

# THE WHEEL

## A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

VOL. VI.—No. 7.—WHOLE NUMBER 137.]

NEW YORK, MAY 16, 1884.

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### LEAGUE MEMBERS, ATTENTION!

A few remarks, explanatory and instructive, are thought proper and necessary, that all members of the League who will parade on the 20th inst. may have a general idea of the order of formation and parade.

The parade will form at 9.30 A. M., sharp. Captains of clubs are requested to report to Commander N. M. Beckwith, or Adjutant Geo. R. Bidwell, at Arlington Hotel, as soon after their arrival in the city as possible, or at the latest, 9 A. M., on the morning of the 20th, for assignment.

The line will form with head of column in vicinity of Arlington Hotel.

The column will be divided into two (2) Divisions.

First Division will be composed of clubs, whose entire membership are League men.

Second Division will be composed of clubs whose entire and part membership are League men, together with unattached.

No club with less than five (5) men will be allowed to parade as a Club, but will be consolidated with some other club. Small clubs sending only a few men, are requested to confer with some other club adjacent to their locality, and unite, before reporting for assignment for position, thereby saving detail and consequent delay.

Men will form in line, in positions assigned them, with rear wheel to curb, or so near as to conform to a proper alignment.

Men standing at left of bicycle or tricycle, and five (5) feet apart, facing to the front, Captains on the right of club.

Distances as per diagram:

#### DIAGRAM.

Head of Column.

Mounted Police.

Pace Makers.

100 feet.

Commander.

Staff.

50 feet.

Commander 1st Division.

Escort.

50 feet.

First Division League Clubs.

100 feet.

Commander 2d Division.

Escort.

100 feet.

League Clubs, and 2d Division League Members.

#### REVIEW.

At sound of bugle, men come to attention. Commander and Staff will then review the line, riding down the line, and return to head of column. At sound of bugle, prepare to mount. Men wheel into column of twos (2).

At sound of "mount," riders will commence to mount from head of column. Captains are cautioned to place their *steadiest* men at the left of each column of four, as the guide will be taken from the *left* at all times.

Captains are cautioned, that proper distances are maintained, and that no fancy riding or movements calculated to confuse the order of parade are indulged in.

The riding during the parade will be mainly in column of fours. There will be great difficulty in making any save the more simple movements with so many riders in line, strange to each other, and accustomed to varied forms of tactics, interspersed with many new and inexperienced riders. This your Commander has arranged, and must adhere to the printed form of parade.

Officers and men are requested to thoroughly acquaint themselves with the instructions, diagrams as to distances, positions &c., that their movements may be executed with more exactness, grace, and ease to the rider.

The line of parade will be as follows:

From the Arlington Hotel to I street, to 15th, to Pennsylvania avenue, to Peace Monument, countermarching up to north side of Pennsylvania avenue to 15th street, crossing to the south side of the avenue, at Willard's Hotel, up west side of 15th street to Pennsylvania avenue, extended through the President's grounds to Washington Circle, around to New Hampshire avenue, to President Circle, down Connecticut avenue to Rhode Island avenue, to Scott Circle, and around to Iowa Circle, down Vermont avenue, around the east side of Thomas Circle, down 14th street to I, to 13th street, to New York avenue, to 9th street, to Massachusetts avenue, to 10th street, to Rhode Island avenue, to P street, around the north side of Iowa Circle, to 14th street, to S street, to 16th street, to Scott Circle, around the north side to 21st street, to I street, to New Hampshire avenue, to Washington Circle, to K street, to 15th street, to I street, to the Arlington Hotel, where the procession will dismiss at 12th o'clock. The procession will be preceded by the markers, Messrs. Kruger and Brown, who will carry blue flags with the League sign in gilt. The music for the procession will be furnished by mounted buglers of the U. S. Army.

The parade will be dismissed at the Arlington Hotel, in time to allow participants time for dinner, and to reach the race track in good time for races.

Fraternaly,

N. MALON BECKWITH,  
Commander L. A. W. Parade.

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

### REPORT OF THE LEAGUE ORGAN COMMITTEE.

To the League of American Wheelmen, greeting:

Your Committee, appointed February 22d, 1884, to canvass the subject of an official organ for the ensuing League year, make estimates, receive proposals, suggestions, &c., respectfully submit the following report:

1st.—The present condition of the League treasury and its estimated receipts for 1884-5 preclude the possibility of the publication by the League of its own organ, either as a weekly or monthly, the U. S. postal laws preventing its transmission as second-class matter; hence the single item of postage on a monthly would absorb one half the maximum sum allowed the committee.

2d.—Proposal of Mr. H. E. Ducker, of Springfield, Massachusetts, to give the League all the space needed for its official business in the *Springfield Wheelmen's Gazette*, a cycling paper published monthly by him, and to send a copy to each and every person who may be a member of the League during the term of contract, for the sum of two cents for each actual copy sent, bills payable monthly.

3d.—Proposal of E. C. Hodges & Co., of Boston, Mass:

"Replying to your request for a proposition from the *Bicycling World* to publish the

official notices of the L. A. W. once each month, and supply copies of the paper to the members of the organization, we beg to submit the following:

"1. We will publish the official notices of the League once each month on such dates as may be hereafter agreed upon, allowing therefor twelve (12) columns of space of eight and three fourths (8¾) inches each without charge.

"2. All space over twelve columns will be charged for at the rate of \$2 per column.

"3. The names of applicants for membership, financial reports, and all tabular matter to be set in nonpareil. All other matter to be set in bourgeois.

"4. All matter sent to us to be edited and put in proper shape for printing by the proper officer of the L. A. W.

"5. We will publish each week the names of all applicants for membership, new and old, allowing 1-2 column of space for a proper heading and such room as the names may take.

"6. We will send the *World*, of the issue in which the official notices occur, to each and every member of the League, and will further send a copy of the issue in which his application may occur to each member, charging the League therefor two (2) cents per copy for every paper sent.

"7. All matter, other than the names of applicants and a proper heading, which may be inserted in the *World* in other than the special issue, will be charged for at the rate of twenty-five cents an inch.

"8. In thus contracting with the L. A. W. the *World* does not sacrifice its independent position, but admits the League to its columns on the footing as any other advertiser."

In the event of the acceptance of either of the above proposals, your committee would respectfully recommend the appointment of an editor from the membership of the League, whose duty it shall be to receive, arrange, and transmit to the publisher all League matter, official notices, communications, &c.; and your committee further recommends that the League department be entitled and headed "The League Gazette." Finally, your committee would express their utmost confidence in the integrity and straight dealing of the above named parties, and assure you that the acceptance of either proposition will secure an honest contract and its fulfillment in every particular.

Appendix.—Proposal received after compilation of report.

"Proposal from Baird & Company, publishers of the *Amateur Athlete*, for the official organship of the L. A. W.

#### PRELUDE.

"The *Amateur Athlete* is a weekly publication devoted to the exposition of manly sports and pastimes, both out and in door.

"It aims each week to give fresh, original matter of interest to all of the class for whom it is published.

"Its accounts of races both on the bicycle and by pedestrians will be found accurate, interesting, and reliable.

"Its principal features are bicycling and track athletics, after which come tennis, canoeing, boating, and gymnastics.

"It is the official organ of the National Association of Amateur Athletes of America, and thus amateur athletics, in the purest sense of the term, will be heartily supported by it."

Finally. From the above, and from the fact that the three members composing the firm who publish the paper are respectively an experienced wheelman, a runner, and a walker, it will readily be seen that the *Amateur Athlete* has facilities for placing more matter of interest before its readers than does any paper devoted exclusively to either of the above mentioned pastimes.

#### PROPOSAL NO. 1.

"We agree to publish a monthly supplement to the *Amateur Athlete* on the first Thursday of each month, containing such announcements and communications as the Corresponding Secretary of the L. A. W. shall provide; a table of fixtures, and some general information of interest to the members of the L. A. W.

"This supplement to be sent to the members of the L. A. W., and to be paid for by the L. A. W. at the rate of five sixths of one cent (5-6 of .01) per copy, being at the rate of 10 cents a year.

"Baird & Company agreeing that if this proposition is accepted, they will furnish the *Amateur Athlete* to the members of the L. A. W. who wish to subscribe for it at the reduced rate of \$1 a year.

"This contract to begin on the day of 1884, and to continue until the day of 1885. Baird & Company to be paid for papers furnished to the members of the L. A. W. during the preceding month, on the first day of each month following 1884.

"This contract to give the *Amateur Athlete* the title of official organ of the L. A. W.

#### PROPOSAL NO. 2.

"We will publish a weekly supplement to the *Amateur Athlete* containing such announcements and communications as the Corresponding Secretary shall provide; a table of fixtures and some general information of interest to the members of the L. A. W., and to be sent to each member of the L. A. W., and to be paid for by the L. A. W. at the rate of five thirteenths of one cent (5-13 of .01) per copy, being at the rate of twenty cents per year to each member.

"Baird & Company agree if this proposal is accepted they will furnish the *Amateur Athlete* to the members of the L. A. W. who desire it at the reduced rate of one dollar (\$1) a year.

"This contract to begin on the day of 1884, and to continue until 1st, 1885.

"Baird & Company to receive payment for papers furnished to the members of the L. A. W. during the preceding month, on the first day of each month following 1884, for

"This contract to give the *Amateur Athlete* the title of official organ of the League of American Wheelmen.

#### PROPOSAL NO. 3.

"We will publish in the *Amateur Athlete* such announcements and communications as the Corresponding Secretary shall provide, and supply the *Amateur Athlete* to the members of the L. A. W. at the uniform rate of fifty cents (\$.50) a year.

"This contract to begin on the first day of 1884, and continue until the first day of 1885.

"Baird & Company to receive the amount for which they contract for each member joining the L. A. W. until the first day of 1885.



"This contract to give the *Amateur Athlete* the title of official organ of the League of American Wheelmen."

Respectfully submitted,

A. D. CLARLIN,  
W. H. MILLER,  
W. C. SCRIBNER,  
J. R. TORRANCE,  
L. H. JOHNSON, Ch. } Committee.

We take the liberty of adding the following offer which doubtless did not reach Mr. Johnson in time to embody the same in the report:

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.

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

#### A PERTINENT QUERY.

Editor of the Wheel: I have seen this A.M. a sample copy of the "Springfield Gazette," and it brings afresh to my mind a subject which the "Springfield Bicycle Club" have, by their action, thought proper to make public property.

I allude to the Springfield tournament of 1883, which you will remember I attended, and which has been pronounced by reliable authority such a financial disaster to the "Springfield Bicycle Club."

The "Springfield Bicycle Club" have published a statement of receipts and expenditures, making the gross receipts about \$13,000 (I speak from memory, not having the published statement before me) and leaving a large deficit.

The "Springfield Gazette" announces in the issue just received, that their last tournament (1883) was witnessed by upward of 50,000 people. This statement must be substantially correct, my own observation and a comparison of views with others who were present, justifies me in accepting the above statement. Aside from this, Mr. Ducker stated to Dr. Beckwith in my presence and hearing, on the track on the forenoon of the third day, that there were 28,000 people present in the afternoon of the second day, and that their receipts for that afternoon were \$14,000 (they had in addition fireworks in the evening.)

Now assuming the published statement in the "Springfield Gazette" to be substantially correct, placing the attendance for 3 days at upwards of 50,000, this would have made the distribution of attendance about as follows:

Mr. Ducker's statement of number present on afternoon of second day, 28,000  
Attendance first day, fireworks evening of second day, and third day, 22,000

50,000

Compute this at 50 cents each, simple admission, \$25,000  
Grand stand extras, and they were full to overflowing, .....

I have also heard something said about sale of certain privileges, .....

Grand receipts.

This would seem to indicate that the receipts were between \$30,000 and \$40,000.

Mr. Ducker stated to me and others some time before the tournament, that he and Mr. Fennessy and a few others (whose names I think he mentioned) were running the tournament, and stated about how much money each of those interested had subscribed.

In view of these facts, it seems to be a pertinent question to ask oneself. Where did the money go?

Did Ducker, Fennessy & Co. run one part of the business at a profit, while the "Springfield Bicycle Club" run another part of the business at a loss?

The facts at present before the public do not satisfactorily explain the situation or result.

In conclusion would say, that I should send you this communication in fear and trembling, were it not that my membership in the L. A. W. will expire on the 30th inst. (17 days) hence a protest is hardly practicable, unless Secretary Gilman has some new "mail vote dodge" to spring on us.

Yours respectfully,

GEORGE A. WELLS.

NEW YORK, May 13, 1884.

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#### REPORT OF COMMITTEE ON RULES AND REGULATIONS.

Rule One (1) shall be article five of the Constitution.

The rules following shall be numbered in regular order thereafter.

Wherever in the rules another rule is referred to, a change shall be made which shall properly designate the rule referred to under its new number.

1. The President shall preside at all meetings of the League and of the Board of Officers; shall appoint all committees not elected by ballot; may fill *pro tempore* any vacancy in any office or committee until the next ensuing business meeting of the Board; shall exercise a general oversight in the affairs of the League; and shall make a report at its annual business meeting next subsequent to his election.

Rule Eleven (11) to be amended by the substitution of the word *twice*, after the word *won*, in the last line.

11. Once each year there shall be held a race meeting under the auspices of the League, at which meeting suitable League championship prizes shall be offered, which shall be the property of the League until they shall have been won by the same competitor.

Rule Thirteen to be amended by adding the following:

All business which shall come before the Board at their meetings, provided two thirds of the Board are not present, such business shall be put to all the members in the form of a mail vote, and a majority of such votes, with the votes of the members present, shall decide.

13. The President and Corresponding Secretary may, at any time, submit any matter of business properly before the Board, in writing, in the form of a vote or resolution, to each member of the Board by mail, upon which the members may indicate their approval or disapproval; and when replies in approval shall be received from a majority of the members, the President shall declare such vote or resolution carried, and it shall be taken as the action of the Board, as if done at a regular meeting; and an appeal may be taken to the full Board in the foregoing manner, when six or more members desire to appeal from the action of any business meeting, at which they may have been present or not.

Rule Twenty (20) to be amended by the addition of the following clause:

They shall have the power to make such rules for the government of the Board and the conduct of races and race meetings as they deem expedient, and the power to amend, alter, or annul the same, their action shall be subject to the approval of the Board.

20. To the Racing Board are referred, as they arise, all matters pertaining to racing, arranging for races, the standing of all members whose standing as amateurs is questioned as regards racing, and they shall also have charge of all races held under League auspices.

Substitute for rules Twenty-five (25) and Twenty-six (26), (a) an amateur is a person that 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) that has never engaged in any athletic sport for money, (h) that has never exhibited his skill in any branch of athletics for money, (i) and that is not a paid teacher of any branch of athletics. This rule not to apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle, nor to the acts of minors under sixteen years of age that are not members of this association.

25. (a) An amateur is a person who has never competed in an open competition, (b) or for a stake, (c) or for public money, (d) or for gate money, (e) or under a false name, (f) or with a professional for a prize, (g) or with a professional when gate money is charged, (h) nor who is not a paid teacher of bicycling or any other athletic exercise.

26. Pursuing the art of bicycling, as used in Rule 25, shall be understood not to include, (a) manufacturing or dealing in bicycles, (b) teaching the absolutely necessary elements of riding solely for the purpose of effecting the sale of a bicycle.

Amendment to rule Twenty-nine (29).

Add after the word officers in the fourth line, or shall be declared a professional by any member of the Racing Board through their chairman.

29. Whenever any member of the League shall be expelled from any amateur club, or shall be protested in writing by four or more members of the League or by any member of the Board of Officers, his name shall be suspended on the roll of members by the Corresponding Secretary, and his case shall be considered without unreasonable delay by the Committee on Membership, and they shall have power to reinstate or expel him, subject to the approval of the Board.

Article Thirty-six (36) is annulled and the following is substituted, and will be the last article.

This Constitution shall not be altered or amended except by a two-thirds vote of the members present and voting at the annual meeting of the League, or by a three-fourth vote of the entire Board of Officers taken by mail, notice of such alteration or amendment having been given in the official organ (or League Gazette) at least two weeks previous to the meeting or a dispatch of the blanks for the mail vote.

36. Additions or amendments to the rules may be made after notice, by mail or otherwise, to every member of the Board of Officers, at a meeting of the Board, or as provided in Rule 13.

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#### THE CITIZENS CLUB WITHDRAWS FROM THE LEAGUE.

TO THE MEMBERS OF THE LEAGUE OF AMERICAN WHEELMEN:

At the monthly meeting of the Citizens Bicycle Club, held this evening, it was decided to withdraw, as a club, from the League.

In making this statement, we desire to say that the reason for so doing is that the club does not consider it advisable that its membership should be under the control of another organization, which recent events have shown to be practically the case.

We wish also to say emphatically that the club has not endorsed and does not countenance the disputes and vituperations of the principals and parties in the late controversy, nor does it approve its spirit.

T. MCKEE BROWN, Prest.,  
F. G. BOURNE, Vice-Prest.,  
KNIGHT L. CLAPP, Sec'y,  
GEO. A. WELLS,  
W. H. BOOK,  
JNO. C. GULICK,  
RICHARD NELSON,

Board of Trustees Citizens Bicycle Club.

NEW YORK, May 13, 1884.

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#### NOTES FROM WASHINGTON.

Messrs. Pelouze and Hart, of the Washington Cycle Club, have been appointed Judges by the Racing Board.

Wm. C. Scribner will be aid to the Commander in the League procession.

Several members of the Washington Cycle Club will make a four-hundred-mile tour in June.

The fine weather and the excellent condition of the roads are calling out cyclers in swarms.

A delegation of the Washington Cycle Club met Messrs. Woodside and Morgan at Brightwood on Wednesday and escorted them into town.

The spring races of the Capital Bicycle Club take place on the 17th of May. Preparations for the races are being perfected, and it is expected that they will eclipse any event of a similar character given by the Capital boys.

The polo match between Rex Smith and Robertson and the team from Smithville, N. J., will be novel and interesting. Two heats will be played before and two after recess.

The five-mile race between Hanna, Borden and Stuart will be an event of unusual interest. Hanna is looked upon as the favorite, but the knowing ones think that his victory over Borden on Thursday is no criterion.

Hanna is delighted with his new thirty-five pound racer, recently received from the Columbia factory. He attributes his success on Thursday to the excellence of his machine.

Three entries from Smithville, N. J., have been received for the open races. They are Chickering, Weber and Finley. They will ride Stars, of course.

The arrangements for the coming League meet having been about all completed, the members of the Washington Cycle Club are now taking a brief rest from their labors and are looking forward with eager anticipation to the momentous 19th and 20th to see the successful results of their work. The weather is an important factor of the meet, and they are in hopes that the Weather Bureau will take a fresh hold and arrange to give them a superior article for the occasion.

Messrs. Morgan and Woodside, who started from New York a week ago to ride to San Francisco, arrived in this city on Thursday. They came to the conclusion while here to give up their projected long ride, seeing that failure and loss of money stared them in the face. They will remain here until after the L. A. W. meet next week.

The handsome goblet-shaped cup of sterling silver lined with gold presented by Messrs. Willett & Ruoff to the members of the Capital Bicycle Club who shall twice win the three-mile handicap race is attracting the attention of wheelmen generally. It is on exhibition in Messrs. Willett & Ruoff's window, and has been much admired. The first contest for this cup takes place at Athletic Park next Saturday.

A rousing meeting of the Cycle Club was held Monday night, when the final arrangements were completed. All bicyclers were invited to attend.

The business meeting of the League will be held at Ford's Opera House on Monday, the 19th, commencing at 10 o'clock, and will probably be quite interesting. The dress circle will be reserved for spectators, and tickets of admission will be issued to those who desire to attend, on application to the committee of the Cycle Club. All interested in the cause of bicycling will be welcomed and their comfort and welfare attended to.

The menu card of the banquet is intended to be a handsome souvenir of the meet at Washington that will be preserved as a memento of the occasion by every wheelman who may attend. As there will be a great many who cannot come, but who would like to possess a copy of this beautiful souvenir, the Committee have provided an extra number, and will send them postpaid to all applicants on receipt of thirty cents. It will be worth that much to read over the good things their brother wheelmen digested.

It should be understood by those attending the meet here the Cycle Club number only thirty members, the majority of them being business men who find it difficult to spare as much time as they would like in the entertainment of the wheelmen. They expect to do everything possible looking to the comfort and welfare of all who come, but it is possible that some may be overlooked, and if so, it is hoped that the visitors will not think hardly of them. The people of Washington are very hospitable, our laws liberal, and bicyclers have all the privileges required. It should also be remembered that other people also have the same, and those rights should be respected.



An arrangement has been made with a leading photographer to take views of the procession from different points, and they will then be on sale at the same price as charged at previous meets. They will make a valuable addition to all club rooms, and a pleasant reminder of the meet in this city. Applications should be made to the Secretary of the Club, Mr. T. J. Putnam, 430 Eleventh street, N. W.

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#### CONCERNING MR. GILMAN.

*Editor of The Wheel:* Mr. Fennessy's laudatory article on the Treasurer and Corresponding Secretary of the L. A. W. is hardly consistent with facts, as there never was a more contemptible piece of business than the action of Mr. Gilman in the Jenkins matter, as he seems only too willing to do the bidding of his masters, no matter how dirty the work, and has prostituted his office to a personal hatred.

As I understand, the League provides for a mail vote, and such vote can only be obtained upon the proper presentation of the case to the President of the L. A. W., who, upon receipt of such application in due form, forwards the same to the Corresponding Secretary, and orders a mail vote issued.

Now, I should like to know what such a mail vote amounts to if the Secretary feels that he is at liberty to delay the issue of such mail vote until he can communicate with his clique of friends, and get up a private circular in favor of or opposed to the said vote, and enclose it with such official mail vote at the expense of the L. A. W. for postage, as he did in the Jenkins case. It is this not "ballot box stuffing," it is an underhand trick about as bad, for which Mr. Gilman deserves to be protested. Such a man is unworthy of confidence, and is not to be trusted either as treasurer of a society or in any position of trust, which will be fully demonstrated by following his course in the future. "Blood will tell."

Yours truly,  
RICHARD NELSON,  
87 Gold Street.  
NEW YORK, 13 May, 1884.

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#### APPOINTMENT.

It is with feelings of pride and satisfaction that I am enabled to chronicle the growth and expansion of the L. A. W. by the appointment of a Chief Counsel for that distant section of our great country, Montana. The appointee is Mr. Fred A. Fielding, Bozeman, Montana, formerly an Eastern gentleman, and very highly recommended.

I will also name as additional Representatives for New York State Mr. Knight L. Clapp, Staten Island, and Mr. F. B. Graves, Rochester.

Fraternally,  
N. MALON BECKWITH,  
Pres. L. A. W.

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#### WOODSIDE & MORGAN STRANDED.

*Editor of The Wheel:* With great reluctance we have been compelled to abandon our intended ride from New York to San Francisco, after reaching this far of our journey. The reasons for doing so are purely financial. As professionals, in the arena of bicycling, we rely solely on our own exertions to make our expenses, and to complete the above undertaking we relied on exhibitions en route to pay expenses of the trip. Through the want of an advance agent and proper advertising, our first two exhibitions proved failures, and on reaching here we concluded to abandon the task for the present, but feel confident, under favorable circumstances, that we can accomplish the task in seventy days.

Very respectfully,  
WOODSIDE & MORGAN.  
P. S.—As your paper commended the project, we thought an explanation would be in order.  
W. & M.  
WASHINGTON, D. C., May 10th.

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

#### THE LEAGUE RELIEF FUND.

W. V. GILMAN, ESQ.

*Dear Sir:* I beg to enclose you herewith my check, for \$209, in payment of that amt. forwarded to me by the following:

Fred Jenkins,.....	\$10
George R. Bidwell,.....	10
N. Malon Beckwith,.....	10
Will R. Pitman,.....	10
Col. A. A. Pope,.....	50
A. L. Fennessy,.....	20
Fred'k McOwen,.....	10
V. M. Haldeman,.....	10
Dr. A. G. Coleman,.....	10
C. H. Lamson,.....	10
Stephen Terry,.....	10
Richard Nelson,.....	10
Eugene M. Aaron,.....	10
Washington B. Booz,.....	5
Fred P. Edmans,.....	5
C. W. Spooner,.....	5
A Boston Wheelman,.....	5
H. S. Tibbs,.....	5
A Leaguer,.....	2
E. Stewart Sumner,.....	1
George Chinn,.....	1

\$209

You have already in hand my subscription for \$10, your own for a like amt., \$50 from Penn. State Division, \$100 from N. Y. State Division, making the grand total of the cash subscriptions \$359.

The following gentlemen have pledged the amount opposite their names to me, but will no doubt forward to you direct:

Fred G. Bourne,.....	\$10
Edwin W. Adams,.....	10
J. Oswald Jimenis,.....	10
H. G. Rouse,.....	10
F. A. Elwell,.....	5

\$45

Grand Total, \$404.  
I regret that a greater success has not attended my labors in this direction, and beg leave to thank those whose names appear herein for their support, as they have set an example, a credit to themselves and to the association. The expense attending this in printing, postage, &c., I have borne myself, caring not to add it to our already heavy burden.

Respectfully,  
FRANK A. EGAN, N. Y. Rep. L. A. W.

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

#### OUR BOSTON LETTER.

THE LEAGUE AND ITS AFFAIRS—INACTIVE SUBURBAN CLUBS—TANDEM BICYCLES—L. A. W. DELEGATES APPOINTED BY THE MASSACHUSETTS AND RAMBLERS CLUBS—NOTES AND GOSSIP.

My last letter was so largely made up of League affairs, that, perhaps I should this week select some other subject to write on, but I hope I will be pardoned if I devote a portion of this letter to that ever-interesting subject, for the fact is I take a great interest in the League, and would hate to see it come to grief at the Washington meet. From present appearances, however, the supporters of the League will have to make a hard fight to succeed against the parties who seem to wish to destroy the L. A. W., and yet have nothing as good to propose to take its place. That we need some sort of a national body no one will deny, and as the League has been formed for a number of years and is now on a good basis, there is no reason why that organization should not be made to answer every purpose. Radical changes must of course be made, but it is undoubtedly easier to make these changes than it would be to form a new organization. It is unnecessary for me to enumerate the needed changes, as they have all been thoroughly discussed in the cycling press. One of the greatest advocated reforms, the reduction of expenses, has been provided for by the publishers of this paper, who offer to supply the League with an *Official Gazette* at a rate per member sixty per cent. cheaper than what was charged for *THE WHEEL*. If this proposition is accepted, and there is every reason to suppose that it will be, about one thousand dollars will be saved for the League, which sum, with the additional amount to be received from new members, should be enough to provide for all the necessary expenses of the main body, or if not enough, the State Divisions could be drawn on. To me it seems that it would be better not to allow the State Divisions a certain per cent. of the amount received from its members, but to allow each Division what it absolutely requires, and no

more. A Division with one thousand members certainly does not need ten times as much money for its support as does one with a hundred members, for, although the running expenses of the larger division may be more than those of the smaller one, the latter requires a considerable amount in the way of advertising and putting up sign boards, so as to influence wheelmen to join its ranks.

Regarding the action of the Board of Officers in expelling the ex-Corresponding Secretary, there has been so much said on both sides that for me to argue the matter at any length in the columns would be worse than useless, for the person most interested in the matter being the editor of this paper, every one would suppose that I was prejudiced in his favor. I will, however, say that, in my opinion, valueless as it may be, the League has made a fatal mistake in expelling him, for, unless I am greatly mistaken, a large majority of the most earnest workers for the League will draw out after the meet unless he is reinstated. From present appearances however, I must admit a great number of League members have been prejudiced against him by misstatements made by certain parties, and unless the falsity of all these misstatements can be clearly shown, I am afraid the League will cast from its ranks the man who has done more for its advancement than any other in the country. I have great hopes, however, that these misstatements will be shown up, and if they are, things will be made rather warm for the aforementioned "certain parties."

The Massachusetts Club's delegates are as follows: E. W. Pope, C. H. Lamson, Eben Fish, S. H. Day, Col. A. A. Pope and H. S. Harris, with Henry W. Williams, A. D. Claffin, H. D. Corey, C. F. Joy, and C. P. Shillaber as alternates.

To fill the vacancy caused in the office of Captain of this club by the resignation of Mr. George Pope, Mr. E. W. Pope was unanimously elected. It will be remembered that Mr. Pope was the first Captain of the club, and his return to that office affords the members much pleasure. Rev. S. H. Day was elected first Lieutenant, vice J. J. Gilligan, who was obliged to resign, as his business duties did not permit him to devote the time he considered the office required.

The new track will not be open for practice until the 20th, and in the meanwhile our riders are getting what practice they can on the Common early in the morning, and at Chestnut Hill reservoir. Burnham is probably our fastest man, and it is said that he is capable of doing a mile considerably inside of 2.50. One of the professionals here is said to have in training a woman whom he proposes to shortly bring out as champion female bicycle rider. She was formerly connected with a traveling troupe of acrobats, and is credited with possessing remarkable strength.

Harry Tufts, the trick bicycle rider, has just received from the Pope Manufacturing Company an elegant new mount in the shape of a full nickel plated Expert Columbia. It is a beauty, and will undoubtedly stand the heavy strain put upon it in an exhibition of fancy riding.

Brockton is to have a big tournament next fall which is to continue for three days, and several thousand dollars' worth of prizes will be awarded in the different events.

W. W. Stall has just returned from Smithville, where he has been at work on an invention of his which he claims will do away with all noise resulting from the racket movement on the American Star. LEWEE.

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

#### WHEEL GOSSIP.

All aboard for Washington!

Bring this copy of *THE WHEEL* with you.

The last *WHEEL* was delayed through a peculiar typographical error. Instead of printing "Monthly Supplement to *THE WHEEL*," on the first page of the same, the enthusiastic printer put "Vote for *THE WHEEL'S* Monthly Supplement." The work had to done over again, but an unconscious point was made which should not be lost.

We print this week the report of the "Official Organ" Committee. It would seem that some of the papers were written to for

their bids, but we concluded to offer ours without being asked. You pay your money and take your choice.

*THE WHEEL'S* Supplement has been received with great favor, when one calculates that four pages of *THE WHEEL* contain as much matter as seven the size of the *Bicycling World* or *Amateur Athlete* or the *Springfield Gazette*.

L. A. W. Treasurer Gilman, of the Springfield Club, shows his hand in the last *World*. His letter would disgrace a schoolboy.

The Springfield "slate" is said to consist of Beckwith, Miller, Gilman, and Fennessy. It is a modest club that wants two of the most important offices in the League for its members.

The amount of log-rolling, wire pulling and lobbying at Washington well befits the place.

A full attendance at the business meeting is desired.

Capt. Pitman claims the "Sociable" record from Fifty-ninth street to the Peabody House and return in four hours and fourteen minutes, climbing all hills. The distance is about thirty miles.

Mr. Elliott Norton did not ride a mile in 2 m. 49 s., as reported. He did a quarter in 49 seconds.

The new Duryea saddle for Star Bicycles has made its appearance, and is well liked. Star riders who have been using the ordinary saddle will appreciate the change to an easy, comfortable suspension, yielding to every motion. We predict a good sale for the new style.

The King's county wheelmen have a race meeting June 21st, at the new five lap track of the Williamsburgh Athletic Club. Particulars will be announced later.

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"Will meet you when the sun goes down"—in Washington.

"Mark Twain" whose fame as a humorous writer on the prosaic things in life, reaches wherever the English language is spoken, is the latest convert to wheelmen.

He will now have to devote some of his talents to the discovery of a new cuss word, while doing the beginner act. This absolutely essential, since all the ones now in existence have become threadbare through frequent use of the thousands who have gone before him.

Mrs. Gabble says she cannot understand why bicycling costs more than pedestrianism, when the former can perform a job in one hour which requires the latter five to do.

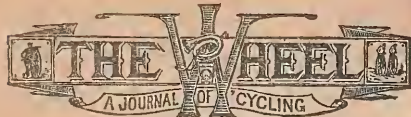
It has long been a demonstrated fact, that riders of the wheel were gainers in health, though the claim has always remained unrefuted that it was at the expense of their pockets. I laid this before the club philosopher for a solution, and after deep thought he has come to the conclusion that this does not apply to beginners, for they are no sooner mounted than they soon find that they are better off.

I went to see Geo. Bidwell last week, and found him as usual head over heels in business; he had time, though, to answer my query as to what was the best lubricant for tricycle chains, by replying "dry plumbago." I adopted his suggestion, and need only say he is correct as usual.

Mr. P. Harvard Reilly, whose reputation as a teacher of the saltatorial art in this city and Newport is well known, now rides a wheel with an equal grace to that with which he adorns a ball room floor.

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THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

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

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

New York, May 16, 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 TWO more copies of "THE WHEEL." Subscribe at once.**

#### THE SPRINGFIELD TROUBLE EXPLAINED.

TO THE MEMBERS OF THE LEAGUE OF AMERICAN WHEELMEN.

When a man makes a mistake and discovers his error, the proper course for him to do is to rectify it, if it be in his power, and it is with this end in view that I shall seek to pour oil on troubled waters, and endeavor as far as I am personally concerned to render the annual meeting of the League of American Wheelmen, now so near at hand, a harmonious one.

There are many among the Board of Officers who have been filled to repletion with alleged charges against me, made through the *Bicycling World* from week to week, and have based their opinions too much on what they have read, without hearing what always exists, namely, the other side of the question. I refer of course to the personal difficulty between the Springfield Club and myself, which has been magnified from a mole hill to a mountain, and which is being used as a sympathetic lever to promote money making schemes, and to gain for them popularity at my expense.

The trouble originated as follows: In THE WHEEL of Jan. 11th I made a charge against the Springfield Club to the effect that the club repudiated its just accounts in the matter of some forty-nine subscriptions to THE WHEEL, that were sent to us through the Wheelman Co., of Boston, in March, 1883. My authority for making the statement was the following letter, which has never been published.

Boston, Jan. 5, 1884.

MESSRS. OLIVER & JENKINS,  
P. O. Box 444, New York.

Gentlemen: We beg to acknowledge your favor of Jan. 3, and to say, in reply, that the \$49 due from subscriptions of Springfield Bicycle Club on account of clubbing with THE WHEEL has not been paid.

Yours truly,

THE WHEELMAN CO.  
M.

The intelligent reader can doubtless see that at the time the article was written I had the authority of a reputable house, to the effect that the bill, although it had been running some nine months, was still unpaid. This was still further confirmed by a letter dated February 1st, 1884, which read as follows:

"We submit herewith statement of account from subscriptions, and should be glad to

know if you find it correct. As to the Springfield subscriptions, we evidently shall not be able to collect them. What do you propose as a basis for settlement?"

Now it is not likely that a request would be made for a settlement unless strong efforts had been made to collect the same. The bare fact that the account had run some ten months is ample proof that something was wrong. In the mean time, I was protested and suspended, and my case went before the Membership Committee for action. In response to an inquiry from the chairman of the committee as to "what I had to say," I replied to the effect that I did not consider it an affair within the jurisdiction of the League, as I considered it a part of my private business, for which the League could not hold me responsible. I took no particular pains to defend my position, but enclosed the article in THE WHEEL already quoted, and a copy of the letter from the Wheelman Co. The evidence never went further than two members of the committee. For some reason the third member, who resides in Philadelphia, was never afforded an opportunity to see the documents or express any opinion in the matter.

While this was transpiring, both Mr. Ducker and Mr. Fennessy contributed some very offensive articles to the *World*, for which they were protested and suspended.

The meeting of the Board of Officers took place February 22d, and Mr. Terry presented his famous report, covering the cases of Ducker, Fennessy, Foster, and myself. It was a very peculiar report, as many will remember. Mr. Terry said that I "put in evidence in support of the repudiation charge an old subscription matter which I failed to connect with the club." I have presented my evidence already, and merely ask if it was not of such a character to warrant at that time my saying what I did. That a mistake was made I am now prepared to admit, but I still maintain that, backed up by the statements of the Wheelman Co., there was nothing said but what appeared to be facts. Subsequent developments have since shown that the whole transaction was not a matter in which the club as a club were interested. While a number of individual members pledged themselves to Fennessy to subscribe to THE WHEEL, and afterwards declined to pay for the same, it was perhaps hasty for me to accuse the Springfield Club, which at the time of the protest, numbered one hundred men, many of whom knew little of the matter, with repudiating their accounts, and it gives me considerable satisfaction to publicly apologize for the statement. I wish to say, in justice to myself, that these facts were not made known to me until too late to influence the case either way.

I therefore ask that I be reinstated to active membership in the League of American Wheelmen, and leave the matter in the hands of the membership of the League for action, at the coming meeting at Washington.

Yours respectfully,

FRED JENKINS.

New York, May 13th, 1884.

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

#### APPLICATIONS FOR MEMBERSHIP L. A. W.

The following is a list of applicants for membership received up to date, and published in accordance with Article III. of the Constitution. Any objection must be made to the Corresponding Secretary within two weeks from date of publication, and it will be considered confidential. It is the duty of every League member to examine the names of applicants and see that no objectionable person is admitted to the League. Candidates will please notice if their names and addresses are correct. If not, please inform the undersigned at once. The names published in this list are entitled to tickets of membership for the balance of the present League year, as well as for the year ending May 30, 1885, but as they could not possibly reach their owners until within a day of their expiration, or thereabouts, we hardly deem it of sufficient value to the League to warrant the outlay of

time and expense. Will every gentleman whose name appears in the following list please remember this fact, and look for his ticket not earlier than June 1, for reasons set forth in the reading notice at head of last week's list:

No. 62. Total 30. NASHUA, N. H., May 16, 1884.  
Unattached 5.  
1680—Edwin Ames Dickinson; 110 La Salle st., Room 17, Chicago, Ill.  
1681—A. L. Stevens, 117 Brooks st., Galesburg, Ill.  
1682—Louis E. Tyler, 115 Canal st., New Orleans, La.  
1683—A. M. Hill, 115 Canal st., New Orleans, La.  
1684—S. R. Duval, 273 Sixth st., New Orleans, La.  
Junior Wheelmen of Baltimore—add 2.  
1686—Baker Clotworthy, 184 McCulloch st., Baltimore, Md.  
1687—John Hanway, 363 Madison ave., Baltimore, Md.

#### INDIANA DIVISION—1.

1688—Fred E. Hunt, 132 Main st., Elkhart, Ind.

#### MISSOURI DIVISION—1.

1693—William S. Osgood, 1110 Francis st., St. Joseph, Mo.

#### OHIO DIVISION—1.

Massillon Bicycle Club—add 1.

1701—Howard J. Watkins, Massillon, Ohio.

#### MASSACHUSETTS DIVISION—1.

Springfield Bicycle Club—add 1.

1721—Fred. R. Swan, Springfield, Mass.

#### NEW YORK STATE DIVISION—3.

1731—George A. Pierce, 154 Main st., Hornellsville, N. Y.

1732—J. E. Dodge, Cohoes, Albany County, N. Y.

1772—E. H. Hopkins, Penn Yan, N. Y.

#### CONNECTICUT STATE DIVISION—3.

1792—L. N. Wardwell, Stamford, Conn.

1796—Frank E. Penney, Riverton, Conn.

1808—Frank L. Stephens, Riverton, Conn.

#### NEW JERSEY DIVISION—6.

Unattached 5.

1814—Dr. J. B. Wood, 215 Market st., Camden, N. J.

1826—W. S. Fairchild, 7 Baldwin st., Newark, N. J.

1848—John D. Candy, 683 Broad st., Newark, N. J.

1850—Philip Young, Upper Montclair, N. J.

1851—Elias G. Jones, Vineland, N. J.

Hudson County Wheelmen—add 1.

1856—George A. McIlroy, 39 Ocean ave., Jersey City, N. J.

#### PENNSYLVANIA DIVISION—9.

Unattached 5.

1863—H. C. Wallace, Scranton, Pa.

1919—S. A. Rohrer, Market Square Germantown, Philadelphia, Pa.

1931—Harold P. Coates, Toughkenamon, Chester County, Penn.

1933—John L. Paules, Marietta, Penn.

1972—P. B. Lee, 3925 Lancaster ave., Philadelphia, Penn.

Lock Haven Bicycle Club—add 2.

1975—James Donahoe, Lock Haven, Penn.

1994—William H. Mann, Mill Hall, Clinton County, Penn.

Williamsport Wheel Club—add 2.

2030—W. R. Buckingham, Williamsport.

2039—H. L. Murdy, Williamsport.

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May 30th will be a general day of recreation. The Williamsburgh Athletic Club have their games, including a two-mile handicap race. The entries close May 23d with W. G. Hegeman, Box 109, Brooklyn, N. Y.

WANTED—52 in. or 54 in. Columbia Bicycle in good order. Address F. G. DuBois, 512 West 30th Street, New York City.

#### Bicycle & Archery Goods Dealers.

A fine opportunity to hire out and sell Bicycles, &c., on the Plaza at the main Entrance to Prospect Park, Brooklyn. To let—a two-story brick store 25x50x100, nominal rent of thirty dollars per month.

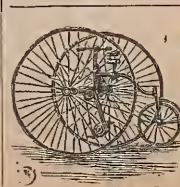
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FOR SALE—A 42-in. Standard Columbia in good condition. Address S. B. I., care of THE WHEEL, New York.

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PENN. AVE.,  
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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.



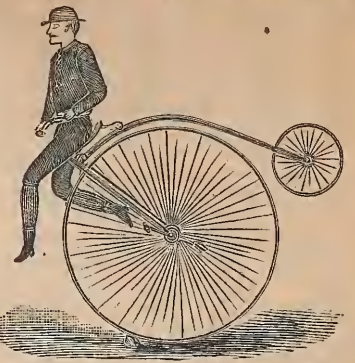
#### Coventry Cycle Company

(LIMITED).  
Whitefriars Lane,  
Coventry, England.

Largest makes of first quality  
Bicycles, Triocycles, and  
Perambulators.

Illustrated Catalogue on  
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FROM AN INSTANTANEOUS PHOTOGRAPH.

Can be attached by the rider in a moment. No shackles nor rivets, nor joints, nor levers, nor mechanical fits, that will wear loose, but a positively frictionless lock. "A word to the wise is sufficient" to induce them to investigate. We fully guarantee it both as to workmanship and efficacy, and will send C. O. D. on three days, trial. Send for circulars.

LILLIBRIDGE BROS., ROCKFORD, ILL.

#### The New Wheel Button for Bicycle Suits.

PATENTED.



A Handsome and Ornamental Button, designed expressly for Bicycle Suits, and made in both large and small sizes, for Coats, Caps, and Pant Legs.

Gold Plated, \$2.50 per dozen; Nickel Plated, \$1.50 per dozen.

Manufactured and for sale by JOHN O'BRIEN, North Attleboro', Mass.

Sample of these buttons can be seen at THE WHEEL office.

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KINGS COUNTY WHEELMEN  
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Missouri Wheel Company, Richard Garvey, Pres't. Exclusive agency of the Standard and Expert Columbia, Harvard, Yale, Cornell, Star, Rudge, Challenge, Facile, and all high-class imported Bicycles; also for the Victor, National, Rudge, Premier, Salvo, Apollo, Coventry and Coventry Convertible Triocycles. Repairing with promptness at moderate prices. Manufacturers of the Duryea Saddle and Peerless Automatic bell. A full assortment of wheel sundries in stock. Everything at, or below, New York and Boston figures. Send for circular of new and second hand wheels. 210 and 212 N. 12th street.

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

#### FREE FOR TRIAL.

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

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



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OUTFITTER TO THE CITIZENS BI. CLUB.

## BICYCLE JERSEYS.

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



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Ventilated Duck Bicycle Helmets  
1st qual. white or drab, \$1.50 each,  
\$15 per dozen.



No. 10.  
Ventilated Duck Bicycle Hel-  
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\$1.25 each, \$12 per dozen.



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



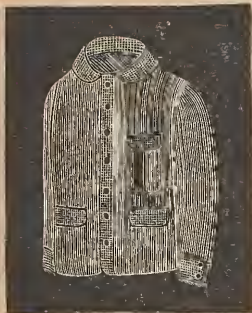
No. 5.  
Blue Chevrot English Polo Caps.  
Extra quality \$1.50 each,  
\$15 per dozen.



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



No. 7.  
Duck Tennis Caps.  
White or drab, 40 cts., \$4.00  
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### "THE CYCLE,"

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

Price.....\$12.00



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

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



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

**Ira Perego** 128 & 130 Fulton and 87 Nassau Sts., New York, N. Y.

A full line of these goods will be on sale during the Meet at the Perry Building, cor. Penn. Ave. and 9th St., Washington, D. C. Wheelmen are cordially invited to inspect the finest line of bicycle furnishings in the United States.

## WHAT AND WHY.

A 72-page pamphlet of value to all wheelmen, young and old.

COMMON QUESTIONS ANSWERED.  
WHAT TO SELECT.  
THE L. A. W.  
DRESS AND CONVENIENCES.  
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By CHARLES E. PRATT.

Buy it!! Read it!!

PRICE TEN CENTS.

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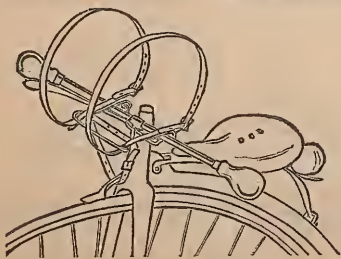
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Remit in two-cent stamps.

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The Neatest and Best Thing in the Market.



DETACHABLE FORM.

Manufactured and for sale by C. H. LAMSON, Portland, Maine. For sale by all Bicycle dealers.

Price, 75 cents, plain; \$1.00, detachable.

### TESTIMONIAL.

"I never tire of advising tourists to get your carrier, as by far the best thing of the sort ever devised."  
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VICTOR TRICYCLES,

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Full line of second hand machines  
Serrell Perfection Alarm, Duryea  
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The Greatest Event in the History of  
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When

All wheelmen  
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Numberless attractions in this, the

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FOR SALE.—Printed lists of League members with addresses classified by States and towns. Useful to dealers and others. 3,500 names for \$1.50. Address The Cycling Publishing Co., Box 444, N. Y.

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Sole agent for Washington, D. C., of THE POPE MFG Co., Stoddard, Lovering & Co., The Cunningham Co., Sam'l T. Clark & Co., the Overman Wheel Co., The Facile.  
Riding School attached. Visitors always welcome.

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Simple in construction, readily attached, affords convenient and efficient means for lighting a lamp out of doors, regardless of the wind. By its use the vexatious delays and difficulty of lighting a lamp are obviated. The match is lighted in a space protected from the wind by two metal discs, from which the match is passed to the wick. No cutting off matches; no caps or percussion tapes; will not rattle. Price 50 cents; Patent applied for. Liberal discount applied to the trade. Address J. C. McNAB & CO., for Box 350, ROCHESTER, N. Y.

## COLONNADE HOTEL,

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One Block from New Pennsylvania Railroad Depot,  
PHIL DELPHIA.

H. I. & G. R. CRUMP. E. A. GILLET.

## League of American Wheelmen's

BADGE PINS.



Pat. Sept. 13, '81. Send for Circular.  
For the official design in gold send to C. H. LAMSON, Portland, Maine, the only authorized maker. Prices for handsome, solid gold pins with garnet stone centres, \$3.50, \$5, \$7, and \$8 each, according to finish and kt. Orders by mail enclosing cash or P. O. order will receive prompt attention. Also on sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia, at H. B. Hart's, 811 Arch st.; in Boston, at The Pope Mfg. Co.; and in New Haven, at The American Bi. Co., 79 Orange st.

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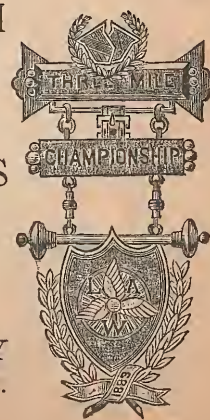
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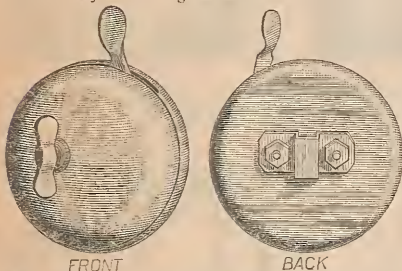
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Second-hand Bicycles constantly on hand, at low prices.  
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Easily attached or detached, and without injury to the machine.  
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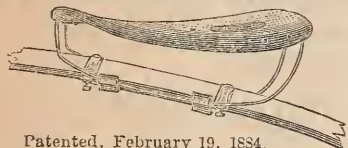


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4 EAST 60th ST., NEW YORK.  
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PERFECTION AT LAST.

**Duryea's Combined Saddle & Spring**  
FOR BICYCLES.

Read and be Convinced! Buy and be Happy!



Patented, February 19, 1884.

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

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

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

JOHN S. PRINCE.

THE DURYEA SADDLE.

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

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CAN BE SEEN AT

G. R. BIDWELL'S,

4 East Sixtieth St., New York,

SOLE N. Y. AGENT.

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

# RACE MEETING

— OF THE —

Boston Ramblers' Bicycle Club,

— WILL BE HELD ON THE —

Union Athletic Grounds, Boston.

FRIDAY, MAY 30th, AT 2 P. M.

**\$500 In Prizes.**

Will be awarded as follows.

HALF-MILE RACE. Best Two in Three Heats. First Prize, Gold Medal. Second Prize, Silver Vase.

ONE MILE RACE. Best Two in Three Heats. First Prize, Gold Medal. Second Prize, Silver Watch.

TWO-MILE DASH. First Prize, Gold Medal. Second Prize, Silver Medal.

FIVE-MILE HANDICAP RACE. First Prize, Gold Medal. Second Prize, Gold Medal. Third Prize, Silver Medal.

ONE MILE RACE, HANDS OFF. First Prize, Silver Cake Basket. Second Prize, Pair Winslow's Nickel-ed all Clamp Roller Skates.

ONE MILE TANDEM BICYCLE RACE. First Prize, Two Butcher Cyclometers. Second Prize, Two Saddles any make, at winner's option. Third Prize, Two "Harvard King" Hub Lamps.

The Second and Third Prizes are offered by THE CUNNINGHAM CO.

No Second Prize will be awarded unless there are three entries, and no Third Prize unless there are four entries.

TEN-MILE STRAIGHTAWAY RACE. First Prize, French Clock. Second Prize, Gold Medal. Third Prize, Silver Medal.

ONE MILE CLUB CHAMPIONSHIP RACE. Prize, Gold Medal.

TWO-MILE CLUB HANDICAP RACE. First Prize, Gold Medal. Second Prize, Silver Medal. Third Prize, Silver Medal.

FIVE-MILE PROFESSIONAL RACE. For Three Cash Prizes.

The above events, with the exception of the two Club Races, are open to all amateurs.

Entrance Fee, One Dollar; which will be refunded to starters.

Entries close May 27, with C. S. HOWARD, P. O. Box 4, Boston, Mass.

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The Celebrated Shep-

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A full line of Domes-

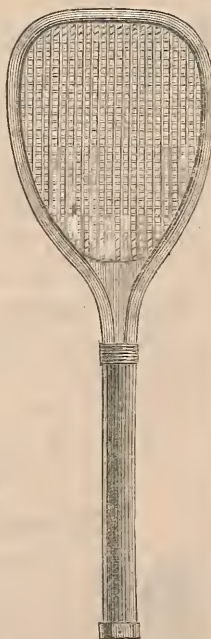
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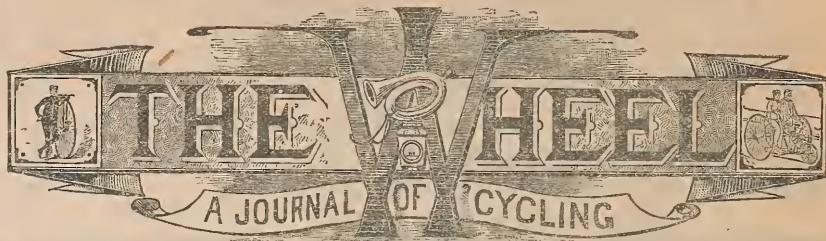
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The "American Club" and "Club" Bicycles,

The "Cheylesmore," "Imperial" and "Club Sociable" Tricycles,

Manufactured by Coventry Machinist Co.,

The "American Sanspareil" Roadster,

Manufactured by Wm. Andrews, Birmingham, England,

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A FULL LINE OF BICYCLE HELMETS, SHOES, AND ENGLISH SUNDRIES.

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**THE AMERICAN STAR BICYCLE.**

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

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

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

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

For further particulars address,

H. B. SMITH MACHINE CO.,  
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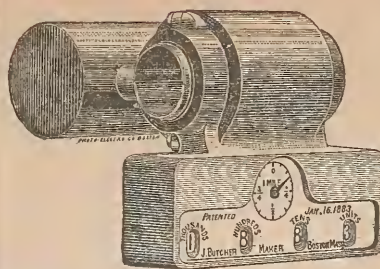


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## The Butcher Cyclometer



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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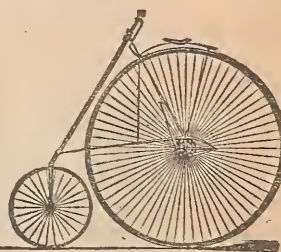
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Whose debility, exhausted powers, premature decay and failure to perform life's duties properly are caused by excesses, errors of youth, etc., will find a perfect and lasting restoration to robust health and vigorous manhood in **THE MARSTON BOLUS**. Neither stomach dragging nor instruments. This treatment of Nervous Debility and Physical Decay is uniformly successful because based on perfect diagnosis, new and direct methods and absolute thoroughness. Full information and Treatise free. Address Consulting Physician of **MARSTON REMEDY CO., 46 W. 14th St., New York.**

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The COLUMBIAS, HARVARD, and a full line of Boys' Bicycles always in stock.

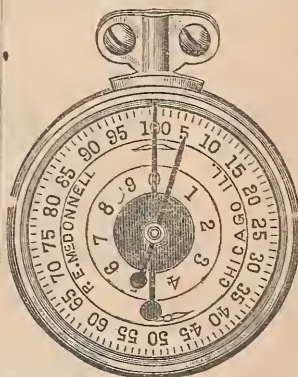
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For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a hub lamp. There are neither springs nor weights in its construction; it requires no oil, and is absolutely water and air tight. The cut is exact size of instrument, which weighs only 2 1/4 oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

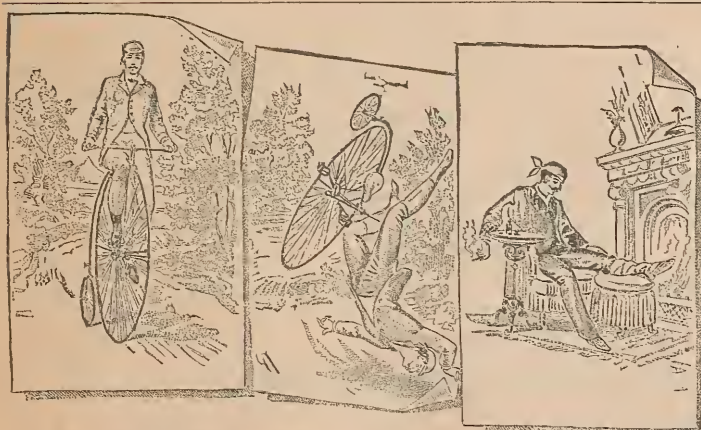
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A good pair of canvas leggings, 17 inches high, blk, gilt or nickel buttons, sent postage paid to any address, for \$1. In exercising and short runs, riders do not wish to take the trouble of putting on their knickerbockers and club suit, so a pair 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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NEW YORK, NEW JERSEY, AND PENNSYLVANIA.

OFFICE, 149 BROADWAY,

New York.

TO THE MEMBERS OF THE L. A. W.

Are You Insured Against Accident?

NEW YORK, Jan. 7, '84.

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

FRED JENKINS,

Editor of The Wheel.

NEW YORK, Nov. 17, '83.

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

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

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

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

Yours very truly,

N. MALON BECKWITH,

Pres't L. A. W.

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COLUMBIA BICYCLES, TRICYCLES AND PARTS,

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RIDING TAUGHT ON THE PREMISES.

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*Ball-Bearing Balance Wheel.*Anti-friction Movements. New and Elegant designs  
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Keep also a full assortment

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IN ALL SIZES AND GRADES.

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# COLUMBIA

## BICYCLES AND TRICYCLES.

### TESTIMONIALS.

FROM THE CITIZENS BICYCLE CLUB, OF NEW YORK  
CITY.

NEW YORK, February 24, 1884.

THE POPE M'FG 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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CHARLES H. THOMAS,  
F. B. METZGER,  
F. S. GRANT, M. D.

\* President Citizens Bicycle Club.

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

‡ Ex-Commodore N. Y. Yacht Club.

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

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

ALLISON O. DOWNS,

*Pastor Congregational Church.*

NORTHVILLE, L. I.

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

W. P. ANTHONY,

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

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

CHICAGO, Jan. 11, 1883.

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

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

ED. F. BROWN,

*Captain Chicago Bicycle Club.*

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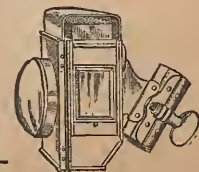
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**Star Tool Bag** is neat, well made, and handy. Can be placed in front of the saddle or behind it, and in either position is entirely out of the way while mounting or riding.

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

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