

THE WHEEL

A JOURNAL OF CYCLING

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P. M. Harris, of the Ixion Club, made the fastest mile at the race meet of the Citizens, in 3.17. He bids fair to do good work yet on the track in the coming season.

Now cometh the season of mad May merriment, when man getteth himself up in knee breeches, jersey, and a polo cap, and forthwith hieeth himself upon the saddle of the festive bicycle, when the bicycle kicketh up behind and standeth him upon his ear and filleth him with much woe and dust, and the air is rent with lamentations and sulphuric odors from exclamations made.

A friend lately from England wants me to use my influence for the promotion of racing on grass tracks in this country. All I can say is, that a racing man who has tried it says he was contented with his lot after he had cut the grass on it for a track of this kind, for then he wanted no mover of it for racing purposes.

Did it ever strike you that no matter how good a wick you may have in a lamp, that sooner or later it is sure to go out and meet its match?

"Oh dear!" exclaimed the club dude, as he rushed down Riverdale hill at about a two-minute gait, "how dizzy I am! My head spins round like a top." "Humph!" exclaimed the philosopher, "why shouldn't it? Ain't everybody's head atop?" Slow music and red fire then, as the dude died in awful agony, a victim to a punster's punishment.

The Ixions are once more housed. They have located at 2 East Sixtieth street, and henceforth the latch string hangs out for any wheeling wayfarer.

"Karl Kron," hard at work upon his "X. Miles on a Bicycle," shortly to appear in print, sends me a letter upon the heading of which I find a cut of the University Buildings in which he resides, and beneath it the following lines:

*"Nulla una dormand laura
Is that Building. You could not,
Placing New York's map before you,
Light on half so queer a spot."*

Above this appears the two dates, "1876—1916." This was a puzzler to me, so I wrote to find out their significance, and am informed, in consequence, that the first is the date he moved into the building, and the last is the year in which he intends to move out.

Mr. Fred Ingraham, who is well known to bicyclers as "The Jedge," a prince of good fellows, and a rider of no mean note on the side paths of his Long Island home, shortly deserts cycling for matrimony, leading to the altar Miss Gertrude Julia Leverich, one of Brooklyn's belles. May his desertion from bicycling be only an exchange for a sociable, and his paths through life be henceforth both broad and smooth.

M. G. Peoli, of the Ixion Club, has charge of the tennis department of D. W. Granbery & Co., 20 and 22 John st., a fact that should be remembered by all cyclists

who desire anything in this line, the well known reputation of the house itself and that gentleman ensuring satisfactory treatment.

The Springfield Club are having designed a silver vase for their forthcoming race meet in September, that will be the handsomest thing of the kind ever constructed. It will stand 28 inches high upon a base of black onyx, which base will be mosaiced in gold, with spirited scenes from bicycling, taken from road and path studies. Upon the front of the cup will appear a shield bearing a history of the race, winner, and time. Upon the reverse will be a League badge of solid gold three inches in diameter. This is the only thing I can remember from the many I learned while stretching my legs under their mahogany on Wednesday last at Hotel Warwick during their annual banquet. Some way or other the balance is a somewhat confused admiration of that beautiful vest of Sec. Lawton.

Ira Perego, who carries the finest lines of bicycling and other furnishing goods in this country, will have a complete exhibition thereof in Perry Building, Penn. avenue and Ninth street, Washington, during the three days of the L. A. W. meet.

An English journal, speaking of the enormous strides of cycling, says that no cyclist has yet worn the Garter. This may be so there, but in free America most all of them wear two, when a shoestring is not used instead.

The Penna. State Division Treasurer has forwarded to Treas. Gilman \$50, in answer to a letter of appeal for aid to them from Frank A. Egan, N. Y. L. A. W. Representative. The Mass. Division responded to same by replying that "they cannot advise any draft upon Division funds for that purpose." No comment is necessary when one stops to consider that the Penna. boys had but \$67 in their treasury, and yet they gave \$50 of that to the needs of the association.

It seems strange that it should be left for the Colonnade Hotel in Philadelphia to discover the benefit of early and intelligent advertising of the forthcoming meet there, while the managers of the meet itself should bestow so little attention to so vital a necessary of its success as early and persistent advocacy of its merits with printer's ink.

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GRASS TRACKS.

Editor of The Wheel: As one who has watched racing in England almost from the beginning, and who is familiar with nearly every track in that country, I should like to offer a few remarks on the subject of racing tracks. We in this country should take advantage of the blunders that have been made over there and benefit by their experience. I have noticed from time to time reference in your paper to this or that club which was about to undertake to build an asphalt track. If any club with such intentions is disposed to accept the advice of one who has seen asphalt tracks tried time and again, take his advice and *don't do it*. There is an asphalt track at the Astor lower grounds, Birmingham, England, inside the under track; but men who have tried it say, they would as soon ride full speed against a brick wall as race on it. Asphalt is good riding at slow

speed when dry, and with few and good turns but racing done at high speed and with many turns, especially if there are many competitors, and if the track is in the open air, rain may wet it even during a race. Your racing readers can picture to themselves how they would like a fall at full speed on a hard asphalt track. There are no asphalt tracks that are ever used for bicycle racing in England now; all the best tracks are cinder.

The N. Y. A. C. track at Mott Haven has as good a surface as any track in England. The trouble with it is the *shape*. The three best tracks in England are Crystal Palace, Belgrave Road, and Surbiton.

The first and last are the ones upon which all of the amateur and the second all of professional records, except the 2 mile, were accomplished.

The two-mile record, both amateur and professional, was accomplished, as no doubt most of your readers know, at Cambridge in a match between professionals and amateurs, John Keen getting the professional, and Kieth Falconer the amateur record.

The Crystal Palace and Belgrave Road tracks are practically round, the former $3\frac{1}{2}$ laps and the latter 5 laps to the mile. The surface of both there is cinders. The Cambridge track, which, by the way, has very much deteriorated since 1879, when the 2 mile record was made, has a surface of ashes, wood ashes, I believe, and is D shaped, and 4 laps to the mile, the finishes taking place on the straight. The Surbiton track I leave till last, for I think it is the best; it cost least to construct, is one of the oldest, if not the oldest track constructed for bicycling, and, with least attention and roughest usage, is now in my opinion the best track in England. The reason it has not more records is owing to the fact that it is remotely situated; only minor race meetings are held there, and it is handed over to professionals for matches, and novices as a training ground, but in spite of this whenever good men get on the track, fine time is accomplished.

This track has, like the Crystal Palace, a surface of fine cinders, but is different from any of the others in shape, being square with rounded corners well banked up, being some 18 inches higher on the outside than on the inside, and is 4 laps to the mile. On this track one hardly feels the corners; leaning over to one side they are over in an instant, while on a round track, even one as large as the Crystal Palace, you have constantly to be pulling your machine in, and there is to the racing man always the discouraging reflection that when passing a man you are going further than he is; and when this occurs at the finishing post where every inch is of value, sad is the reflection indeed. A track can be constructed similar to the Surbiton track at considerably less than half the price of asphalt, though of course it would need rolling at least once a week; oftener if used much.

I wish to call the attention of your readers to the advantages of grass tracks, which seem to be almost unknown in this country. The three most noted London meetings are upon grass, viz., the Surrey B. C., Beckenham, and Catford Bridge. The first named seldom fails to draw less than 10,000 spectators, and the two latter are noted for the number of ladies and carriages. A grass track costs next to nothing to prepare, all you have to have is a fairly level field; or, better, a common where the turf is short, mark out the course as large and wide as possible, soak

the ground well with a watering cart, and roll until dry, removing, of course, any small stones, tin cans, or other obstructions. An energetic club could do this without any outside assistance, except perhaps an old horse.

In case any club, desiring to give a race meeting, should like to use a grass track, I should be happy to give all the advice in my power.

The Editor has my address. W. C. H.

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THE KENNEBEC TRIP.

It is now an assured fact that a large party will make the tour of the Kennebec Valley the coming season. To those who contemplate joining this party or have fully made up their minds to go, the following may be of interest:

The company will start from Trinity Square, Boston, Tuesday morning, July 29th, at 7.30 A. M., and ride to Lynn, via Cambridge, Medford, and Malden. At Lynn train will be taken for Gardiner, which place will be reached early in the afternoon. Dinner will be served at the depot in Portland about noon. From Gardiner we ride to Augusta, 7 miles, halting en route to visit the famous Halliwell Granite Works. At Augusta the evening will be made to pass pleasantly with music and dancing. Wednesday morning those who desire can make a visit to the Soldiers' Home, at Togus, four miles out of the city. Others can visit the many places of interest in the State Capital. After an early dinner we start for Waterville, 13 miles distant, where we spend the night. Dancing in the evening for those who wish to indulge.

Thursday finds us in Skowhegan, after a pleasant ride of 19 miles along the banks of the Kennebec. Here we stop at the Hotel Coburn, a fine house, and meet with the young people of Skowhegan in the evening, when the lovers of the dance will again have an opportunity to trip the light fantastic toe.

Friday takes us to Bingham, 25 miles, dinner at Solon; we are now well on our way, passing through a region presenting the scenery peculiar to rural Maine. No dancing at Bingham, but a good supper, and a social evening.

Saturday, August 2d. This day we follow the Kennebec to the "Forks," 26 miles from Bingham, taking dinner at "Carney's." All lovers of beautiful scenery will enjoy this ride, said to be one of the most charming in the State. At the "Forks" we find a good hotel, and here we pass.

Sunday. This day will be devoted to rest. A walk can be taken to Moxcey's Falls, and elsewhere, or a quiet spin up the military road that leads to Canada.

Monday we reverse the ride of Saturday, spending the night at Bingham.

Tuesday, August 5th, it was intended to ride to Phillips, on the Sandy river, but we have since learned that the ride across country would be found difficult and uninteresting, and have accordingly changed our route to Norridgewock, passing through Solon and Madison, through a fine country and over good roads. At Norridgewock we take train for home Wednesday morning, arriving in Boston that evening at 6 o'clock.

The day previous to our starting, Monday, July 28, the Niagara-to-Boston party will

take an all day run around Boston, and all of the Kennebec party are strongly urged to participate. Those who have never indulged in a wheel through the charming suburbs of Boston have a rich treat in store, and the pleasure will be greatly enhanced by the company of the Western wheelmen. Many members of the Boston clubs will be out on this occasion, and it will undoubtedly be a most enjoyable affair. The time and place of starting will be announced later on.

It is hoped that some members of the Western party will start with us the next day for the Kennebec.

It will be apparent to the readers of this article that the Kennebec trip has been planned with an eye to comfort, sociability, and sight-seeing, rather than to the covering of long distances; still all who are ambitious to ride constantly can easily gratify their desire by taking side runs at the different places passed through. The Eastern and Maine Central railroads have kindly offered to place a special passenger and baggage car at our disposal, in addition to giving us half rates for the round trip. This will be appreciated by wheelmen who have travelled on such roads as the Boston & Albany, where the bicyclist is treated like an enemy and plundered accordingly. The entire cost of the trip will not exceed \$25, unless some unforeseen expense is incurred, but this is hardly possible.

The number of participants will be limited to fifty, as a larger number would crowd us at the hotels; and as fully half that number have entered their names on the roll, it behooves those who are thinking of going to send in their applications as soon as they can see their way clear to do so. Direct all communications to

FRANK A. ELWELL.

PORTLAND, ME.

Vote for THE WHEEL'S Monthly Supplement as the "Official Organ" for next League year.

ALL ABOUT SCHENECTADY.

Editor of The Wheel: As I have never seen any cycling news in your valuable paper from this vicinity, I send you a brief sketch of our club and doings. The Schenectady Bicycle Club was organized here last November, and is an outgrowth of the Mohawk B. Club, established about three years ago, but which eked out a precarious existence and was finally merged into the present one, which immediately joined the League and the C. T. C., having adopted the grey uniform of the latter for club use.

At our last meeting the following officers were elected for the ensuing League year: President, S. R. James; Vice-President, Henry Horstmeyer; Secretary-Treasurer, Ed. L. Davis; Captain, Jacob W. Clute; Lieutenant, Wm. G. Schermerhorn; Color Bearer, Wm. S. Veeder; Executive Committee, B. Whitlock, Wm. G. Schermerhorn, Jacob W. Clute.

Our President is one of the original Mohawkers above mentioned. He possesses all the superfluous adipose tissue of our number, who are rather inclined to be lean and hungry men. He kicks the beam over the double century, and his distance annihilator is a 50-in. Extra-ordinary, made to order for him while touring in England. He holds one record, that of a masher, obtained at Springfield last September. Our Captain is a physical Cassius, but he is a perfect Sheridan on the ride; he "treads the atmosphere" on a 50-in. Expert.

"One Star alone of all the train

Can hold the 'wandering' sinner's eye," and the member who "pedipulates" (all rights reserved for this word) seems to be satisfied with it. Certainly it carries him over the ground very thoroughly, and what more could be desired?

Occasionally I see a cycling tourist inviting hemorrhoids and headers by riding over our un-Christian cobbles, and to such I would advise, if riding through this city again, to get on the side walk, for although there is an ordinance against such it has never been enforced, and our club will try to have it remain so, by discouraging any riding on the walks except to get out of the city. If we were compelled to ride on the cobbles, we would have to walk (excuse the Hibernianism), for the streets are kept so clean that each individual cobble stands on end.

Should any cyclist be rolling through our valley and town the coming season, our club would be pleased to have him dismount and socialize.

DEL. SAVID.

SCHENECTADY, N. Y., April 5, 1884.

THE AMATEUR-PROFESSIONAL QUESTION.

RACING IN GENERAL.

Editor of The Wheel: From time to time I have noticed in your paper comments on racing matters in which the professionals were handled roughly, so as to speak. Such sayings as "an amateur meet for amateurs only" are getting pretty common in the columns of the wheel world papers. A general cry of "fraud" is raised against professionals, till it is made to appear that a professional cannot run a race without selling it. I have not seen any defence offered in their behalf. The writers generally show the greatest possible prejudice in dealing with the subject. Whatever has been said against the professional races at Springfield, no facts have been disclosed to prove that any of the races were sold. One writer says that it "was plain enough to see" that they were sold, and cites as a proof the fact that they (the professionals) finished very closely at the end of the races. Now may I ask why the amateurs in the mile race all finished within 3 seconds, which is a sight closer than either of the professional races? Does that necessarily make it show that the amateurs sold the race? It would according to said writer's explanation. Again, some one says the "public were clearly disgusted," and as a proof says that they hissed Prince when he protested before the judges. My dear sir, did not the public do something of the sort when Robinson protested against Frazier? If hissing is a sign of disgust, there was about as much of that commodity in one case as in the other. I think it was "Mercury" who said it was a "beautiful sight to see a number of men struggle honestly for the lead," and then adds in the same breath, as if to inform the public where they can find said "beautiful sight," that an "amateur never sold a race." Well, I can only infer two things. "Mercury" is not an amateur racer, or he is grossly misrepresenting to the credulous readers of THE WHEEL. How many amateurs smiled to themselves when they read that? It will be safe to wager dollars to doughnuts that professionals "struggle honestly for the lead" quite as often, if not oftener, than the opposite class. It would appear queer, wouldn't it, for Prince to sell a race to those bragging Englishmen, who came over with the avowed intent of "walking away" with him, and that, too, when \$1,000 was at stake? That's a little too much for even an enemy of Prince to suppose.

"An amateurs' meet for amateurs only" would perhaps do very well for a small affair, but when it comes to making it an international race meet, in which large numbers of spectators are needed to make it a success financially, the managers generally have enough sense to have professional races also. All the amateurs you can bring out are small potatoes compared to Wood, Lee, Howell, and others, so far as muscle and speed are concerned, and the public generally are acquainted with the fact. Letting all I have said have what weight it may, let us suppose for convenience's sake that professionals do always sell a race. Well, they generally make it interesting, don't they? Yes, more so than any amateur races, with few exceptions. It being conceded that their races are very interesting to the public, who cares if they (the races) are sold? If anybody wants to put money in them, why it is none of our business. The objects of large race meets are to make money for the clubs giving them, and to reach this end the public must be interested, and so long as professionals are successful in this way, who can grumble? In fact all this foolish talk about "amateur meets for amateurs only" cannot but help reminding one of the "dog in the manger," and leave us to infer that the amateurs are envious of the professionals and want all the glory themselves.

While I am speaking of racing I might as well speak of the doubts expressed as to the genuineness of Lee's records. As long as he does not do the distances in as fast time as Cortis and Keith Falconer, the records are all right. Cortis does 20 miles in 59m. 20s., and Lee goes to work and reduces it to less than 59m.; then all the amateur world is sad and says he didn't do it, etc., and it was cited as proof that in England they required only one timekeeper. Well, if that is so, haven't we got just as much reason to say that Cortis's and Falconer's records are incorrect? Amateurs wonder how it is that professionals should ever be able to make better records

than they. This is a little too egotistic. A machinist who gives his whole attention to it can make a better bicycle than one who attempts the work only two or three times a year. If a professional wants to do so he can easily knock over any records ever set up by an amateur. The reason it is not done oftener is that the former does not believe in making too much toil out of his daily work, when it is not necessary. But offer him a purse to beat a record and it will be done.

It will be easy to see that I am a professional bicyclist, but I hope this will be given space in justice to the class that has been so foolishly and unjustly attacked by those who know the least of the matter.

RACER.

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THE ROADS IN THE VICINITY OF PHILADELPHIA.

II.

The incipient romance mentioned in THE WHEEL a few weeks ago under the above caption, which was born upon the Lancaster turnpike, and nourished by the wholesome airs that bless that thoroughfare, has passed from the first to a later stage in its progress. It was previously stated that the young lady, whose name is Blumine, was unfamiliar with the charms of the wheel and its riders. This is an error. Since writing the account I mention, a youthful wheelman has confided to me that he has made her acquaintance, together with a statement of the circumstances surrounding the first meeting. If I were to give his name, the youth would need no introduction to Philadelphia wheelmen; for, although he is quite young, only twenty, his frank and manly air has attracted general attention. He is frequently on the road, and his short chestnut hair, and the gentle color of his cheek, seem to have become almost permanent features of the pike. In order to conceal his identity and to prevent future inquiry concerning his movements and visits, I will call him Rosburn. During the latter part of last September he mounted his wheel for an accustomed spin out the pike, followed on this occasion by his setter dog. The day had been quite warm, but the afternoon breeze caught his cheek as he struck the pike, and he began to run with the inward assurance that his ride would be a pleasant one. There are times when we feel a community with other portions or creations of our great mother Nature so strongly, as to link our lives, sympathy, and feeling with animate and mute objects. This is especially true of wheelmen. Who has not felt that exquisite but unutterable sympathy or kinship, with a bird or squirrel which one has startled unexpectedly and noisily by the tread of his noiseless vehicle? Sometimes in a moment one feels his soul knit and hooped to his fellow creatures with a rush of feeling, which leaps tumultuously across the chasm separating species and kinds. The sight of a hoary boulder, or a gray barked tree bending gently before the summer's breath, will call up in certain moods the condition of natural fraternity.

Under the influence of some such unforgotten thoughts, Roseburn waved his hand to a little sparrow that chirped to him from a neighboring rail, and with the sympathetic current descending at his feet, sped on leading King Charles to his heels. Upon reaching the Overbrook hill he slackened his pace, and took the rise slowly, while his dog wondered about unrestrained by the speed of his master. At the toll-gate Roseburn dismounted for a few minutes, but a loud bark from King Charles beyond the bend in the road recalled him to the saddle, and brought him in sight of a scene which stopped his pulse for a moment, and sent the color from his cheeks. In the centre of the road stood a large bull whose flaming eyes had caught the reflection from a dainty red parasol in the hand of a young lady, who at the moment clung to a slight wire fence along the road side. Roseburn saw at a glance her peril and fright, and calling to her to drop the parasol, dismounted from his wheel, and placed himself before her enemy. The animal had already lowered his head, preparing an attack, but, seeing a new antagonist, stopped for a moment, and lost the advantage of an offensive position. The dog sprang forward and attacked his flank, while Roseburn, armed with a stone, moved upon his front. Disconcerted by the combined forces and diverted from his original purpose,

the bull turned angrily about, and trotted up the road. Seeing his advantage, Roseburn remounted, started in pursuit ringing his alarm bell, and the bull, frightened by the unusual sight and noise, increased his speed and was soon far enough away. With some trepidation the wheelman returned to the young lady, whom he found somewhat recovered from her fright. He saw at a glance that she was the fair unknown whose appearance had so often retained his lingering glances, and whose acquaintance he had despairingly desired to make. During the time of his approach, embarrassment and happiness struggled for control; he knew not how to address her, and his modest manliness feared the expression of her gratitude. He was spared the necessity of first speech, however, by the action of the lady herself. With the direct and simple manner of an unconventional maiden, she advanced to meet him, and said, in a voice that sent a thrill of pleasure, "You have saved my life, sir, and I fear I can never thank you for it!" Roseburn looked at her eyes, and in the space of a lightning stroke "the brown windows" met his, kindling the flame of mutual regard, springing from gratitude and incipient liking on one side, and unmixed satisfaction on the other. Pulling off his riding cap with one hand, and holding the handle of his machine lightly in the other, he replied: "My dog should be the happy recipient of your thanks. Come here, King. Do you know this lady feels grateful to you?" The dog came up to his master and paused under the caressing hand of the girl a moment, while Roseburn said: "Will you permit me to assure myself of your safety, by protecting you from any further annoyance?" With simple but earnest directness, Blumine said: "I shall be sorry to interfere with your ride; but," with a slight smile, "my enemy may return again." He looked at her again, and their eyes met once more, calling up the nascent assurance of a pleasant prepossession in his favor accompanied by the sweet doubt of favor, as yet unsupported by words.

Starting up the pike, Roseburn leading his wheel, they soon reached Blumine's home, where they made their first parting at the gate. Blumine offered her hand with a pretty feminine unreserve, thanking him again for his timely assistance, and Roseburn, almost overcome by the mingled sensation of embarrassment and pleasure, requested that he might call the next day and ascertain whether she had entirely recovered from the encounter. The young lady gave the permission at once, and, with a new and unaccustomed pleasure thwarted by an almost exquisite pain, Roseburn remounted his wheel and rode away, amazed at the sudden and unexpected events of the last few minutes.

BRUN.

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OUR BOSTON LETTER.

WHAT BOSTONIANS THINK OF THE L. A. W. —A CHANGE IN THE EXECUTIVE MANAGEMENT NEEDED AND A BOARD OF OFFICERS WITH MORAL COURAGE DESIRED—RAMBLER'S RACE MEETING—NEW CLUBS FORMED—MINOR NOTES AND GOSSIP.

"Will you join the League next year?" "Do you think Fred Jenkins will be reinstated?" "Wonder if Gilman will be brought to account at the next meeting?" These questions together with the remarks that the Capitol Bicycle Club is a bigger institution than the League of American Wheelmen, and that the present board of officers don't amount to much, are what are heard on every side. The local dailies find the League the most fruitful subject to fill up their cycling columns with, and at the club rooms League politics are the chief topics of conversation. As I stated in a previous letter, the number of actual enemies to the League in Boston is quite small, but they are so energetic in ventilating their prejudices that to an outsider Boston may appear wholly opposed to the League. The Massachusetts Club with its 120 members is, of course, solid for the League, and I feel confident that the Ramblers will also give it their support, although since a number of the members of that club have joined the Bostons, there has been some talk of drawing out of the L. A. W. as a club, but their number is so small that there is but little fear of the club seceding. The only reason I can discover why any wheelman wishes to leave the League is because he derives no direct personal benefit

from being a member that he would not without being a member, and therefore thinks that he might as well save his much-prized dollar. That he is correct in this supposition is amply proved by the recent action of the Board of Officers granting non-members all the privileges of the League Meet. The unattached man goes to League hotels and pockets the discount, granted him on the supposition that he is a member of the League, with a satisfied air, congratulating himself on his shrewdness in preserving his dollar. I don't mean to say that all unattached wheelmen are inclined to do this, but I know that a large number of them are, as witness the great fuss they made over the decision of the Board of Officers excluding them from the parade, banquet, etc. at the Washington meet. Several incidents of this kind have come under my personal notice. I remember last season of stopping at a League hotel with a party of wheelmen, three of whom were not League members. When we came to settle our bills, the landlord said that he had been requested by the consul who made his house the headquarters for members of the League, not to give a discount to any bicyclist unless he was a member of that association, and accordingly asked us if we were members. As soon as the three unattached saw the drift of the conversation, they remembered that their machines needed some attention and went out. We, who remained, said that we were League members, and received our discount. The hotelkeeper by this, of course, thought the whole party were members and, accordingly, when the three finished attending to their bicycles, gave them the same discount, which they accepted without even a blush. Landlords, however, very seldom ask a wheelman if he is a member of the League, and consequently incidents of this kind rarely occur, but non-members accepting favors intended for members only, are of frequent occurrence, and the recipients think it all right if they are not obliged to tell a falsehood.

To me it seems, that the only way of making the League a success is to have "League benefits for League members only," and until this is done the League is doing an injustice to its members. When I have said this to any one opposed to the League, the reply has always been, that the League conferred no benefits on its members, and if it does, he don't want any of them. If the unattached don't want any of our privileges why did they make such a tremendous fuss, when they were told they could not have the same privilege? The row made over the Washington meet has done more to prove that the League does confer benefits on its members, than anything I know of.

It is true that the Board of Officers selected a rather bad time for taking this action, as it may appear to some as a reflection on the Capitol Bicycle Club, but nevertheless it had to be done some time, and when officers had accomplished it, they should have had backbone enough to stand by their decision. By reversing their decision they have gained nothing, for it is likely that the Capitol Club will postpone their race meeting, or do anything to assist the League in making its meet a success. The new board, I most sincerely hope, will be composed of men who, when they have done what is right will have the moral courage to stand by it.

The Ramblers are actively working towards making their racemeeting a success, and have sent out posters to all the surrounding towns, giving full particulars of the event. The daily papers are full of notices of the races, and if they are not a success, it will not be for lack of proper advertising. The program has been arranged, and it is as follows: One half mile, best two in three heats; one mile, best two in three heats; two mile; five mile handicap; ten mile straightaway; one mile race for tandems; one mile with hands off; one mile club handicap; one mile club championship; and a five mile professional race. Prizes aggregating \$500, will be awarded for the different races. The entrance fee is one dollar, and the entries close with Charles S. Howard, P. O. Box 4, Boston, Mass., on May 27. Last week I walked over the track, on which the races are to be held, and was greatly pleased with it. I have never seen a track with more easy curves, and although I am not a racing man myself I felt confident that, if on the day of the races the surface is in good condition, some record breaking time will be made.

One of the most surprising things that has happened in Boston for a long time is, that

Stall and Burt are to have the South End agency for the sale of the Columbia bicycle. The fact is, however, that Stall has got a pretty good eye for business, and when he sees that the trade wants a certain make of machine more than any other he is not slow to find means for supplying the desired machines. It is not at all surprising that American bicycles should be superior to those of English make, for in the manufacture of cutlery, fire-arms, carriages, etc., America is far ahead.

Two new Bicycle Clubs have been organized in the suburbs of the city during the past week. One at Orphan's Corner, called the Columbia Bicycle Club, and the other at Neponset, bearing the name of the Neponset Bicycle Club. It is said that the former club received its name from the fact that all its members ride the Columbia Bicycle.

The Ramblers say they will send a goodly number of members to the Washington meet.

A rumor is current here to the effect that one of the local clubs is about to hold a road race.

The Charlestown Bicycle Club will make a three days tour on July 4, 5, and 6.

Mr. A. D. Claffin recently took a bad header from his bicycle, while training on the Harvard track, but fortunately received no serious personal injury.

Haven and Saben of the Newton Club are training for the Rambler's races.

Burnham Woodside and Morgan recently had a lively spurt around the Chestnut Hill reservoir, the former rider finishing ahead.

W. K. Corey, brother of our Harry, won his maiden race last Wednesday at the games of the Brookline high school.

The Massachusetts Club will add a goodly number of new names to their membership rolls at their meeting to-morrow evening.

Boston, May 5, 1884. LEWEE.

Vote for THE WHEEL'S Monthly Supplement as the "Official Organ" for next League year.

ACROSS THE CONTINENT.

There were several hundred people at City Hall Park when the clock struck one on the afternoon of May 1st, the day set apart for the start of the ride across the continent by Woodside and Morgan. Both men looked well in their brown corduroy suits, and with their cyclometers set at zero, mounted and started amid enthusiastic cheers. Both had especially fine McDonnell cyclometers, which had been made for this occasion. In addition to these, we gave Woodside an Excelsior Cyclometer, which has proven accurate on many occasions. A few are still being made by the Benton Mfg. Co., 171 Broadway, New York.

The travelers encountered hard roads on their way to Newark, having missed the main thoroughfare, which is usually in good condition. After stopping a few minutes at Oraton Hall, they set out for Elizabeth, and from that point made their way to New Brunswick, where they spent the night.

Friday, May 2d, they left New Brunswick at 7 A. M., arriving at Trenton at 12.25. After resting an hour they started for Philadelphia, arriving at Broad and Spring Garden streets at 8.35, 94 1/4 miles.

Our last advices came from Lancaster, Pa., which they reached Sunday, May 5th, at 5.20 P. M., the total distance as per cyclometer being 166 miles from New York. They complain that the roads are very heavy from the recent rains, but both feel confident, and are in good condition. The wheelmen along the road are on the lookout for them, and give them a lift whenever possible.

Vote for THE WHEEL'S Monthly Supplement as the "Official Organ" for next League year.

WHEEL GOSSIP.

What do you think of the League Supplement?

The Citizens took possession of their new house Saturday, May 3d.

The Ixion Club have moved into their old quarters, at 2 East Sixtieth street.

There will no doubt be a very large vote cast at Washington by delegates.

There is a desire on the part of some to "tear things to pieces" at Washington, but the so-called "reformers" should be something more than dynamiters. They should have a remedy at hand to suggest, as well as destroy existing arrangements and customs.

The main thing to be considered is a thorough revision of the Rules, which are woefully weak. The matter is in the hands of a good committee, who will, no doubt, make a satisfactory report.

We should like to see more pains taken in the matter of receiving applications. Every unknown wheelman from Way Back, that has a dollar to spare, can join the League. This is wrong. Every man should be proposed and seconded by members of the League, before being admitted.

We recently saw among the list of applicants a man who raced a noted English professional some five years ago, under a false name, who was afterwards admitted to the League, but allowed his dues to drop. He applied lately, and although a new number was assigned him, the chairman of the Membership Committee said it was a "renewal" and not an application. The League Rules say that no renewals shall be received after Sept. 1st.

The subscriptions for THE WHEEL are coming in rapidly. We enclose a separate blank this week, so that many who do not care to cut their papers will have an opportunity of doing their duty.

The Boston Ramblers are to have a very attractive programme at their race meeting, the 30th of May. We hope to be an interested spectator.

Willard's Hotel, where the banquet will be held, has offered a handsome silver cup as a prize in one of the races. The Racing Board have not yet decided which one it shall be.

By the way, the entries for the championship races close promptly on the 15th. There are many who wait until the last minute before sending their names in. To such this paragraph is dedicated.

It is said that the twenty-five-mile medal is held by a steamship company as security for Robinson's wine bill. The result of L. A. W. benefits for anybody.

"The Son of Monte-Cristo," being the sequel to "The Wife of Monte-Cristo," and end of the continuation of Alexander Dumas' celebrated novel of "The Count of Monte-Cristo," is in press, and will be published immediately by T. B. Peterson Brothers, Philadelphia. Like its renowned predecessors, it swarms with thrilling and dramatic incidents and adventures. The spell of fascination is cast over the reader in the opening chapter and remains unbroken to the end. It deals chiefly with the astounding career of Esperance, Monte-Cristo's son, whose heroic devotion to Jane Zeid is one of the most touching and romantic love stories ever written. Haydee's experience in the slave mart at Constantinople is particularly stirring and realistic, while the episodes in which the Count of Monte-Cristo figures are exceedingly graphic. That it should be read by all who have read "The Count of Monte-Cristo," and will delight them, is certain.—*Phila. Evening Call.*

Chas. H. Jenkins, the well known Louisville racing man, holds the record for constructing a bicycle track for the least cost. Charley went to work, in conjunction with his employer, this latter probably doing the most work, and built a twelve-lap cinder path for \$4. He commenced by digging out the sod thirty inches wide all around the track; then filled brick bats and stones in for a bed, covered the same over with clay and sand; then bought eight loads of cinders at 50 cents per load, covered the track over and rolled it himself. On this track he trained successfully for last summer's races, and crowds of people flocked to see the Kentuckian fly around the twelve-lap, thirty-inch cinder path.

Is it not rather funny to see a lone wheelman, in some out-of-the-way State, elect himself Chief Consul by one vote, and have as much voice at an officers' meeting as the chosen representative of 800 men? Yet the present Rules so decree. Let them change.

Woodside and Morgan will have interesting log books, as they are particular to jot down the distances between important points. Their trip will be useful in many ways, even if they do not reach the Pacific coast.

The handsome cup which has been offered by Col. Staples, of Willard's Hotel, to the League races, to be known as the Willard's Hotel Cup, will shortly be placed on exhibition in the window of Ellis's music store. The

cup is of silver and of unique design, standing about sixteen and a half inches high, and is supported by two poles, which extend diagonally upward from an ornamental square. On the end of these poles are flags, on which can be placed the winners' names. On the pediment and beneath the bowl is a perfect representation of a bicycle, on the handle bar of which is perched a falcon with wings extended, representing the flight of the wheel. The bowl is engraved with ferns and marguerites, and a blank left for the inscription. It is intended to make this cup as a prize for the three-mile race, and to be held by the club whose representative shall win it twice. The competition for this beautiful trophy is likely to be great, and will make this race the event of the meet.

The clubs in the League will parade according to their age of membership in the league, though it is likely the head of the procession will be given to the Cycle Club. As the hosts of the occasion, they are entitled to it by every right of courtesy.

It is expected that our citizens will show their usual hospitality to the coming wheelmen, and assist the clubs in making the visit a pleasant one. Bicyclers generally can be relied upon as being gentlemen, and will conduct themselves as such.

The weather during the past two months has been very discouraging to the enthusiastic bicyclist, but May, with its delightful days, will soon be here, and then the happy wheelmen will be numerous seeking the pleasures of the road.

Washington, during this month, is especially delightful, and our visitors will see the city at its best. Congress, too, will be in session, and will afford a good opportunity to see the great men of the nation.

Vote for THE WHEEL'S Monthly Supplement as the "Official Organ" for next League year.

"LANCASTER PIKE."

Oh! of every conceivable road for a bike
Outstretched anywhere in creation,
Not one of them all can beat Lancaster Pike
In fact or imagination.
Folks not in the secret may wonder at this,
But I tell you it's true to the letter;
When it's good, why, it's ever the essence of
"grand."
When it's bad, why, there's nothing that's
better.

Oh! of every conceivable road for a trike,
That you've known of or read of in story,
Not one can compare with old Lancaster Pike,
It stand quite alone in its glory.
Oh, we've hundreds of miles of most beautiful streets
Paved with rocks, but that's nothing to
speak of,
For the boys are all right while we give them
"the pike,"
Which there's only a twenty mile streak of.

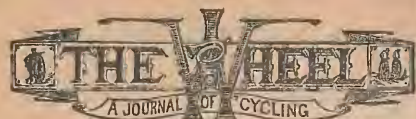
Oh! I've already said we have hundreds of miles
Of streets that the world cannot equal,
But a devil a one can compare with "the
pike,"
As you'll say when I tell you the sequel,
For of every conceivable road for a ride,
In this great and most civilized city;
Not one can compare with "the pike," for
you see
There's no other, and so ends this ditty.
NINON NECKAR.

Vote for THE WHEEL'S Monthly Supplement as the "Official Organ" for next League year.

IMPORTANT NOTICE.

The majority of New York wheelmen will leave for Washington on the midnight train over the B. & O. R. R., on Saturday, May 17th, arriving at Washington Sunday morning at 8.30. When parties of ten travel on one ticket the rate will be \$4.90, otherwise no reduction from the regular rate of \$6.50 can be made. Bicycles will be charged for at the rate of one-half cent per mile. Wheelmen passing through New York should make up parties to save the reduction. For further particulars apply to C. P. Craig, 315 Broadway, New York. G. E. P. Agent B. & O. Railroad.

Vote for THE WHEEL'S Monthly Supplement as the "Official Organ" for next League year.



THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

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

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

New York, May 9, 1884.

To League Members and Correspondents.

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

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

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

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

THE OFFICIAL ORGAN FOR NEXT YEAR.

The following letter has been sent to the chairman of the committee appointed at the last meeting of the Board of Officers to select an "official gazette" for the ensuing year:

New York, May 9, 1884.

L. H. JOHNSON, Esq., Chairman Official Organ Committee L. A. W., Orange, N. J.

Dear Sir: We beg to submit to the League of American Wheelmen the following proposition:

We will issue each month a four-page supplement, the size of pages to be the same as now used by THE WHEEL, which shall be called the "Official Gazette of the League of American Wheelmen." All matter inserted in its columns to be edited or prepared solely by the Corresponding Secretary or an "official editor" selected by the League. The League Board of Officers to have entire control and management of the Gazette. Price for such a paper to be 20 cents for each member, for the League year ending May 30th, 1885; but past experience having demonstrated that a slight loss is incurred to the League through members joining late in the year, to meet this objection we will make a reduction of 50 per cent. for every name sent in after December 1st, 1884, if this proposition is accepted. We have published to-day a sample sheet of what such a Gazette will be, so that every member can see exactly what he is voting for at Washington, and render an intelligent opinion on the subject. By placing this matter before your committee, you will greatly oblige yours respectfully,

THE CYCLING PUBLISHING CO.

The question as to what the League will do regarding an official publication to be sent without additional expense, other than the annual dues, to every member of the League, will doubtless be an absorbing topic at Washington. That such a publication is needed, that will convey to the members of the association all the official news, no one will deny. The membership has been wonderfully strengthened during the past year, and has almost doubled what it was last year. While this increase is partially due to the brilliant success of the League meet in New York, and the formation of State Divisions, there are many to-day who have joined the League in order to obtain, without additional expense, a weekly copy of THE WHEEL. Under the present rules, with the dues at one dollar, one half of which is absorbed by State Divisions, a renewal of the contract is an impossibility, even if, on the other side, the publishers were willing

to offer it. The question now arises, What shall the League do for an Official Gazette?

The first point to be considered is, Can the League publish its own gazette? We have looked this field over very carefully and prepared estimates of the cost. We have taken as a basis an eight-page paper with a cover, the size of the *Monthly Gazette*, published by the Cyclists' Touring Club, of England, and find the cost of production to be about as follows:

ESTIMATE ON A BASIS OF 4,000 COPIES.

Composition.....	\$42 00
Press work of inside.....	8 00
" " cover.....	6 00
Paper for inside pages.....	14 40
" " cover.....	8 00
Binding.....	6 00
Addressing wrappers.....	6 00
4,000 stamped wrappers.....	44 00

Cost per month..... \$134 40

Cost per year..... \$1,612 80

These figures are low and about the standard price for printing all over the United States. We have figured on a fair quality of paper both for the inside and cover. Of course it is natural to suppose that some income will result from advertisements, but that should not be overestimated. We doubt if more than \$500 could be netted through this source. We have been in the printing and publishing business in one form or the other for the past eight years, and think we know something about it. It is not an easy task to publish a paper, programme, pamphlet, or magazine. There is a vast amount of detail work which never shows when the work is completed, but must be gone through in order to make such an undertaking a success.

Again, advertisers are human, and place their favors not from sentiment, but on a basis of what the returns will net in dollars and cents. That they are more inclined to patronize a newspaper is shown by a comparison between the *Cyclist*, the leading English publication, and the *Monthly Gazette*. Although the circulation of the *Cyclist* is probably not more than half that of its neighbor, the *Gazette*, yet it has 32 pages of advertisements, while the *Gazette*, with an enormous field of dealers to draw from, and a guaranteed circulation of 11,000 copies per month, has only sixteen pages of advertisements. The eight pages of the League's Gazette would, of necessity, be taken up with lists of applicants and official notices, which, while necessary, are nevertheless dry reading, and would not be preserved by the members. Some time ago we wrote the Secretary of the Cyclists' Touring Club with a view of ascertaining whether the *Gazette* was a matter of expense to the association or whether it paid its way as a publication. The following reply proves that it is thus far a matter of considerable loss. Mr. Shipton writes:

"Our Gazette is a source of considerable loss when the whole of the expenditure in connection with it is taken into consideration, but, roughly speaking, it stands as follows: Cost of 11,500 copies £50 per month (about \$250). This we are very nearly recouping by advertisements. Our circulation is, of course, immeasurably larger than that of any other wheel paper, and consequently we have gradually educated manufacturers and others up to paying higher prices. Admitting, however, that the first cost of production is approximately clear, there is, roughly speaking, a loss of £25 (about \$125) per month for postage, exclusive of wrappers and the necessary clerical labor (no inconsiderable item this) in addressing. We must be quite prepared to lose, at any rate, the postage, and if the club continues to increase, a large per centage of the first cost also."

Now, as every one knows, it costs less for labor in England than in this country, and

the question naturally arises, whether the League can afford to enter into the publishing business, or whether it cannot do better by placing a contract with a company whose sole business is publishing, and who, in this capacity, would relieve the League from the care and responsibility of issuing a *Gazette*. Laying aside all personal feeling in the matter, we ask if the League can do better by not accepting our offer, which, for the entire year, would only cost the League about \$700.

The question is one of interest, and we trust that it will receive earnest attention by the members, and that club delegates will go to Washington fully instructed as to how their vote shall be cast. Last year this subject consumed the entire time of the convention, and we trust, for the good of the League, that it will not be repeated at Washington. We make a purely business offer, and it should be treated as such. Members should, however, bear in mind that in addition to the four-page *Gazette*, they will receive the current number of THE WHEEL, which, as a newspaper, is filled with interesting reading matter and a chronicle of the current news of the day.

NOTES FROM RANDOLPH.

Editor of the Wheel: Bicycling in western New York has been practically at a standstill throughout the winter, but the wheelmen now begin to sniff the on-coming of wheelable roads and increased enthusiasm is everywhere noticed.

Through the courtesy of A. Wentworth, one of the ablest lawyers in the county, the Randolph B. Club has been provided with a large and commodious hall, free of cost, for winter riding. Our club now numbers seventeen members, with a strong prospect of going to twenty-five before July 1st, and thirty before the season closes. A dark blue uniform, with white flannel shirt comprises our riding costume, and we consider it the neatest and prettiest for all kinds of wear we have ever seen.

We revel in the luxury of a Representative of the L. A. W., Mr. W. L. Rathbone, who is one of the wide-awake boys, and very enthusiastic.

A canvass made among all the wheelmen of my acquaintance, showed a decided majority in favor of holding the League meet this year either in Cincinnati or Cleveland. It is no more than fair that this should be the case. The East is receiving all of the benefits to be derived from these meets. Cleveland or Cincinnati would accommodate a large number of League members who reside west of those cities, and who do not feel able to go to the Atlantic coast every year to the League meets. To be sure, perhaps some Eastern wheelmen would not feel like going to either of these cities to the meet, but the fact is they have been accommodated every year, and we think it nearly time the ladle was pushed over on our side of the soup dish. Massachusetts, New York city, Washington, and Philadelphia do not contain all the wheelmen in this country, and if they were the pioneers they have no particular right and title to a monopoly of the whole thing. A League meet in either of the two Ohio cities I have named would do more for the advancement of the League and the interests of wheeling in general than a half-dozen meets held in aesthetic Boston, bombastic New York, political Washington, or broad-brimmed Philadelphia.

By the way, how many more columns of explanations and long drawn reasons is Karl Kron going to give us? Why doesn't he issue his preface in volumes and give us one volume a year? We all want his valuable book and several from here have subscribed, but it is hardly fair to talk us to death before he issues it.

THE CRAB.

60 IN. full nicked Yale Light Roadster, balls to both wheels and pedals, in perfect order, will sell for \$110.00. L. B. HAMILTON, 135 Farnam, New Haven

FOR SALE—A 42-in. Standard Columbia in good condition. Address S. B. I., care of THE WHEEL, New York.

WANTED—A good second hand 50in. Wheel, must be very cheap. Address J. G. Ramey, Rome, Ga.

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Splendid Accommodations for Wheelmen
During the Meet. Special Rates.

The Banquet will be held at this Hotel, which has the largest dining facilities in Washington.



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Whitefriars Lane,
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Largest makes of first quality
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application.

OUTING AND THE WHEELMAN

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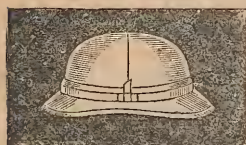
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Ira Perego

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In finely woven worsted, without collar, all shades.....	\$4.00
“ “ “ striped, without collar, all shades.....	4.25
“ “ “ striped, with collar.....	6.50
“ “ “ solid color, with collar, striped.....	6.50
“ “ “ solid colors, with club initials woven, to order.....	
“ “ “ silk, solid colors.....	21.00
“ “ “ with club initials woven in, to order.....	
Heavy ribbed Jerseys, sometimes called Guernseys, in blue woolen.....	2.50
“ “ “ in white woolen.....	5.00



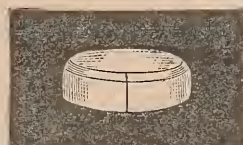
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1st qual. white or drab, \$1.50 each,
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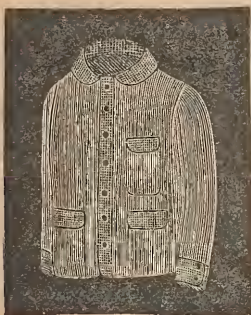
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Blue Chevrot English Polo Caps.
Extra quality \$1.50 each,
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No. 3.
Ventilated Corduroy Bicycle Helmets.
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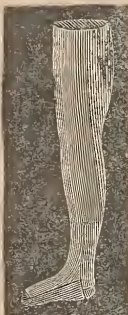
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An imported bicycle suit, said by experienced wheelmen to be better adapted to road riding than any suit hitherto offered. It consists of a very pretty jacket and pants, woven in worsted (fitting close to the form) in three colors, seal brown, navy blue, and gray.

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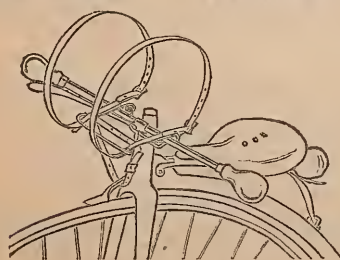
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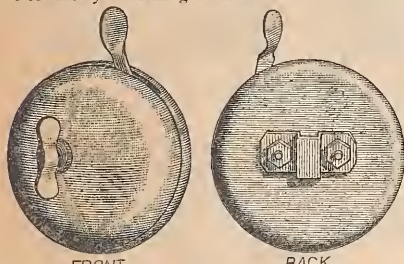
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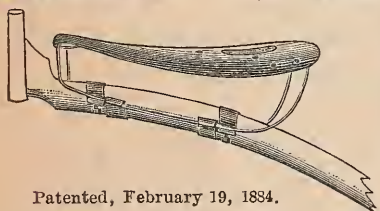


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CHICAGO, March 18, 1884.
MISSOURI WHEEL COMPANY. *Gents:* We have both rode the Duryea Saddles bought of you last summer in all our rides and races since, and think so well of them that we shall ride no others in future. Please send us two new ones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

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

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THE DURYEA SADDLE.

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

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

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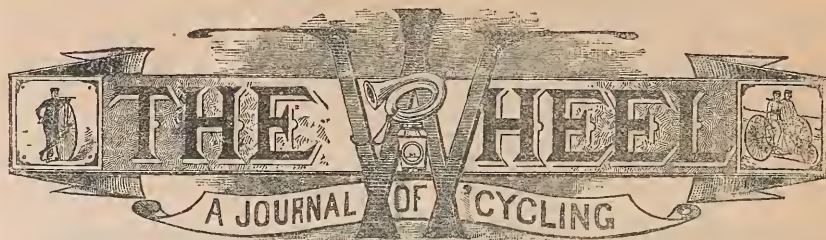
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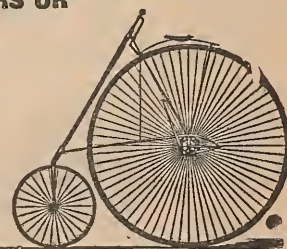
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A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar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

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"CLUB" BICYCLES and TRICYCLES,

And, knowing the demand for these favorite machines, they have now in stock and in transit a larger number of the Famous

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Which, retaining all the features and improvements which have made them so valued in the past, and further improved by the addition of

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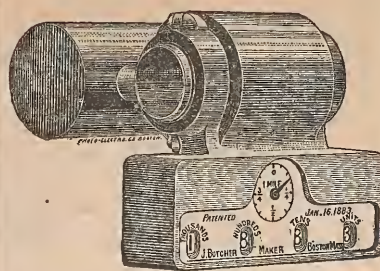
DROPPED HANDLE BARS (AT OPTION), and HARRINGTON'S ENAMEL, IN LIEU OF PAINT.

These Bicycles are universally admitted to be the most elegant machines now on the American Market, and gentlemen contemplating purchasing new mounts are recommended to consider the sterling merits of the AMERICAN CLUB.

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

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

Special Patterns are made for the American Star and for Tricycles.

They are all finished nickel-plated, unless otherwise ordered.

Weight 19 1-2 Ounces. Price \$10.00.

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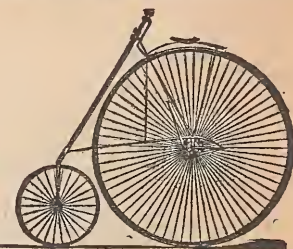
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TO THE MEMBERS OF THE L. A. W.
Are You Insured Against Accident?

NEW YORK, Jan. 7, '84.

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

FRED JENKINS,
Editor of The Wheel.

NEW YORK, Nov. 17, '83.

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

I am carrying a policy of insurance in this company, and I highly recommend it to your consideration.

You are journeying more or less over the country on your bicycle, and if unfortunately you "make a header, and down you go," and are disabled to the extent of SIX MONTHS, you can depend upon receiving your full indemnity for that length of time.

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Yours very truly,

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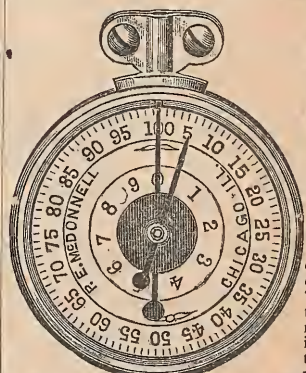
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For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a hub lamp. There are neither springs nor weights in its construction; it requires no oil, and is absolutely water and air tight. The cut is exact size of instrument, which weighs only 2 1/2 oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

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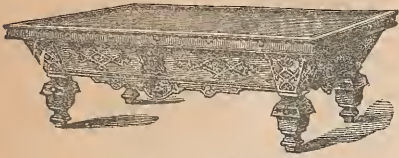
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A good pair of canvas leggings, 17 inches high, blk., gilt or nickel buttons, sent postage paid to any address, for \$1. In exercising and short runs, riders do not wish to take the trouble of putting on their knickerbockers and club suit, so a pair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

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TESTIMONIALS.

FROM THE CITIZENS BICYCLE CLUB, OF NEW YORK
CITY.

NEW YORK, February 24, 1884.

THE POPE MFG CO.

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

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

Yours very truly,

THOS. C. SMITH,
W. A. BRYANT,
GEO. A. WELLS,
PHILIP FONTAINE,
GEO. E. DUNLAP,
JOHN C. GULICK,
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* President Citizens Bicycle Club.

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

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

ALLISON O. DOWNS,

Pastor Congregational Church.

NORTHVILLE, L. I.

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

W. P. ANTHONY,

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

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

CHICAGO, Jan. 11, 1883.

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

I do not hesitate to pronounce it the best and most satisfactory bicycle I have ever owned.

ED. F. BROWN,

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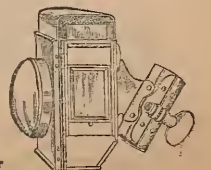


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