monthly gazette is practical. In England the

wheel papers publish anything of importance, and the members are well up in all the doings of their organization. The same could be done in America. We agree with this wheelman that the L. A. W. should co-operate with other societies, to better protect its racing men, but we differ when he asks us to give up the monkey-business of parading. A bicycle parade is no more liable to lower the sport in the eyes of the public than is a military parade derogatory to our citizen-soldiers. The bicycle parade should undoubtedly stay.

The last prominent (?) wheelmen who writes on the subject has more to say than all the others, but his ideas are erroneous, and as he assumes the roll of a "growler" instead of an adviser, we will pass him without comment.

WHEEL GOSSIP.

Prince is ready to meet R. Neilson at any time.

It is said that Frank Moore will appear on the Path again in England.

Oshkosh, Wis., has brought out a novelty in a bicycle ten feet high.

C. E. Liles, the celebrated English champion, has retired from racing.

The timing of the coming Springfield meet will be done by electricity.

The Dayton, Ohio, B. C. is arranging for a two weeks camp this summer.

Ground will be broken this week at Chicago for the new bicycle track.

The Pennsylvania B. C.'s reception on April 16th was a most enjoyable affair.

It is probable that the San Jose, Cal., B. C. will hold a tournament during May.

Ireland is coming up in racing as well as social affairs, many new clubs being formed.

The Elizabeth, N. J., Wheelmen boasts of a judge and a district attorney, as members

In England twenty-five prominent race meets will be run off during the month of May.

Cola E. Stone, the St. Louis flyer, is afflicted with a broken arm, resulting from a bad header.

The race meeting for the purpose of raising cash for the John Keen fund comes off on May 2d.

The Thorndike Bicycle Club, of Beverly, celebrated its fourth birthday on April 18th with a dinner.

Chicago boasts of a wheelman with a cork leg which he uses with as much ease as the genuine article.

A Chicago physician called at the Pope Manufacturing Co.'s branch office and ordered a tricycle for a lady patient.

It is reported that the Elmira, N. Y., Bi. Club will be disbanded shortly owing to the non-enthusiasm of the members.

Throughout California much interest is taken in touring—particularly in So-

nomia County, in which section cyclers abound.

During the week preceding Easter upwards of 2,000 machines were sent out of Coventry, the wheel manufacturing district.

Five shilling prizes are offered for best articles weekly by the English cycling press. A great incentive surely, for writers.

We have received a handsome photo of G. H. Orr, the Toronto bicyclist. Mr. Orr is also famous as a runner, jumper and boxer.

The City of Mexico, with superb roads, is said to have not half-a-dozen wheelmen. One of them is Mr. Locke, from Boston.

The recently threatened European war has been completely overshadowed. Four London bicycle papers have engaged in a literary squabble.

They are evidently progressive in Australia. T. H. Shackleford won the mile championship in 2m. 53 4-5s., and the ten miles in 31m. 24 2-5s.

W. H. Wetmore, Cleveland, B. C., claims to be the first rider to "stand still" on a single wheel, with back bone and forks removed.

The Woodstock, Ontario, B. C. will hold the five mile C. W. A. championship in connection with their meet which is to be held May 24th.

Canadians are confident that Laverder would not be very far behind Hendee's hind wheel were they to race under favorable circumstances.

The Bt. WORLD, whose editor is chairman of the Racing Board, gives the date of the League Meet in his fixture column as July 3 and 4.

Lawrence F. Abbott, late of *Outing*, has arrived at Melbourne, Australia, where he went for the benefit of his health, much improved physically.

Mr. A. H. Curtis, of the N. Y. A. C., who has been identified with amateur athletics in this country since their foundation will devote considerable time to cycling.

Prince and Morgan are at present in Georgia. They are evidently anxious to pose as apostles of bicycling. Such disinterestedness is rarely met with even in wheelmen.

A Birmingham firm has introduced a peculiar novelty in the shape of a safety machine with the little wheel in front, and which they claim to be as fast as the ordinary bicycle.

The Cyclist and Athlete credits New York City with 300 bicyclists. The editor gleaned this fact (?) from the mail lists which show about 290. 1,000 would be nearer the mark.

D. J. Canary, the fancy rider, is willing to accept the challenges of Maltby or Hutchinson provided the stakes are over \$500. It is probable that a very interesting contest will result.

Messrs. Bassett and Ducker do hanker after the professional. They should found a society after the following style: The Benevolent Order of Professional Bicyclists. Motto: Elevation.

Fred. Russ Cook, the Pacific Coast champion, rides the Victor Bicycle, and won the ten mile championship on this machine. This is the first victory the Victor has achieved.

Cycling, the official organ of the L. A. W. division, and a successor of the *Cleveland Mercury*, is at hand. It is stylishly printed on handsome paper and contains much interesting matter.

On Sunday, March 22d, W. J. Bowman, of the Oakland B. C., California, rode from Oakland to Gilroy and back, a distance of 150 miles, in fifteen hours, an average of ten miles an hour.

H. J. Webb, the famous English triker, has appealed from the decision of the N. C. U. suspending him for a year for "training" while trying for a Land's-End-John-O-Groat's-Record.

The Canadians have caught the American controversial fever and are asking what good membership in the C. W. A. is to them. It will help at least to enliven the cycling newspapers.

The Cleveland B. C., which has fifty active members, has leased the First Troop Armory and will have it remodelled as its permanent headquarters. The club will open its new house early in May.

Dr. H. L. Cortis is about to return to England and may appear on the path in the near future. This item has appeared in several score of our exchanges. We always murmur "chestnuts" whenever we read it.

The event of the season, in metropolitan circles at least, was the second annual Race-Meeting of the Citizens Club, held on the 17th inst. at the Knickerbocker Rink, a very successful affair financially.

We are tired of hearing those papers who have got the lead and who will follow no one. Some papers and some people would sooner do a thing wrong than right because some one else had done it before them.

Thomas Stevens has arrived safely in Queenstown. He will postpone the continuance of his trip for an unlimited time, owing to the negligence or unreliability of a New York sporting man who promised his support.

The annual business meeting of the N. C. U. was held on April 9th. It was resolved to hold the race meet June 13th on the Astor Track. The total membership of the organization as reported by the secretary, was 1,051.

Asa Dolph, the New London, Ohio, flyer, has at last turned professional by contesting a five mile race with an avowed professional. He has tendered his resignation from the L. A. W. to secretary Alley. Alas! alas.

And they do say that the editors of two down-east wheel papers—one published at Boston, the other at Springfield—have formed a mutual back-rubbing organization. Their fiddle-faddle must disgust their sane readers.

Another fancy rider has made his appearance. This time it is Master Chas. E. Dudley, of Detroit, Mich. Though but fifteen years of age he does some very clever riding, particularly his one-wheel act, minus the handle bar.

A tournament will be held at Albany on June 17th. The events will be a one-mile novices, three-mile championship L. A. W., half-mile club, two-mile open, one mile ride-and-run, three mile record, and a one mile consolation.

The name and address of the secretary of the St. Petersburg Society of Amateur Velocipedists, who will hold races in May, is, Wlodimir Feodorovitch Harlamoff, corner of Spassky and Luomensky Streets, House 16, Lodging No. 2, St. Petersburg, Russia. That's all.

Prof. Kaufman the English fancy rider, proved himself the equal of Canary, in his specialties, one of the most difficult feats, being that of riding single-wheel around the track, handle-bar cranks and pedals removed. Maltby was not as good as I expected.

The One-Mile Novice's brought-out some very good riders, though the number of headers taken testified of their inexperience. Valentine, of New Rochelle showed himself very good on the spurt, though the time, 3.31,—was not unexceptionally brilliant.

L. B. Hamilton of Yale, was entered for a number of races, and ran in each, but an accident happening his 58 inch Racer, he was compelled to bestride a Kangaroo, and though propelling that machine at a good rate of speed was unable to capture a single prize.

The C. W. A. officials claim that the Wanderers' withdrawal from that association will not materially affect them. The Wanderers have but forty-five instead of the hundred reported members, and, according to the said C. W. A.'s officers, they are torn with dissension.

The herculean efforts made by the publishers of the *S. W. Gazette* to inform the public that their March number was "good" is only paralleled by a school-boy drawing a fair representation of a bag of oats, supported by four crooked clothespins and then labeling it "This is a hoarse."

The Surrey B. C. intends to allow all maker's-amateurs to compete in their races, provided they ride some other machine than that manufactured by their employers. It is pertinently suggested that the makers'-amateurs will purposely loose the race and then blame it on the machines.

Fort Leavenworth, Kansas, is looking up. At this military post there is an L. A. W. member. Two men have ordered Faciles, and so impatient are they, that they haunt the depot all day, their faces reminding one of the last man in a long line of depositors who are besieging a bank that is enjoying a "run."

For several months we have been asked by the *S. W. Gazette* to "Risk one eye on the back page." Being of a brave though cautious disposition we have never given way to curiosity, and to this day we have never even risked half an eye on that last page, even though we are protected by a pair of stout pebbles.

It is a fact, perhaps not generally known, that Mr. W. L. Surprise is the editor of a sheet published at Memphis, Tenn., called the *Southern Cyclist*, which has the courage to devote much space to malicious personals but yet has not enough to act manly and own it is in the wrong. Verily, consistency is an uncommon commodity.

Violet Lorne advises lady tricyclists to dispense with all necessary impediments on their tours. Among the articles she deems necessary are a pair of thin slippers for comfort at the stopping places, or to replace damp or wet shoes; a hair brush and comb; a small clothes brush to brush up when nearing civilization and a flask of eau-de-cologne to freshen the rider and to prevent gnat and mosquito bites.

Editor Ducker catches it right and left in the last Official Gazette. The S. W. G. issued a list of 178 clubs and the editor of the O. G. claimed a list of over 400, whereupon Editor Aaron proves that he has a list of 316 clubs and publishes a number of prominent clubs which were omitted from the Springfield list. It takes just one and a half columns at \$5 per column to set Ducker right.

The first monthly meeting of the Philadelphia A. A. Club will be held on the new quarter-mile track at the Athletic Base Ball Club grounds, Twenty-sixth and Jefferson Streets, on Monday, May 18th. Among the events are a two mile bicycle race; prize, a set of sterling silver coffee spoons valued at \$40 and a cake basket, also a five mile bicycle race; prize, silverware valued at \$40. and a gold ring. See closing of entries.

The whole number of dollar subscriptions for "X. M. Miles on a Bi.," as reported to us by Karl Kron, last Monday afternoon, was 2,773. The earliest man enrolled January 25, 1884 (the day when THE WHEEL first issued the call for supporters) was George R. Bidwell, who subscribed for three copies; and the firm of G. R. Bidwell & Co. have now set an example to the trade by subscribing for nine copies additional.

A specimen of English ignorance and prejudice: "The publishers of an American sporting magazine named *Outing* have commissioned a wheel rider, in their interests, to ride across Europe and Asia on a bicycle. The American riders have been boasting for several years that they would teach Englishmen how to ride; they have failed to do this on the racing path hitherto, so now they are about to turn their attention to touring."—*Land and Water*.

Victor M. Haldeman, of General Wayne P. O., Pa., is the man who requested Karl Kron to return his dollar. Victor says he mailed it; Karl says he never received it. Under the circumstances it seems possible that it may have been lost in the mails and V. M. H. should have repressed the hard things he said of Karl, who is above the suspicion of having appropriated the dollar. We once mailed a ticket to a friend a few blocks from our office and he never received it.

The L. A. W. Racing Board has determined to withdraw the two and five miles championships from the N. A. A. A. championship games, at which they have usually been held, and locate the former with the Cleveland, and the latter with the Hartford B. C. The N. A. A. A. will probably hold a two and five mile championship races and give the winners championship trophies. We shall then have two champions at each of these distances. The N. A. A. A. might have been allowed to retain these two events and thus avoid amusing complications.

The proposed tour of the Canadian Wheelmen through Great Britain will leave Toronto about July 15th will pass through Scotland, touching at Caledonia Canal, Inverness, Aberdeen, Dundee, Perth, Sterling, Edinburgh and Melrose. Entering England, the tourists will touch at York, Sheffield, Birmingham, Coventry, Kenilworth, Stratford-on-Avon, Oxford and London. From London west to Bristol, north through Hereford, Shrewsbury and Chester to Liverpool. The approximate distance is 1,400 miles, the time seven weeks, and the cost \$200. It will be a grand trip.

THE LEAGUE ELECTIONS.

Through the courtesy of Editor Aaron and the publishers of the *Official Gazette*, we are able to present a summary of the election returns which will be published in full in this week's issue. The table is full of information, inasmuch as it geographically depicts the real interest taken in League work. New York as of old takes the lead in the number of ballots cast, and the large vote of Massachusetts is due to the fact, that the members were furnished with stamped addressed envelopes, while in this State the voters paid their own postage. Poor Pennsylvania only cast 65 votes, less than New Jersey, and there seems to have been no competition outside of New York. The committee this year consisted of Albert S. Parsons, Cambridgeport, and Mahlon D. Currier of Lawrence, Mass.

The following members will compose the Board of Officers for this year, the gentlemen named taking their places at the officers meeting to be held at Buffalo prior to the general meeting:

CHIEF CONSULS.

	No. Votes.
Maine.—Frank A. Elwell, Portland,	13
New Hampshire.—H. M. Bennett, Manchester,	30
Vermont.—C. G. Ross, Rutland,	25
Massachusetts.—Henry E. Ducker, Springfield,	363
Connecticut.—Chas. G. Huntington, Hartford,	46
New York.—Edward F. Hill, Peekskill,	292
New Jersey.—G. Carleton Brown, Elizabeth,	133
Pennsylvania.—Eugene M. Aaron, Philadelphia,	64
Ohio.—T. J. Kirkpatrick, Springfield,	195
Indiana.—L. M. Wainwright, Noblesville,	5
Michigan.—C. H. McClure, Marshall,	4
Illinois.—J. O. Blake, Chicago,	95
Wisconsin.—A. A. Hathaway, Milwaukee,	1
Minnesota.—S. F. Heath, Minneapolis,	4
Iowa.—Chas. D. Howell, Winterset,	8
Missouri.—E. M. Senseny, St. Louis,	3
Colorado.—Geo. F. Higgins, Denver,	3
Wyoming.—Frank H. Clark, Cheyenne,	5
Montana.—Fred. A. Fielding, Bozeman,	2
Utah.—H. L. Davis, Salt Lake,	1
Kentucky.—Orville M. Anderson, Louisville,	41
Louisiana.—A. M. Hill, New Orleans,	15
District of Columbia.—E. T. Pettin-gill, Washington,	7
Maryland.—James Thompson, Baltimore.	49

REPRESENTATIVES.

Maine.—Lewis J. Carney, Portland,	11
New Hampshire.—Archie L. Jenness, Rye,	30
C. D. Batchelder, Lancaster,	29
Vermont.—J. W. Drown, Battleboro,	18
Mass.—A. D. Clafin, Boston,	395
Abbot Bassett, Boston,	388
W. I. Harris, Boston,	371
F. P. Kendall, Worcester,	393
John S. Webber, Jr., Gloucester.	392
George Chinn, Marblehead,	391
Dr. A. G. Kendall, Dorchester,	371
W. M. Pratt, Brockton,	395
Joseph L. Pinder, Lowell,	389
H. S. Wollison, Pittsfield,	396
W. O. Greene, Holyoke,	391
F. E. Hawkes, Greenfield,	383
Sanford Lawton, Springfield,	372
Conn.—Dr. T. S. Rust, Meriden,	52
W. M. Frisbee, New Haven,	45
E. J. Morgan, Bridgeport,	36
W. A. Hurlbutt, Stamford,	52
W. T. Williams, Yantic,	49
L. L. Hubbell, Danbury,	48
New York.—E. W. Adams, N. Y.	459
W. S. Bull, Buffalo,	456
F. B. Graves, Rochester,	456
Joshua Reynolds, Stockport,	451
F. A. Egan, New York,	438
J. G. Burch, Jr., Albany,	468
I. Reynolds, Adirance, Poughkeepsie,	386
C. K. Alley, Buffalo,	378
Geo. Dakin, Buffalo,	373
A. E. Fauquier, Mt. Vernon,	445
J. W. Clute, Schenectady,	471
A. H. Scattergood, Albany,	357
Knight L. Clapp, New York,	284
John C. Gulick, New York,	283
Robert Hibson, Brooklyn,	283
H. D. Brown, Weedsport,	275
Geo. R. Bidwell, New York,	262
E. A. Caner, Brooklyn,	246
New Jersey.—Dr. Edwin Field, Red Bank,	132
G. N. Buzby, Camden,	132
W. H. Parsons, Newark,	131
Dr. Elliott W. Johnson, Jersey City,	131
A. R. Denman, Roseville,	129
Dr. J. A. Bolard, Millville,	130
Dr. W. G. McCullough, Trenton,	129
Dr. J. H. Cooley, Plainfield,	128
Pennsylvania.—Fred McOwen, Philadelphia,	64
C. D. Williams, Philadelphia,	63
E. L. Miller, Philadelphia,	62
Geo. D. Gideon, Philadelphia,	65
H. K. Lewis, Philadelphia,	46
Col. Geo. Sanderson, Scranton,	65
J. G. Carpenter, Wilkesbarre,	65
H. E. Bidwell, Pittsburg,	50
Dr. J. F. Richards, Williamsport,	65
H. K. Whitmer, Reading,	65
H. S. Winterstein, Bethlehem,	63
J. V. Stephenson, Greensburg,	62
D. K. Trimmer, York,	47
Rev. Sylvanus Stall, Lancaster.	52
Ohio.—J. H. Boger, Findley,	194
B. F. Schultz, Kenton,	189
J. D. Pugh, Jr., Cleveland,	193
J. R. Dunn, Massilon,	195
Maurice Moody, Dennison,	189
W. H. Miller, Columbus,	195
Frank M. Smith, Portsmouth,	193
Walter H. Aiken, College Hill,	191
W. P. Harmony, Sidney,	185
Indiana.—John W. Clark, Columbus,	6
Michigan.—Horace N. Keys, Ovid,	3
Illinois.—Burky B. Ayres, Chicago,	89
H. G. Rouse, Peoria,	88
J. M. Thrasher, Elgin,	37
A. E. Thompson, Rockford,	82
Iowa.—Geo. H. Hamlin, Grinnell,	9
Kentucky.—Horace Beddo, Louisville,	44

District of Columbia.—George E. Emmons, Washington,	8
Maryland.—J. Kemp Bartlett, Jr., Baltimore,	48
Chas. E. Fink, Westminster,	48
Edwin J. Mabbett, Baltimore,	47

Of course there were a number of scattering votes both for chief consuls and representatives, but we give only the names of the successful candidates. In New York State Mr. Torrance made a good fight and received in all 165 votes as against the 292 of Mr. Hill. When he copied the Hill ticket among the representatives, they were of course elected, but where substitutions were made as in the case of A. G. Coleman, H. S. Kidder and C. E. Titchener, the gentlemen was elected to remain at home. We extend our hearty congratulations to the new board, especially those from New York State in whom we have a particular interest, and we trust that all will continue to merit the support of League members by a faithful attendance at the meetings of the Board, especially in the case of the coming meeting at Buffalo, July 2d and 3d, 1885.

C. W. A. ANNUAL MEETING.

The annual meeting of the Board of Officers of the Canadian Wheelmen's Association was held at the club house of the Montreal A. A. A. on April 10th. There were present H. S. Tibbs, president; James M. Brierly, vice-president; H. B. Donly, secretary-treasurer; W. A. Kain, of Woodstock; W. G. Ross and J. D. Miller, of Montreal.

After approving the minutes of the last meeting the president reported his appointments, including a Racing Board and a Membership Committee.

The Secretary-treasurer reported a membership of 676, and a balance on hand of \$220. with liabilities amounting to \$48.

After hearing the reports of the Racing Board and Membership Committee a motion was carried instructing the secretary to correspond with the L. A. W. to enter into a mutual agreement respecting each other's constitutions, etc.

A communication was received from the Montreal Club declining their previous application for the 1885 meet and an application from the Woodstock Club for the meet was accepted with thanks. The Woodstock Club and the general body are to share all the expenses, prizes, etc., except the hiring of the grounds for the race meet, for the rent of which the C. W. A. will pay the Woodstock A. A. \$60. After the appointment of a Meet Committee, the meeting adjourned.

ENGLISH RACING NOTES.

The One Mile Professional Championship, run on Tuesday, April 7th, was very unexciting and was won in slow time by Howell. First heat: De Civry, 3m. 10s; T. Battensby, by five yards. Second heat: R. Howell, 3m. 5 5-5s.; Duncan, by ten yards. De Civry stopped. The race was a mere procession till the last lap.

A two miles professional handicap for Rudge Safeties resulted in a win for De Civry (90 yards) in the good time of 6m. 24 1-5s.; Battensby (60 yards) by ten yards.

In the final heat of a one mile handicap held at Wolverhampton, Howell was placed third, doing 2m. 57 4-5s.

STOPPED!

Editor of The Wheel: It appears that you were wrong in your last week's suggestion that the queer note of "V.M.H.," in the *Cyclist and Athlete*, of April 2, was fabricated in the office of that paper, and that the *Bicycling World* was also wrong in adopting my over-hopeful theory that the paper had been imposed upon by a fictitious correspondent. Yesterday's issue of the *Cyclist and Athlete* prints a still queerer note, signed by the full name of the man whose initials were appended to the former, and avowing the authenticity of it. I, therefore, feel constrained to ask you to reproduce this exact copy of the only letter I ever received from him.

MARIETTA, PA., Jan. 26, 1884.

"KARL KRON.

Dear Sir: It was an article of yours in *Lippincott's Magazine*, a couple of years ago, that induced me to buy a bicycle, and since then I have read all your communications with interest. I use my bicycle between my boarding-house and place of business daily, weather permitting.

Put me down as a subscriber to "Ten Thousand Miles on a Bicycle." I wish you a hearty support in this enterprise.

Fraternally,

VICTOR M. HALDEMAN,
Sec'y. Marietta Wheel Club,
Sec'y. Penn'a. Division L. A. W.
Marietta Consul for C. T. C.

P. S. May be able to send you a couple more names later.

It is to be noted that the above letter was written the day after THE WHEEL of Jan. 25, 1884, printed my prospectus, which not only made no appeal for money but which plainly declared that I would not even attempt to canvass for 3,000 subscribers and then publish the book unless 1,000 names were promptly pledged to me as a working basis. My circular of May 8, 1884 (reproduced in WHEEL of May 23) was the first announcement ever made that I should attempt to complete the canvass and publish the book, or that I would consent to accept advance payments from those who might wish thus to save themselves from writing an additional letter.

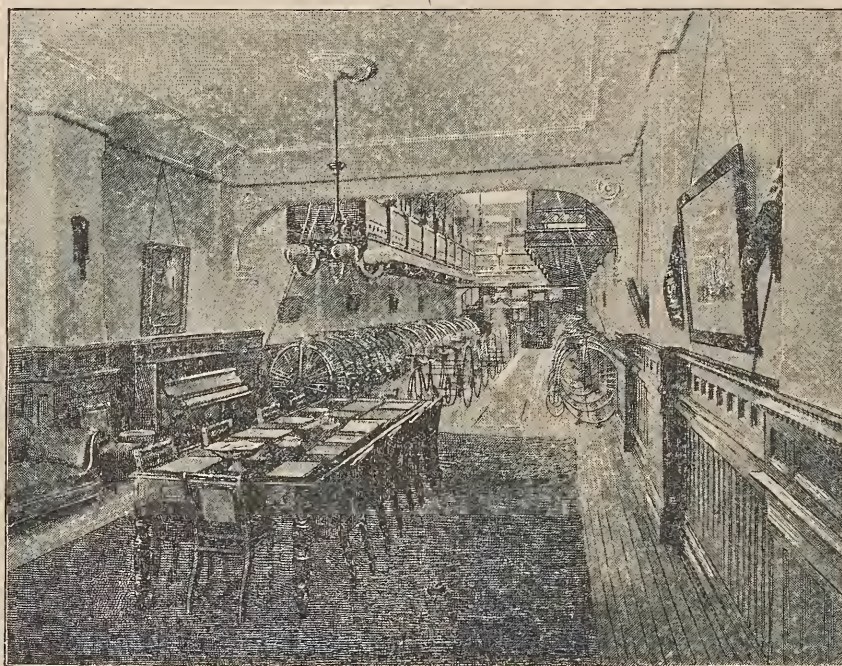
It is a fact, however, that five enthusiasts (Nos. 114, 223, 247, 290, and 433) did insist on sending me their cash at the time of subscribing, and did insist on my keeping it when (in sending receipts) I suggested that they had better take it back. But I never heard that any one ever did so purposeless a thing, during the preliminary canvass, as to send me the money after subscribing. No such money ever reached me, and I do not believe that any such was ever sent. Yet here comes the ex-secretary of the Pennsylvania Division of the League (whose subscription letter shows that it contained no money) and publishes the assertion that he is "positive of having mailed me a dollar at about the same time." What possible motive could he have had for mailing it to me after he had once pledged his name and before there was any certainty that I should ever even attempt to publish the book?

Here is a man who, when I take him to task for the intolerable indecency of making an anonymous public demand which carries the idea that I am a swindler (his words: "I have not heard of nor seen Karl Kron's book yet, although it was promised and paid for long since. Tell him I want my money back, having got tired waiting for what will now be a stale book. I can see no satisfactory excuse he can give for retaining our money

longer," would assuredly give a false idea of my scheme to any reader who had no other knowledge of it), has the hardihood to plead, "I could not write to Karl Kron privately because (when I moved from Marietta to General Wayne) I destroyed all my papers;" and the hardihood to pretend that my bitter resentment of his slanderous affront is merely an artful advertisement of my literary wares. Here is a man whose memory is so poor that, having "destroyed his papers" he could not recall my address at the "University Building," or "Washington Square," or even "New York City" (and every intelligent person must know that the simple initials "N. Y." would ultimately carry to its destination a letter designed for a man having such a bulky correspondence as my own), while, at the same time his memory is so good that, in regard to so trivial a thing as the expenditure of a dollar, a year and a quarter ago, he is "positive of having mailed it to me."

I do not doubt that, when Mr. Haldeman gave way to the fit of petulance or perversity, which must have inspired the writing of his unfortunate note of March

meant by "the fatal facility of the printing press," and of the ease by which a carelessly-written letter may be used, unwittingly, to violate the command "Thou shalt not bear false witness against thy neighbor," I commend his case as a solemn warning. I want all writers in the cycling press to remember that, though they themselves are thoroughly familiar with all the details of my scheme for attracting 3,000 subscribers from all parts of the world, and collecting their money after the publication of the book,—hundreds of wheelmen in this country never heard the name Karl Kron, and thousands of them know definitely about the plan of "Ten Thousand Miles on a Bicycle." This scheme is a fair target for criticism or chaff or ridicule; and I am not so thin-skinned as to object to any amount of "advertising" of that sort—for it is the necessary penalty of notoriety. But, as a business man, who has risked \$3,000 of his patrimony and two years of his life upon a business enterprise (which no man in the world save myself believed at the outset to have a ghost of a chance of success, and which



INTERIOR OF CITIZENS BICYCLE CLUB HOUSE.—From a Photograph.

26, 1884, he was possessed with a vague idea that he had really enclosed the dollar in his subscription-letter of January 27, 1885. The trouble with him now is that, when I have proved that he did not enclose it, and that it never could have reached me in a later letter (for, in self-defense as a business man, I receipt for every remittance and file every letter that comes) and that though miscarriage in the mails is of course conceivable the probabilities all indicate that it could never have been sent,—instead of being magnanimous enough to humbly apologize for his folly, and plead, in palliation (what I have no doubt was the fact) that he didn't realize the slanderous implication which his remark would convey to the mind of a stranger,—instead of this, I say, Mr. Haldeman has decided to "brazen it out," and speak glibly of me as an artful advertising agent who rather enjoys being misrepresented for the sake of the chance thus offered for increasing his notoriety by public contradictions of such calumnies.

To him, therefore, I shall say no more; But to others who may have a similar defective comprehension of what is

still depends for success upon a world-wide belief in the straightforwardness of my business methods), I insist upon drawing the line against any imputations on my honesty, however harmless or jocular they may seem to those who are acquainted with me. There are some things in this world that must be kept above suspicion.

KARL KRON.

Washington Square, N. Y., April 24.

POINTLETS.

Though I am an old and as the phrase goes valued contributor of THE WHEEL, yet it is quite a while since I have corresponded with it; in fact two years have elapsed since any copy of mine has appeared in the columns of the THE WHEEL but in future, I trust, that "Pointlets," will be a permanent fixture.

How forcibly it strikes one at times, of the great difference between the present period, and that of five years ago. In machines perhaps, are the most noticeable changes. The Expert, Rudge, Sanspareil, Royal Mail, and other first class wheels, have almost entirely super-

seded the boneshaker of those days, with its tremendous bouncing proclivities. In New York City at that time, I distinctly remember, that the known number of wheelmen did not exceed fifteen, and supporting one small indifferent club with no fixed headquarters. Now it has six comparatively flourishing ones, all exceeding in membership that lone organization: the club-rooms or house of each are tastfully fitted up while cycling literature is kept on file. The number of wheelmen now residing in the City are 300, all enthusiastic devotees of the sport. The three principal clubs, together number 165 Cyclists,—and all this in five years.

Once again, that oft discussed question "Amateur vs Professional," has been brought before the public through the medium of the cycling press. Oh ye quill-drivers, why not let it rest for a few months, or better still, bury it forever. Why meddle with it at all? The Racing Board, with able Abbot Basset, as Chairman. (Terms Cash; Please remit at once), have drawn up a code of rules, and no matter what conclusion either press or public arrive at in regard to any particular case, those rules will be carried out, the aforesaid R. B. will settle any matter to their own satisfaction, notwithstanding the arguments or pleas of Mr. Smith or Mr. Brown, or of the "Monthly Bicycle." Or if we must have these tiresome discussions, when more interesting reading matter demands the space, give them to us in paragraphs, that we can peruse without afterwards suffering from an aching head.

A country-man, exploring Broadway recently stopped at Spalding's new store No. 241, and seeing a machine on exhibition stepped in and laying a five-dollar-bill on the fishing-tackle counter, remarked to the clerk, "Zeke wants one of them things, so I'll jest ride one of 'em home for him. He was not up in the world of wheelmen.

I receive five or six copies of the Springfield Gazette each month; perhaps this is the way, in which they roll up a paid subscription list of 17,000 names.

Some of the "boys" are wondering on which tour, they will go this season. The Big Four, with its excellent roads and good time, or F. A. Elwell's "Pretty Girls and Pleasant Times."

POINTER.

League of American Wheelmen.

RULES FOR THE Government of Race Meetings.

AS PREPARED BY

THE RACING BOARD.

April, 1885.

MEMBERS OF THE BOARD.

ABBOTT BASSETT, Chairman, 8 Pemberton square, Boston, Mass. In charge of the district embracing the New England States.

DR. N. P. TYLER, New Haven, Conn. In charge of the district embracing the States of New Jersey, Pennsylvania, and Delaware.

F. A. EGAN, 2 East 60th street, New York. In charge of the district embracing New York and the States and Territories west of the Mississippi River.

EWING L. MILLER, 124 South Front street, Philadelphia, Penn. In charge of the district embracing the Southern States East of the Mississippi River.

FRED T. SPOLES, Box 98, Cleveland, Ohio In charge of the district embracing the States of Ohio, Indiana, Illinois, Wisconsin, and Michigan.

Copies of these rules may be had of any member of the racing board by inclosing a stamp for return postage.

THE WHEEL.

DUTIES AND POWERS OF THE BOARD.

The duties and powers of the racing board are laid down in the following extracts from the by-laws of the League of American Wheelmen:—

ARTICLE III. SECTION 6.—(a) To the racing board are referred all matters pertaining to racing and the championships. They shall make all arrangements for the annual championships which are held under League auspices, and shall assign such other championships as are now, or may be established, to be run under the auspices of such clubs or associations as they may consider most desirable, and under such conditions as they may deem expedient.

(b) It shall be their duty to make inquiry regarding any wheelman whose amateur status is questioned, and all protests or charges shall be entered with the chairman of that board, who will provide for an investigation by a member or members of that board. Suspicious circumstances, which are in the judgment of any member of the board sufficient to make the status of any wheelman a matter of reasonable doubt, shall be the basis of an investigation in the absence of formal protests or charges. The member or members to whom the work of investigation is assigned shall immediately communicate with the party under suspicion, either in person or by registered letter, lay all charges before him, or set forth the circumstances which lead to a reasonable doubt, and call for an answer to the charges or a removal of the reasonable doubt. Silence and failure to reply to charges presented within thirty days will be considered an admission of guilt. If the charges are proved, or the reasonable doubt is not removed, it shall be the duty of the chairman to report the findings in the official organ, declaring the party a professional, and warning all amateurs not to compete with him; and such official declaration shall carry with it expulsion from the League if the person concerned is a member thereof.

(c) It shall be within the province of the racing board to receive the request of any wheelman for reinstatement as an amateur, to make a full inquiry, and to decide the case on its merits. A unanimous vote shall be required for re-instatement.

(d) It shall also be within the province of the racing board to suspend from the race-track for such a time as they may deem proportionate to the offence any wheelman guilty of unfair dealing or ungentlemanly conduct on the track, or any wheelman who competes in a race not governed by the rules of the L. A. W., or those that may be approved by the racing board; and any wheelman who knowingly competes with one who has been suspended will render himself liable to a like penalty.

(e) The racing board shall have the power to make such rules for its government and the government of race meetings as may be deemed expedient, and may appoint one or more official handicappers, at their discretion.

ARTICLE IV. SECTION 4.—*Definition of an Amateur*—(a) An amateur is a person who has never competed in an open competition, (b) nor for a stake, (c) nor for public money, (d) nor for gate money, (e) nor under a false name, (f) nor with a professional when gate money was charged, (g) who has never engaged in any athletic sport for money, (h) who has never exhibited his skill in any branch of athletics for money, (i) who is not a paid teacher of any branch of athletics, (j) who has never made the pace for a professional nor accepted such service from a professional, (k) nor who has ever competed for a stake bet. This rule not to apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

RULES OF THE RACING BOARD.

A. Any amateur willfully competing at races not stated to be held and actually held under the rules of the board, or rules approved by the board, shall be liable to suspension from the race track for such a time as the racing board may determine; and amateurs are notified that to compete against any rider who has been suspended will render them liable to the same penalty.

B. The racing board will receive and pass upon all claims for records, and, if required, claimants must furnish a statement from the judges and time-keepers of the meeting, together with a sworn statement from a competent surveyor certifying the measurement of the track. When the record is proven to the satisfaction of the board it will be published in the official organ, and stand as such on the books of the board. No record made at a meeting not governed by League rules will be considered. No record made on the Lord's Day will be considered.

C. The standard of measurement adopted by the board requires that a track shall be measured on a line drawn not more than eighteen inches from a well-defined and continuous inner curb or pole, and no record will be allowed on a track otherwise measured.

D. The board reserves the right to exclude from the racing path any and all machines which, in their judgment, do not come within the commonly accepted meaning of the terms "bicycle" and "tricycle," either by the peculiarity of construction or by undoubted mechanical advantages which they may possess.

E. The following National championships have been established by the board: Half-mile, one-mile, two-mile, three-mile, five-mile, ten-mile, and twenty-five-mile, bicycle, and one-mile tricycle. The one-mile bicycle and tricycle events will be contested each year at the annual meet of the League. The other championships shall be assigned yearly by the board to such clubs or athletic associations as they may select, under such conditions as they may impose.

The National championships are open to League members only, and the trophies in every case shall be medals, struck from a die owned by the League, to cost in no case more than \$50, and to become the property of the winner each year.

Privilege to hold State championships in States where no division of the League has been formed will be granted to clubs or authorized associations, when the importance of the meeting is sufficient to warrant the racing board's special sanction, although it is recommended that not more than one race be offered as a State championship during the year, and that event must be announced at least one month in advance, in order to give intending contestants ample time for preparation.

At championship races, whether State or National, there shall be no limitation in the choice of machines, except in the case of such machines as may be officially barred by the board.

F. The board will appoint, at its discretion one or more League handicappers, who will for a stated remuneration, frame the handicaps of the League, and of such of its associate clubs as shall desire this service at their hands. Handicaps and positions in class races, excepting in a novice's race, shall be based on the abilities as well as records of the contestants as detailed in the application which must be complete enough for the purpose. They shall be framed before the day of the race, shall appear on the programme, and shall not be changed during the meeting.

G. It is recommended that no prize be offered in amateur events above the value of \$50.00, except for challenge cups or prizes which have to be won more than once in order to become the property of the winner.

H. No competitor in amateur events shall accept from his own club, or from a club or any person promoting sports at which he competes, or from any cycle manufacturer, or from any such source, any payment for his expenses.

I. No open betting shall be permitted.
J. In no case shall an order for goods to a certain value, nor a choice of prizes, be offered or taken in any event.

TRACK RULES.

1. Entries and awards in amateur events shall be confined strictly to amateurs, and persons entering for these races, who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the Executive Board that they are not professionals, either by their own statements in writing, or otherwise.

2. The officers of a race meeting shall be: a referee; three judges at the finish; three time-keepers; one starter; one clerk of the course, with assistants if necessary; one scorer, with assistants, if necessary; and as many umpires as may be necessary. The referee, judges, and clerk of the course shall constitute an Executive Board.

3. The referee shall have general supervision of the race meeting. He shall give judgments on protests received by him; shall decide all questions or objections respecting foul riding, starting from the wrong mark or such like offences, which he may be personally cognizant of or which may be brought to his attention by an umpire or other officers. He shall act as he may think for the best in cases of misconduct by attendants, and shall disqualify any competitor who may become liable to disqualification. He shall decide all questions whose settlement is not otherwise provided for in these rules. His decision in all cases shall be final.

4. The judges shall decide the positions of the men at the finish. Two shall stand at one end of the tape, and the third at the other. One shall take the winner, another the second man, and the other the third man; they shall also note the distance between the first three as they finish. In case of disagreement the majority shall decide. Their decision as to the order in which the men finish shall be final and without appeal.

5. Each of the three time keepers, after comparing their watches, shall time every event; and in case of disagreement, the average of the three shall be the official time. Time shall be taken from the flash of the pistol.

6. The scorer shall record the laps made by each competitor; the order of the men at the finish, and the time as given to him by the timekeepers. Scorers shall have such assistance as may be necessary.

7. It shall be the duty of the starter, when it has been reported to him by a clerk of the course that all the competitors are ready, to see that the timekeeper is warned, and before starting the men to say "Mount," in a few seconds after to say "Are you ready?" and if no reply to the contrary be given, to effect the start by report of pistol. Should the pistol miss fire, the start will be made at the word "go." The starter may at his discretion, put back to a distance not exceeding 10 yards any competitor starting before the signal is given. In case of a false start, the competitors shall be called back by the starter, and re-started. Any competitor refusing to obey shall at once be disqualified. He shall announce to the competitors the distance which they are to run, and shall indicate the commencement of the last lap by ringing a bell as the riders pass over the mark for the final lap. In case of a fall within ten feet of the scratch line, the contestants shall be recalled, and the race started over again. Time handicaps shall be started by the word "go."

8. The clerk of the course shall call competitors in ample time for each event, and see that they are provided with numbers properly worn. He shall report the contestants to scorers, see that they are on their appointed marks, and call their numbers for the scorers, as they cross the line at the end of each lap.

9. It shall be the duty of an umpire to stand at such part of the field as the referee may direct, to watch closely the riding, and immediately after each race to report to the referee any competitor or competitors whose riding he may consider unfair, to the end that the referee, before making any decision, may be creditably informed by an official as to the facts. There shall be as many umpires as the size of the track requires.

10. It shall be the duty of the Executive Board to adjudicate any questionable entry, and they shall have the power to make any alteration in the programme that they may deem necessary, or to disqualify competitors, without any protest being lodged by another competitor.

11. No person whatsoever shall be allowed inside the track, except the officials. Authorized persons shall wear a badge. Competitors not engaged in the race actually taking place shall not be allowed inside or upon the track.

12. Any competitor making a false entry will be disqualified and debarred from any place or prize.

13. Choice or change of machine, and choice of costume, are not limited, except that shirt and breeches must not bare shoulder nor knee. In races distinctly stated on the programme of events to be for a particular class of machine, this rule shall not apply so far as choice or change of machine is concerned.

14. Every competitor will receive, in the dressing-room, a ticket bearing a number corresponding with his number on the programme, which ticket must be worn by him on his back during the race. He shall inform himself of the times at which he must compete, and await the call of the clerk in the dressing-room.

15. The drawing for positions in each event shall be done by the promoters of the meeting, and the positions of the men shall appear on the programme. When it becomes necessary to draw for positions on the grounds, the work shall be done by the clerk and starter, in conjunction. In heat races, the winner of the first heat shall take the pole in the next succeeding heat. When races are run in heats and a final, the winner of the fastest heat shall take the pole in the final.

16. All starts will be from a standstill, with the left hand towards the curb; and the machines

are to be held in position by an attendant (the driver touching the starting-line) until the signal is given by the starter. Attendants, when pushing off competitors, must have and keep both feet on the ground behind the mark from which the competitor actually starts. Should the attendant overstep that mark with either foot, while touching the bicycle, the competitor shall be disqualified. Any competitor shall be at liberty, with consent of the referee, to start from a mark behind the one allotted him in the race; but in such case, as in all others, the point of contact of the first part of the machine with the ground shall be considered the starting mark, which the attendant shall not overstep. There shall be no "push off" in tricycle races.

17. The finish of all races shall be judged by the first part of the driving wheel which touches the tape fastened flat on the ground at the winning-post.

18. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the bicycle in front before taking the inside. The inside man must allow room for his competitor to pass on the outside. A competitor overtaking another may pass between him and the pole if there be ample room, but he does so at his risk; and should a foul be claimed, the referee must decide if the rider was justified in his course. Riders are cautioned that they must not pass inside, except as a last resort.

19. Any competitor guilty of foul riding will be disqualified and debarred from any place or prize.

20. Any protest against a competitor respecting his qualification as an amateur must be lodged with the referee; and any protest respecting foul riding or breach of rules must be made to the referee immediately after the heat is finished. A competitor, upon being disqualified, shall forfeit any entry fees he may have paid.

21. Competitors may dismount during a race at their pleasure, and may run with their bicycles if they wish to, but they must keep to the extreme outside of the path whenever dismounted. If a rider be dismounted by accident or to change his machine, he shall not be allowed a push off in starting again, but an attendant may hold his machine while he mounts it, and he must so mount at the extreme outside of the path.

22. Clubs may reserve the right to reject any or all entries, except entries to championships' run, under their auspices.

23. The officers of a race meeting shall not be permitted to compete in any race with which they are officially connected.

24. A novices' race is open only to those who, up to date of event, have never won a prize, excepting in a club contest, and should properly be the first race of a meet.

25. In a race without hands, the start shall be made as usual. Ten seconds from the time of starting, the starter shall ring his bell, and this shall be the signal for the riders to take their hands off. The competitors must then ride with the arms folded, or the hands and arms otherwise kept quite off the machine. Any competitor touching any part of his machine with his hands or arms, shall be disqualified.

26. In a slow race, a straightaway course not less than three nor more than five feet in width should be marked out for each competitor. Any competitor who rides outside of these lines—to be judged by the centre of the driving wheel—or who comes to a standstill, or who is dismounted, or who fails to start at the signal shall, be vanquished.

27. In a lap race, the position of each rider must be taken at the finish of every lap. The first man shall count a number equal to that of the contestants at the start, the man second shall count one less; the third, two less, and so on. The competitor who scores the greatest number of points shall be declared the winner, whether he ride the whole distance or not.

28. In a team race the position of each rider must be taken at the finish of every mile. The riders shall count as in a lap race, and the aggregate scores of the team members shall decide the victory.

29. The contestants in a run-and-ride race shall be started on foot in the usual manner, and umpires shall be stationed on the track at the mounting and dismounting stations, who shall take account of the fairness of mounting and dismounting. Mounting before reaching or dismounting after passing the station shall be sufficient cause for disqualification.

30. Ignorance of any of the foregoing will not be considered a valid excuse for violation.

FROM THE CLUBS.

PICTURES.

April 30, May 1, 2.—Memphis, Tenn. Cycle Club, three days race meet.
 May 2.—Young America Cricket Club Games at Stenton, near Phila.
 May 18.—Philadelphia Amateur Athletic Club, Field Games.
 May 19.—Cleveland B. C. Annual Spring Race Meet.
 May 23.—St. Louis Ramblers Race Meet.
 May 27, 28.—Louisville, (Ky.) Wheel Club Annual Race Meet.
 May 30.—Ixion Bicycle Club, Fifty Mile Road Race.
 May 30.—Illinois State Division L. A. W. Meet and Tournament at Chicago.
 May 30.—Providence, R. I. B. C., Annual Race Meet.
 May 30.—Springfield, Mass. B. C. Race Meet.
 May 30.—Annual Meet of the L. E. C. W. at Beverly.
 June 5, 6.—Yale B. C. two days race meet, at New Haven.
 June 17.—Race Meet at Albany; N. Y.
 June 20.—Kings County Wheelmen Annual Race Meet Brooklyn N. Y.
 June 30, July 1st.—Two Days Race Meet of the Fort Schuyler, N. Y. Wheelmen at Utica.
 July 2, 3.—Sixth Annual Meet of the L. A. W. at Buffalo.
 July 3, 4.—Race meet of Bartholomew County Wheelmen of Columbus, Ind.
 July 4.—Race Meet at Union A. C. Grounds, Boston, Mass.
 July 6.—Big Four Tour starts from Buffalo.
 July 20, 21.—Ohio State Division L. A. W. Meet and Tournament at Springfield.
 Aug. 13.—Berkshire County Wheelmen, Pittsfield, Mass. Third Annual Race Meet.
 Aug 27, 28.—Annual Race Meet Cleveland Bi. Club, at Athletic Park.
 Sept 8, 9, 10.—Annual Tournament of Springfield, Mass. Bi. Club.
CLOSING OF ENTRIES.
 May 11.—Entries close for the one, two and five mile bicycle races to be run at the Philadelphia Amateur Athletic Club's games, cor. 26th and Jefferson Sts., on May 18th, at 3.30 P. M. Entrance fee, 50c., each event. Address, R. Faries, 227 South 20th St., Phila.
 June 2.—Entries close for Yale B. C. races, including Twenty-five miles, L. A. W. Championship, and Twenty miles, Pope Cup. Address, Wm. Maxwell, 209 Durfee, New Haven, Conn.

STAR B. C., LYNN, MASS.—The following officers were elected at the general business meeting held April 14th: President, F. S. Winship; vice-president, E. G. Gordon; secretary, W. H. Pervear; treasurer, W. O. Faulkner; captain, F. J. Faulkner; 1st lieutenant, F. S. Winship.

ROCKFORD ILL., B. C.—The officers of this club for the ensuing year are: President, Freeman Lillibridge; captain, George Hart; secretary-treasurer, Charles W. Allen; color bearer, A. N. Wiloughby; bugler, A. E. Thompson.

HARLEM WHEEL CLUB.—This club has leased a roomy two-story building in 124th Street, near 6th Avenue, to be fitted up as the club's headquarters.

WILMINGTON, DEL., WHEEL CLUB.—At a meeting of our club held April 22d the following officers were elected for the ensuing year: President, Chas. I. Kent; secretary-treasurer, J. H. Mandenhall; captain, Caleb M. Sheward; lieutenant-captain, Richard R. Tatuall.

DANVERS B. C.—The Danvers Club has engaged the Danvers Rink for May 6th when they will give a race entertainment. Representatives from Beverly, and Lynn will take part in the contests.

YALE BICYCLE CLUB'S RACE MEET.

On account of many local attractions the Yale B. C. has determined to change the date of its annual race meet from May 29th and 30th to June 5th and 6th. The following will be the order of events: Friday, June 5th. Three mile record race, ten minute class; one mile open; two miles without hands, one mile 3:10 and twenty miles, Pope cup. Saturday, June 6th. One mile State championship; Five mile record; Half mile boys race;

Two mile handicap; One mile intercollegiate; One mile club; Twenty-five miles championship L. A. W., and a half mile consolation.

The club will give as prizes first-class shot guns, costly silver cups, handsome silk banners and a few valuable medals. A number of the fastest men will enter and an exciting and enjoyable two days meet may be expected.

FOR SALE AND EXCHANGE.

[Advertisements inserted in this column, not exceeding thirty words nonpareil, for one dollar. Any subscriber can insert an advertisement free of charge once during the year of his subscription.]

SPECIALTY IN SECOND HAND CYCLES, LAMPS Etc. All makes, cheap. Enclose stamp for particulars, stating wants. 55-inch "Rudge Racer" (new) cheap or will exchange. WANTED—Second hand wheels; send for full particulars. C. Herbert Diamond, Box 2434. 1359

FOR SALE: 52-in. Rudge, framework nicked Balls throughout, including Pedals. Price \$75. W. C. Herring, 2 & 4 Stone St. New York. 1365

FOR SALE. A 51-inch Extraordinary Challenge, half nicked, in good order, with drop handlebars; Perfection Alarm and King of the Road Lamp. Address R. R. Tatuall, 1803 Market St. Wilmington, Del.

FOR SALE. 42-inch Facile; 1884, good as new, with stand and bell, \$105. Address Facile, Box 2836, New York.

FOR SALE. 56-inch Rudge Light Roadster, run about 5 mos., good as new. Will exchange for 54-inch, same kind of machine. Address, Samuel Ellis, Elmira, N. Y.

WANTED. 48-in. full nicked Expert in good condition, at a low price for cash. Arthur W. Perego, 128 Fulton Street, N. Y.

FOR SALE. 51-inch Star, half nicked, with dropped handles, patent brake, hill climber, rocking pedals and cradle spring; 1884 make. Will exchange for 50-inch crank, or will sell. Address, Wheel, Edgewater, N. J.

E. I. HORSMAN.
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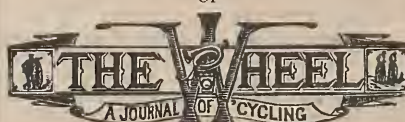


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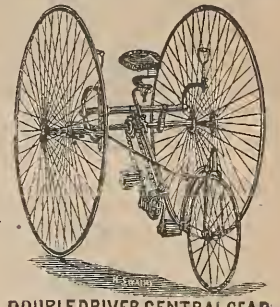
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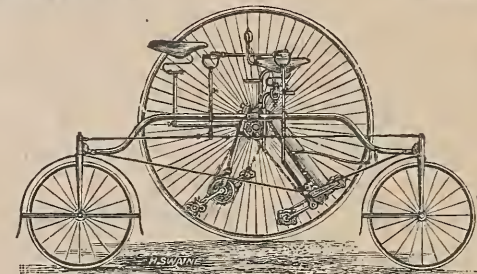
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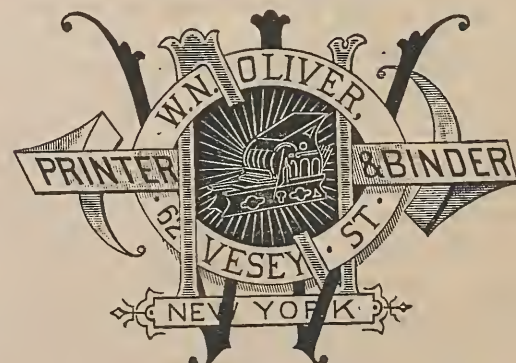
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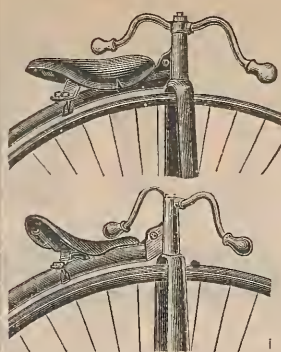
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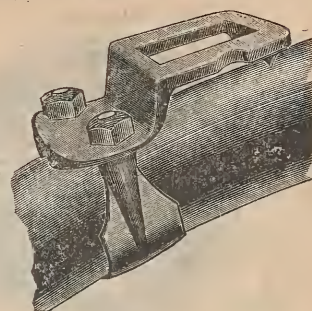
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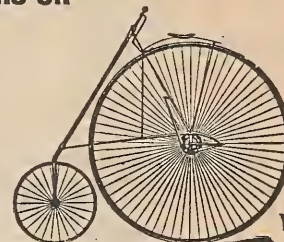
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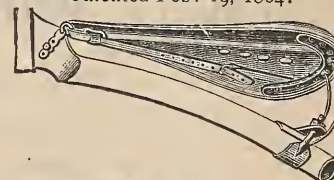
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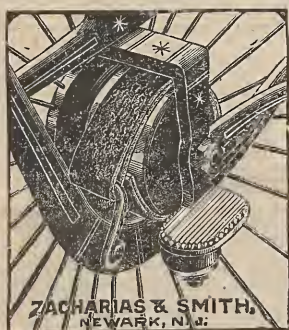
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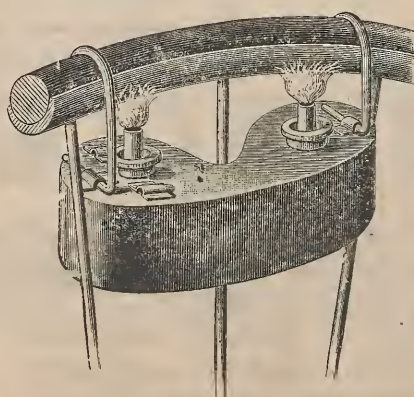
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