

# THE WHEEL

## A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

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### THE CAPITAL CLUB RACES.

The above club were well favored by perfect weather, large and fashionable attendance, and good competition at their fifth annual race meeting, which took place at Athletic Park, on Saturday afternoon, May 17th. About three o'clock the club and their friends assembled at their new house on G street, and about seventy-five in number participated in a parade through the principal streets in columns of fours. Arriving at the park, the management at once settled down to work, and the opening game of polo attracted unusual attention. Messrs. Rex Smith and Will T. Robertson represented the Capital Club, and C. H. Chickering and Thos. Finley guarded the goal of the Star Club, of Smithville, N. J.

The first competition was quickly decided, Mr. Rex Smith making the first goal, and Robertson cleverly captured the second. When the first race was called, about two thousand people had assembled, and evinced the greatest interest until the close of the well arranged programme. The track was in rather poor condition—soft in spots, especially at the turns—resulting in rather poor time, the fastest mile being covered in 318½ by Landy, of Cincinnati, whose competitions have been mainly of a local nature, and who was not very well known to the handicapping committee, as subsequent developments show.

The first event was a five-mile scratch race, which brought to the scratch the entire field consisting of B. W. Hanna, H. Stewart, and J. M. Borden. The race was of the procession type, the main feature being a pretty spurt between Hanna and Borden on the last lap. In turning the corner, Borden was fouled and brought to cinders, and the race was given to Stewart, who fortunately steered clear of the wreck. Time, 17m. 46¼s.

The mile race for novices brought out a full list of aspirants for honors, and was taken by G. Webber, of Smithville, in 3m. 25s. W. E. Crist, second, in 3m. 28s.

The one mile club handicap was an informal brush between Stewart and Borden at scratch, and H. Y. Davis, who was allowed 12s. Davis fell early in the race, and Borden rode so wide that Stewart was compelled to pass on the inside, and lost, on a claim of foul, a race that he apparently had well in hand.

The three-mile open handicap was a gift to Landy, who galloped around the track in easy style, crossing the line in 10m. 32s., Webber securing second place.

The quarter mile dash for club members had but two starters, Hanna and Stewart. The former secured the best of the start, and won easily in 46 4-5s.

The three mile handicap for club members was another uninteresting contest between C. D. Rhodes (42s) and H. Stewart (scratch). Stewart caught his man at the end of the second mile, and rode easily to the finish in 10m. 30s.

The mile open handicap, with a field of seven entries, brought out Landy, Rhodes (15s.), and J. M. Borden (scratch). Landy gained on his allowance, and Borden, who was rather unfortunate throughout the day, slipped his rear wheel tire, thus spoiling what little chance he had at the start.

The final event was a two-mile scratch between B. W. Hanna and H. Stewart, and was a practical walkover for the former, who covered the distance in 7m. 36½s.

The final game of polo between the Capital

Club and the Star Club was won by the former after a lengthy and interesting struggle. The officers of the meeting, who by their efforts contributed to the success of the same, were: Referee, C. E. Hawley; Judges, Captain E. R. Jones (Maryland Club), P. T. Dodge (Capital Club), F. C. Hand, (Scranton, Pa., Club); Clerks of Course, J. E. Leaming, W. F. Crossman; Scorer, Dr. T. A. Berryhill; Starter, H. S. Owen; Timers, L. Howard, J. W. Wagner, W. C. Scribner.

### THE OFFICERS' MEETING.

The meeting of the Board of Officers was held in the gallery of Ford's Opera House, about half past nine, Monday, May 19th, about thirty Chief Consuls and Representatives being present. For some unknown reason the various representatives of the papers were invited to step down and out, and consequently our information is rather meagre. The following officers were elected for the ensuing year: President, Dr. N. Malon Beckwith; Vice-President, W. H. Miller; Cor. Secretary, Chas. K. Alley, Buffalo, N. Y.; Treasurer, Stephen Terry, Hartford, Conn.; Recording Secretary, Eugene M. Aaron, Box 916, Philadelphia, Pa. This slate was made up at an informal caucus held Sunday evening, at the Arlington, and pushed through without a break. The meeting then adjourned until 7 p.m.

### THE BUSINESS MEETING

was not called to order until 11.40, although ten o'clock was the time set for the same. The President addressed a few remarks to the meeting, after which he was presented with a gavel that had been turned out by the worthy Vice-President.

The first business of the day was the appointment by vote of an official stenographer and the appointment of a committee on credentials, consisting of Stephen Terry, chairman, W. H. Miller, and E. F. Hill. The meeting then took a recess for a few minutes while their report was being made up.

Mr. Frank Pelouze then read several announcements from the stage, touching upon the informal moonlight parade to take place in the evening, and the various arrangements of the meet.

After dispensing with the reading of the minutes of the previous meeting, Mr. Knight L. Clapp announced the result of the election at the Board of Officers' meeting. A complimentary vote of thanks was then extended to the retiring board, after which the President read his annual report.

[It was our intention to publish the different reports, but they were handed to the stenographer before any copy could be made. They will doubtless be published in the *Amateur Athlete* supplement, which, we understand, is to be the "Official Gazette."—Ed.]

In view of the fact that the reports of the Corresponding Secretary and Treasurer had been published in *THE WHEEL* of May 9th, considerable discussion ensued as to dispensing with the reading of the reports. A motion was finally carried, after much useless argument and loss of time, sufficient to have read the same a dozen times.

The report of the committee on credentials was then made, and exhibited a total vote by delegates of 1,048.

Mr. W. V. Gilman read an additional report to May 16th, as follows:

### ADDENDA TREASURER'S ANNUAL REPORT.

TO THE OFFICERS AND MEMBERS L. A. W. IN CONVENTION.

Gentlemen: We have already given you a report in full of our financial standing to May 1, 1884, since which time but slight changes have occurred, mention of which we shall be pleased to make to date of May 16, 1884, as follows:

Our receipts in full to this date are:	
Membership Assessment	\$ 758 75
Admission Fees	1,559 00
Consul Outfits	60 00
New York State Division Donation	100 00
Pennsylvania	50 00
F. A. Egan	10 00
Fred Jenkins	10 00
George R. Bidwell	10 00
N. Malon Beckwith	10 00
Will R. Pitman	10 00
Col. A. A. Pope	50 00
A. L. Fennessy	20 00
Frederick McOwen	10 00
V. M. Haldeman	10 00
Dr. A. G. Coleman	10 00
C. H. Lamson	10 00
Stephen Terry	10 00
Richard Nelson	10 00
Eugene M. Aaron	10 00
Washington B. Booz	5 00
Fred P. Edmans	5 00
C. W. Spooner	5 00
A Boston Wheelman	5 00
H. S. Pibbs	5 00
A Leaguer	2 00
E. Stewart Sumner	1 00
George Clum	1 00
W. V. Gilman	10 00
Badges	2 00
Interest on Deposits	18 07
From last year's Balance	1,025 38
	\$3,800 20

Our expenditures have been:	
Salary of Corresponding Secretary	\$ 250 00
Expenses	338 42
Treasurer	90 00
Salary	250 00
Miscellaneous items of Expense	166 24
One hundred Consular Outfits	100 00
Five Certificates	90 00
Forty-five hundred Membership Cards	38 50
Race Meeting at Washington	200 00
Official Organ	1,950 28
Balance on Deposit	409 76
	\$3,800 20

The Treasurer then continued a rambling statement containing a cowardly attack on the late Corresponding Secretary, which, after a motion to refer the same to a committee for investigation was lost, was almost unanimously stricken from the records.

The report of the Railroad Committee was presented by Burley B. Ayres, and accepted without debate.

Mr. Stephen Terry then reported for the Committee on Membership, and asked for instructions in regard to continuing investigations on matters already begun. After some debate it was deemed advisable to allow the old committee to continue on the cases.

Mr. W. H. Miller then read the report of the Committee on Rules and Regulations, as printed, which was accepted.

The report of the Racing Board was next read and adopted. The Board have adopted all the records made at Springfield and those at New Haven.

The report of the Official Organ Committee was then read and adopted. After considerable debate, in which the general desire seemed to be that the League should publish its own *Gazette*, the matter was referred to the President, Vice-President, Corresponding Secretary, Treasurer, and Recording Secretary, with power to act in the matter.

A vote of thanks was extended to the Washington Cycle and the Capital Clubs for their courtesy during the meet.

Mr. Emmons made some suggestions in

regard to a uniform style of printed certificate to be used as credentials, which were well received.

A motion to allow R. F. Foster to speak in regard to his case was lost.

Mr. Busby, of Camden, expressed the desire to have a uniform code of club drilling adhered to in the future, and the question was referred to the Board of Officers for action.

After passing a resolution to the effect that the League did not endorse the action of individuals in publishing grievances in the cycling press, the meeting adjourned at 4.40 P. M.

### THE PARADE

was formed early Tuesday morning in front of the Arlington Hotel, in the following order:

Two pacemakers from the Washington Cycle Club, H. J. Brown and L. M. Kruger; detachment of mounted police, corps of mounted buglers from the United States Army, Commander Dr. N. Malon Beckwith, of New York; Adjutant, George R. Bidwell, New York; Aids, T. Sedgwick Steele, Hartford; Charles E. Pratt, Boston; W. C. Scribner, Washington; W. H. Miller, Columbus; C. K. Alley, Buffalo; A. G. Coleman, Canandaigua, and A. E. Fauquier, Mount Vernon, N. Y.

First Division—Howard Conkling, New York, commander. Staff—C. C. Philbrick, Chicago; F. C. Dunn, Ohio; H. J. Hall, Jr., New York, and F. O. W. Woodruff, Philadelphia. Following in close wheeling order were clubs where the entire membership are League men—New York, Massachusetts, Boston; New Haven, Philadelphia, Essex, Newark; Germantown, Buffalo, Keystone, and Pittsburg—the western division consisting of delegates from Cincinnati, Columbus, Springfield, Massillon, Chicago, Peoria, Rockford, Louisville; Albany, Seaside, Norfolk, Va.; Plainfield, Kings County and Long Island Wheelmen, Brooklyn, N. Y.; Pequonnock, Bridgeport; Scranton, Springfield, Brunswick, New Brunswick; Maryland, Baltimore; Marietta, Binghamton, Ixion, New York; Elmira and Corning, Pennsylvania, Trojan Wheelmen, Troy; Alpha, Bethlehem; Smithville and Hudson County Wheelmen, Jersey City—a total of 291 wheelmen. The striking appearance of the Maryland Club, with their neat blue uniform and white helmets, was a matter of general comment, and a ripple of applause greeted them along the entire line.

The Second Division was in command of George H. Day, of Hartford, Conn., whose aids were C. A. Kellogg and W. H. Champin, of the Connecticut Club, of Hartford; W. I. Harris and C. S. Howard, of the Boston Ramblers. This was composed of clubs whose membership were not all League members, and was led by the Washington Cycle Club, followed by the Druid Cyclists, Junior Wheelmen, and Lafayette, of Baltimore; Williamsport Wheelmen; Citizens, New York; Montrose, East Bridgewater; Penn City Wheelmen, Philadelphia; Wheeling Wheelmen, Baltimore, and the rear of the line was brought up by the Capital Club, of Washington, who had upward of seventy men in line, and whose fine uniforms and white caps, together with excellent drilling, carried off the honors of the day. The total for this division was 171.

The Third Division was in command of



Dr. T. S. Rust, of Meriden, and was composed of unattached men, thirty-eight in number, thus making an even 600 all told.

Among the interested spectators at the Arlington were Generals Rufus Ingalls, Belknap, and McCook; Stephen Preston, the Haytian Minister, and Baron Fava, of the Diplomatic Corps of Italy; Senators Mahone, of Virginia; Jones, of Nevada; Congressmen John Arnot and Hitchcock, of New York; Judge A. A. Ranney, of Massachusetts, and ex-Senator McDonald, of Arkansas. The balconies were literally packed with people, and the windows held bouquets of pretty faces, whose owners fluttered the favorite colors of the various clubs and enthusiastically applauded them as they passed in review.

At the sound of the bugle the wheelmen mounted and proceeded to the President's grounds, where they were reviewed from the steps of the White House by the President and Cabinet, who were apparently pleased with the appearance of what was really a fine body of men, and saluted each club in turn. Down Pennsylvania avenue past the Treasury Building, which hardly seemed capable of containing the crowds that had collected on its steps, the noble six hundred charged on the Capitol, taking it by storm. Members of Congress left their desks and sought the most favorable positions possible in order to witness the novel and beautiful sight. After passing along the route described in the programme, the procession disbanded at the Arlington Hotel, where an instantaneous photograph was successfully taken.

#### THE POLO GAME TUESDAY AFTER-NOON.

The second game of polo on Star bicycles between Messrs. Chickering and Finley, of Smithville, N. J., and Messrs. Robertson and Rex Smith, of the Capital Club, of Washington, was played at Star Park, corner 14th street and New York avenue, Tuesday, after the League parade, the best three goals in five to win the game.

The first goal was won by the Smithville team, the ball being sent through by Finley. The second was won by the Washington team. The third goal was won by Smithville. In the fourth goal the ball caught in Smith's big wheel, and when he saw it he rode through the opponents' goal, but the referee decided it a foul. The fourth goal was won by Washington, making goals even. The fifth and deciding goal was won by the Washingtons.

#### CHAMPIONSHIP RACES.

The races in the afternoon for the championship of America were held at Athletic Park. About three thousand ladies and gentlemen assembled to witness the sport. The first race of twenty-five miles was easily won by Charles Frazier, of Smithville, N. J., in 1h. 38m. 42½s. H. J. Hall, Jr., of Brooklyn, was the only other competitor, and came in thirty seconds later.

The next race, for ten miles, was closely contested between John Brooks, of Elmira, and C. H. Chickering, of Smithville, N. J. Brooks unfortunately was compelled to change machines twice and lost considerable ground, which was not made up until the last mile, when by a series of brilliant spurts he closed up the gap and won by two feet. Time, 36m. 3s.

The third race was for three miles between B. W. Hanna, Washington, D. C.; John Brooks, and C. H. Chickering. A very close race resulted, the men alternating in the lead until the last lap, when at the sound of the bugle the Capital man rushed for the lead, crossing the line in 10m. 26½s.

The next race for a mile was looked forward to as one of the events of the day. The entries consisted of John Brooks, Charles Frazier, George M. Hendee, the present champion, and B. W. Hanna. Only Frazier and Hendee put in appearance when time was called. The well known reputation of these flyers was sufficient, however, to bring the audience to their feet in the excitement of the moment. A good start was effected, Hendee taking the lead, with Frazier close at his heels. Around the track they spun at a clipping gait, and it looked for the moment as if the record would suffer. Suddenly there was a snap, and Frazier was seen to falter; the tremendous strain had disabled his bicycle. Before another could be pro-

cured Hendee was fully three hundred yards in the lead, which he easily retained until the finish, winning in 3m. 6½s.

The concluding event was a one mile tricycle race between George M. Hendee and L. H. Johnson, of Orange, N. J. At the pistol fire Hendee started in the lead. The pace was rather slow for the first three laps, and it was not until entering upon the home stretch, when Johnson drew up level, that the actual racing began. Neck and neck they spurred, first one, then the other leading, when within ten feet of the finish Hendee made one of his brilliant spurts and broke the tape six inches in advance of his plucky opponent. Time, 3m. 57½s.

#### THE BANQUET AT WILLARDS.

The banquet Tuesday evening at Willard's was largely attended, over three hundred wheelmen gathering around the festive boards. Mr. Charles E. Pratt, of Boston, officiated as toastmaster, his witty sallies being well received. Among the guests were the District Commissioners, Hon. T. B. Reed, J. R. Hawley, and the Hon. C. R. Skinner. Letters of regret were read from President Arthur, Speaker Carlisle, and others. Speeches, songs, and music occupied the time until one o'clock in the morning, when the wheelmen regretfully departed on a special train.

#### NOTES OF THE MEET.

The ease and grace with which Mr. Duckert acted as teller at the Board of Officers Meeting well befitted the occasion.

The streets of Washington proved too great an attraction to the wheelmen, and the business meeting, numerically speaking, was a failure.

Through the kindness of Wm. C. Scribner, the use of a new Victor tricycle was tended us during the meet. Unfortunately the trike did not fulfill our expectations, and broke the first day.

The number of representative men at the meet was greater than at previous meetings of the kind.

Has any one ever figured the amount of money expended by the participants at a League Meet. Taking as a basis one thousand men from out of town, their expenses will aggregate about forty thousand dollars.

If each member would remain at home for once, and contribute his expenses to the general treasury of the League, we would be able to accomplish some good work.

The lion and the lamb occupied the same box at Ford's Opera House to the utter astonishment of the observers, who are not familiar with the intricacies of newspaper life.

Mr. D. J. Canary, the well known professional, was on hand, his smiling countenance indicating that the cares of the world did not sit heavily on his shoulders.

Mr. Louis Leuders, the secretary of the Missouri Wheel Company, of St. Louis, holds the record as coming from the most distant point.

Mr. Butcher of cyclometer fame, was an interested spectator at the business meeting on Monday.

Baird & Co. have secured the contract for a League Gazette, at the rate of thirty cents a year. We wish them joy.

Mr. Pennell will have an article in an early number of the *Century* describing his ride on a Tricycle through the English midlands, illustrated by himself.

It was arranged that the wheelmen should parade Monday night with their lamps lighted, each rider bearing a Chinese lantern. All Washington turned out to witness this novel torch light procession. At eight o'clock a thunderstorm greeted the visitors, and dispersed them while they were forming and precipitately drove the assembled multitude to their homes.

The Washington Cycle Club did not have a very large representation, but they presented a very good appearance. They are to be highly complimented for the thorough and able manner in which they performed the onerous duties incident to the visit of the League to Washington.

The Citizens Club, of New York, had without doubt the handsomest uniform of the day. It was of a dark gray color, and a texture particularly fine. The jackets were pleated and had belts. The gray cap, square top, was bound with black, and had on the front the silver device of the club—spread wings. Their fine appearance was, however, no more due to their uniform than to the personal good looks of the riders.—*Washington Star*.

There promises to be a lively time at Washington about the official organ L. A. W. This body wants a change, but don't know what kind of a change, and in time may regret the change if they do so.—*Mirror of American Sports*.

As the editor of this paper represented the New York *Herald*, we trust we will not be accused of "lifting."

The Capital Bicycle Club, although not a League club, made Sunday pleasant for a number of wheelmen. At 8 A. M. about twenty were escorted to the Soldiers' home and Brightwood by Messrs. Crossman and Church, while Capt. Hansmann took a squad of 140 on a run to Cabin John's bridge. Another party was taken through the parks and principal streets and avenues. In the afternoon President Howard pioneered fifteen visitors to Arlington heights, returning about 7 P. M.

An enthusiastic friend of knickerbockers, speaking of the appearance of the riders of the skeleton horse, says: The appearance of the wheelmen now in the city ought to give a great impetus to the dormant feeling in favor of masculine dress reform. A man in knee breeches would have been hooted at a few years ago, but the ladies at the White House grounds on Saturday confessed that the fellows in the improved bicycle garb were the best dressed men in the crowd. It is a general subject of remark that the bicyclers are all remarkably well formed men, but they really owe this favorable impression to the addition which their uniforms make to their appearance. Many of the wheelmen wear their uniforms when they promenade without their wheels, and as they extend this practice the comfortable, common sense uniform will come into general use, and we owe the accomplishment of a great dress reform to our young bicyclers.—*Herald*.

#### GOSSIP FROM READING.

*Editor of The Wheel*: Interest in bicycling here has not been allowed to flag, although it is very seldom you hear from us.

On February 18 the R. B. C. gave their first annual ball. It was admitted by all to have been the finest given in Reading this season. The large gallery and dress circles of the Grand Opera House were quickly filled at the opening, 8 P. M., and by 8.30 there was barely standing room. From 8.30 to 9 Master Ed Tragesser, of the Lancaster Club, gave an exhibition of fancy riding, performing numerous difficult feats, which elicited generous applause. He is but fourteen years of age, and does remarkably well. After this came the grand promenade, led by Capt. W. I. Wilhelm and wife, followed by H. K. Whitner, C. G. Wilson, G. W. Miller, J. A. Curtis, H. W. Porter, and J. L. McLenehan, the floor committee, the rest of the members of the club, visiting wheelmen, and lastly, the guests—in all about one hundred couples. A wheel was formed by the promenaders; while those forming the spokes moved one direction, those forming the tire moved the opposite. It was quite unique and—original (it is claimed).

The many rich and magnificent costumes of the ladies was especially noticeable; it seems they did their best in honor of the boys. Quite a number of wheelmen from adjoining cities were present. Lancaster, Alpha and Lehigh University, Bethlehem, Lafayette College, Easton, Harrisburg, Marietta, and Pittstown were well represented. The visitors, as a rule, came in their knickerbockers, and their presence among the dancers formed a pleasing contrast. After dancing four numbers, Mr. Pressey, champion fancy Star Rider, was introduced. He did some marvellous work, and to put it short, "crawled all over" the machine. He was greeted with thunders of applause. The ladies in particular admired Mr. Pressey much. Their beaming faces indicated he had won their favor. The beams

were quite noticeable, too. After this, the rest of the dancing programme, consisting of sixteen numbers, was attacked. Congratulations came pouring in from all sides, and the annual ball of the R. B. C. will be looked forward to with happy anticipation.

We expect a number of new riders and new machines out in the spring. Quite a number have signified their intention of getting "Stars," and all are convinced it is the machine. You will hear from us anon. Fraternally yours,

J. L. HENRITZY, D 828.  
READING, Pa., Feb. 23, 1884.

#### MASS. HOTELS APPOINTED.

Previous to publishing the official list of League hotels in the Hand Book later in the season, I wish to call attention to two recent appointments of special value to wheelmen. It has been decided to have two grades of hotel in Boston to meet the varying tastes and pockets of the large number who visit that city each year. In addition to the New Marlboro, the Vendome has been appointed as first grade League hotel. Its high character and location will commend it to all who want the best.

The new and first class Boscobel House, in Lynn, has also been appointed. This will meet a long-felt want for a good hotel in that direction nearer the city than the popular Essex House, in Salem.

Both of these houses make liberal discounts to the League.

EDWARD K. HILL,  
Chief Consul, Mass.

#### UNIFORMITY IN CLUB DRILLING.

*Editor of The Wheel*: Accepting the invitation of R. B. R., author of the article on "Uniformity in Club Drilling," in the last No. of THE WHEEL, I would say that I heartily agree with him, so far as I understand his ideas on the subject, and so long as he confines himself to the subject covered by his title. He is right in saying that many clubs have no drills. My own club, I am sorry to say, is among the number; for the few simple manoeuvres we sometimes indulge in while on the road, directed by the sound of the whistle, can hardly be called drilling.

For us, and in this respect I imagine we resemble many other small clubs, the two principal obstacles in the way of successful club drilling, are first, the difficulty of getting the members together at a suitable time and place; and second, the lack of an authoritative system of bugle calls and company movements. The first we must leave for each club to overcome by itself and by such means as may best suit each particular case, but the second may be disposed of by the adoption, by the League, of some such manual as that suggested by R. B. R.

Our club has lately elected a Bugler and provided him with such an instrument and Pratt's "Am. Bicyclist," from which to learn the calls. He at once proceeded to alter some of them "to make them easier to blow, and for the boys to catch on to." Many other Buglers, I am told, have done the same. That they have all made exactly the same alterations and amendments is too much to hope for, and one can readily imagine their consequent uselessness at any large gathering of the clubs.

I had intended offering, at the League meeting in Washington, a resolution looking to the appointment of a committee of Buglers who should prepare a list of calls to be known as the League Bugle Calls and to be used at all L. A. W. meets, but as R. B. R. seems to have given the matter considerable attention, I call upon him, instead, to prepare such a resolution as he has in mind and publish the same in THE WHEEL, so that we who agree with him may have time to discuss the subject, and so give him intelligent aid in carrying it through at the next meeting of the League.

D. C. H.

#### THE NASHVILLE TROUBLE SETTLED.

At last night's session of the City Council, City Attorney J. C. Bradford and the Board of Public Works and Affairs reported adversely on the petition asking that the use of bicycles on the streets be prohibited by ordinance. The City Attorney's opinion, which will doubtless be put among the League's decisions, is as follows:

"The power of the Mayor and City Council to enact an ordinance prohibiting the use



of bicycles on the public streets of the city is, to say the least, extremely doubtful. The bicycle is not a nuisance, per se, any more than many of the vehicles in common use, and unless it can be shown that their use constitutes a great danger to the public safety or convenience, it would, in my judgment, be the unnecessary exercise of a very doubtful power to pass an ordinance of the character prayed for in the written petition.

"J. C. BRADFORD, City Attorney."  
The recommendation of the Board of Public Works is as follows:

"The Board of Public Works and Affairs concur in the opinion of the City Attorney, and respectfully recommend that the prayer of the petitioners be not granted."

"T. A. ATCHISON, Chairman."  
The recommendations were concurred in by the Council, and the petition rejected.—*Daily American*.

#### ANOTHER TOUR.

*Editor of The Wheel:* On or about July 13, 1884, a party will leave Detroit for a 300 mile tour through Canada to Goderich, and return. The tour will be conducted under the auspices of the Detroit Bicycle Club with a view of providing a quiet, inexpensive, 7 or 8 day trip for local wheelmen who do not care to participate in the more extensive "Chicago Club Tour." All local riders are cordially invited to join. Application for information should be made to Mr. Charles E. Alvord (220 and 222 Woodward avenue, Detroit), who has the matter in charge.

Very respectfully,  
LEON C. FINK,  
Sec'y. and Treas.  
Care of Parke Davis & Co.

#### OUR BOSTON LETTER.

The Rucker tandems are attracting considerable attention here at present. I frequently see them on the road, and as they always go at a lively rate of speed, I should judge that but little exertion was required to propel them. I have never ridden one myself, so of course do not know a great deal about them, but should think that in time it would get to be rather monotonous riding one, for the two riders have each to be subject to the will of the other, while one of the chief pleasures of cycling is that you can go anywhere you want to, and are so delightfully independent of everything and everybody. For this reason it is not likely that they will ever come into general use, but they are certainly very good things to ride for a change, and it would be worth while for most any club to purchase one.

Every town and hamlet around Boston has its bicycle club, but unfortunately not one in ten of them amount to anything. At the close of the riding season most of them disband, and organize again in the spring, while those who do not disband might as well do so, for during the winter months no meetings are held, and for all practical purposes the club is dead. This is all wrong. A club during the non-riding season should be taken as much interest in as during the summer season, and the only way to keep up this interest is for the club to have rooms where the members can meet evenings, and where frequent social entertainments may be held. In this way the club holds together during the winter, oftentimes gaining many new members, and when the riding season opens is on a firm basis to begin the year's work.

The Boston Ramblers Bicycle Club have arranged the list of prizes to be awarded at their tournament on the 30th. They are 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 nicked, 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 Company. 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 WHEEL" AND "X. M. MILES."

*Editor of The Wheel:* Accepting as a fact that there are some members of the League who are hostile to you and your paper, while at the same time they are friendly to me and my scheme of publishing a road-book, I deem it a simple matter of justice (in improving this last opportunity which it is in your power to grant me for addressing to the League, through its official organ, a final appeal in the book's behalf), to call the attention of those identical enemies and friends to the help which you have freely rendered in making my preliminary canvass successful.

I am not aware that any cyclist in existence cherishes ill-will towards me—for I have competed with no one and have spoken evilly of no one—but the Editor of THE WHEEL certainly never had cause to cherish any special good-will towards me, for I rarely extended any support to the paper beyond paying my annual subscription for it, and I never had occasion to show him any favors in private intercourse. Yet, when I sent in my prospectus and circular, last January, hardly hoping that more than a few extracts would be reprinted therefrom, THE WHEEL devoted its most prominent pages to reproducing every word I had uttered, and supporting the same with a hearty editorial recommendation. Every subsequent communication of mine to the paper has been put in type without abridgment, including one unconsciously long letter (issued by me as a WHEEL Extra of 22d Feb.), which a printing-office accident prevented from ever getting into the paper at all.

Now, I wish to bear testimony that for all this valuable service I have paid not a dollar in money; I have given no promise of payment in the shape of engaging "advertising space" for the future; I have subscribed for not so much as a share in the stock of the paper. THE WHEEL has had no other motive or inspiration in giving a boom to my book, than a broad-minded belief that the success of it would be a good thing for cycling—a good thing for the League. THE WHEEL has not so much as attempted to make any immediate profit out of the project, but has been satisfied with the promise of its own proper share in the ultimate profits that must result from the increase of bicycling. Other papers, in various parts of the world, have had kind words to say in behalf of the scheme, and I hope I am properly grateful for the same; but THE WHEEL has certainly done more than all other papers combined to make my preliminary canvass a success, and I wish that my recognition of the fact should be put on record as impressively as possible. If a knowledge of the liberal aid extended to my book shall incline any hesitating League member to renew his subscription to THE WHEEL, I think it only fair that the paper should have the benefit of such knowledge.

With this prelude, I invite the League's attention to my formal announcement of

"A GUIDE BOOK WITHOUT ADVERTISEMENTS."  
Twelve hundred one-dollar subscriptions having already been pledged to me (in response to the general enquiry which I put in motion three months ago, for the sake of discovering if the alleged demand for an American road-book were sufficient to justify the publication of so elaborate a volume as the one described in the appended prospectus), I accept the result as an affirmative answer to my question.

I now, therefore, announce my determination to conduct a formal canvass for subscribers until I secure 3,000 of them, and then to print 5,000 copies of the book. The profits on the sale of that number, at one dollar, will probably suffice to yield a fair compensation for the labor of bringing the scheme to success, though such success demands that my entire time and energies for a full twelve months should be devoted to this single project.

December has been named as the latest allowable date of publication; but my best endeavors will be exerted to bring the book out early in October. Subscribers' copies will be numbered and signed by the author, and (so far as may be practicable) will be forwarded in the order of their enrollment. Purchasers of copies after publication day will be expected to add the postage to the subscription price.

The patrons who have been attracted to me by the preliminary canvass are residents of nearly 350 towns, and represent every State and Territory of the Union, except Florida, Mississippi, Louisiana, Nevada, New Mexico, Arizona, Idaho, and Indian Territory. Thirteen towns of Canada are represented on my list by forty subscribers, and seven towns of Nova Scotia, by thirty; while Bermuda, England, Scotland, Holland, Germany, and Australia send an aggregate of twenty names, scattered among a dozen towns, my most distant supporters being the Captain and three members of the Melbourne Bicycle Club.

My hope of ultimate success in the enterprise is based upon the belief that the great majority of these early subscribers will take a friendly personal interest in securing additions to the list. *Crescit eundo*. On the one hand the value and completeness of the volume itself as a tourist's personal directory will increase with the name of each new man and town added to the appendix of subscribers, and on the other hand the magnitude of this appendix will give the book a momentum, with respect to subsequent sales, such as no amount of advertising could impart to it.

The mere appearance of a work by an unknown author, which shows on its face that 3,000 people (representing every nook and corner of the continent and many cities in foreign lands) have pledged in advance to purchase it, will be a sort of literary phenomenon, which in itself can hardly fail to challenge the attention of the public. Even if the critics unanimously condemn the body of the road-reports as beneath contempt, the appendix will necessarily command their respect. The impressiveness of so unequivocal a testimonial to the enthusiasm inspired by cycling cannot be gainsaid, no matter how dense the critic's previous ignorance as to the spread and significance of the pastime. Simple curiosity to discover "why so many people have bought the book," will be likely to drive hundreds of the uninitiated to purchase it.

I therefore wish to remind all who desire to manifest their friendliness towards me, or towards "the cause" (to which the success of my scheme must inevitably give a tremendous impetus), that each advanced pledge is worth more than the sale of two copies after publication. *Bis dat qui cito dat*, to quote another elegant extract from the Latin primer. Likewise, as it will be for the advantage of every tourist that copies of the "guide and directory" should be accessible in as many hotel offices, libraries and reading rooms as possible, I would remind each subscriber, who may be acquainted with a hotel-keeper or librarian, of the service which he may render, by promptly calling their attention to the merits of the scheme.

It is my intention, after securing the pledges of another thousand wheelmen, to issue a special circular to hotel proprietors, bicycle agents, and "the trade," showing that in their cases the appendix of names and addresses in a widely circulated volume, which "excludes all advertisements," offers the best imaginable advertising medium, because the mention there of hotel or agency as owner of the book will be equivalent to a "business card," worth many times the cost of subscription. Fourteen hotels are already on my list, and the number might be quickly increased to 500, if friends of the scheme would make personal explanation of it to their local landlords. Clergymen, lawyers, physicians, and druggists will be specially designated in my geographical index of subscribers.

Those who receive from me circulars and postal cards will confer a favor by distributing the same among such of their acquaintances as may be likely to have an interest in the matter, and by sending me the addresses of cyclists (particularly such as reside in out-of-the-way localities), of whose existence I may be presumed to be ignorant, on account of their lack of connection with the League, or with prominent clubs.

In conclusion, I have to request that such readers of this announcement as may chance to know me, either as the author of "Four Years at Yale" (1871), or as the College Chronicle of the New York World (1876-82), will kindly keep that knowledge to themselves. I never proclaimed my real name in connection with either of those publications, and it is my earnest desire that, in connection with the present one, I should be known only as

KARL KRON.  
The University Building, Washington Square,  
New York, Thursday, May 8, 1884.

#### COMING EVENTS.

May 28—Annual race meeting of the Yale College Bicycle Club, New Haven, Conn.

May 30—International cyclists' camp and race meeting, Alexandria Palace track, England.

May 30—Meet and parade of Illinois wheelmen to organize State Division of the L. A. W.

May 31—Harvard College Bicycle Club annual spring races.

May 20—Second annual race meeting of the Boston Ramblers Bicycle Club, Union Base Ball grounds, Boston. Entries close May 27 with Charles S. Howard, Box 4, Boston.

May 31—Anniversary celebration of the Charles-town Bicycle Club.

May 31—Third annual meet of the League of Essex County Wheelmen, Salem.

July 15th, Chicago Tour leaves Niagara. Write to B. B. Ayres, Chicago, Ill. for 4 page circular and map of the route.

#### FROM THE CLUBS.

MANCHESTER.—Cycling is commencing to boom in Manchester. Eight new wheels this season, with more to come. The latest is a 58 Expert, which gives us a rival to the Penacook "Jumbo." The local club is gaining membership, four new riders joining at the last meeting, May 2d. Club runs and drills are held weekly, Fridays. Touring has commenced, Messrs. Sheriff and Kennard making the first long ride—to Lowell and back, sixty-eight miles, one day this week.

The N. H. Division L. A. W., is in good condition for the season's work. The new officers are live men, and the provision in the Division Rules regarding club representation, which originated with us, is having its intended effect, and new clubs are being formed; the last one, at Concord, starts off with thirteen members, with Rev. H. F. Bedinger as President. We wish them success.

X. C.

NEW BRITAIN W. C.—The first annual meeting of the New Britain Wheel Club was held on Tuesday evening, May 6th, and the following officers were elected for the ensuing year: President, F. Slater; Secretary and Treasurer, W. B. Rossberg; Captain, C. C. Rossberg; 1st Lieut., W. S. Case; 2d Lieut., A. F. Corbin; Standard, H. B. Arnold; Club Committee, President, Secretary, Capt., J. Williams, and U. T. Burrill.

Three new members were admitted, and it was voted to make it a solid League club.

There is a 50-mile run called on the 30th, when the club will go to Enfield, and return.  
W. B. ROSSBERG, Sec.

CRESCENT.—The Crescent Bicycle Club has been organized at Chattanooga, Tenn. with the following officers: Captain, Clark H. Horne; Secretary, John S. Lindsay; Treasurer, Fred Thacher; Lieut., J. J. Dixon; Bugler, T. O. McKenzie; and Frank P. Smith, Chairman. At present, the Capt. is the only member of L. A. W. in the club, but all the members intend to be incorporated in the League soon.

The outlook for the summer is promising,

and the club is anticipating a great deal of pleasure in rambles on the wheel.

Chattanooga is a prosperous, growing manufacturing city of 25,000, situated on the south bank of the Tennessee River, which draws a territory of more than 30,000 square miles; it is the principal distributing and shipping point of all the produce shipped down the river, and is the terminus of six prominent railroads.

There are several good roads leading from the city, well adapted for bicycling. Crawfish Spring, a distance of 15 miles, is one of the prettiest rides around here, and is the longest yet taken by any of the club, as those who already had machines confined themselves mostly to short runs about town, but now they expect to explore the several other roads that are said to be very good for the wheel, but until we see for ourselves, we can say very little about it.  
CUPID.

MARIETTA.—At the regular annual meeting of the Marietta Wheel Club, held May 6th, the following officers were elected for the ensuing year: President, J. I. Carroll; Vice-President, Charles S. Spangler; Captain, E. E. Lindemuth, 1st Lieut., Clayton E. Musser; 2d Lieut., Jonas E. Witmer; Bugler, John P. Libhart; Guide, S. H. Libhart; Sec. and Treas., Victor M. Haldeman.

VICTOR M. HALDEMAN, Sec.

PORTLAND, ME.—Bicycling interests here and hereabouts are receiving gratifying attention. Several new wheels have put in appearance this spring, and there are still more ordered and expected soon. The Portland Bicycle Club, which was organized in 1880 (therefore one of the oldest bicycle clubs in the country) having rather run down, it was decided to reorganize, and make the club a club in effect as well as in name. This plan was carried out in March, and the club is now known as the Portland Wheel Club. The President is Charles H. Lamson; Vice-President and Captain, John C. Stevens; Sec. and Treas., Joseph L. Clough. By virtue of an article of our Constitution, we are a League Club, and at present, we have twenty-one members. Outside of the club, there are several unattached riders, some of whom will doubtless join us soon. Our uniform is wholly of a color, something like that known as "cadet grey." For head wear we have adopted a flat cap with turn-down vizor, same color as uniform. We propose to continue in an active condition, and cordially invite any wheelmen who may be touring in this vicinity to give us a call. A large number are already booked for our trip up the Kennebec, in July, which trip will be superintended by our Mr. Elwell. Notwithstanding this, "There's room for many a more." We are sure of a crowd.  
SEC.

The Cheyenne (Wyo.) Bicycle Club held its semi-annual election of officers on the evening of the 5th inst., resulting in the re-election of the old board of officers, as follows: President, Frederic S. Hebard; Captain, Fred Bond; Financial Secretary, Frank H. Clark; Bugler, (appointed by the Captain), George F. Inman. The Captain's report recorded a light winter's work on account of unusually poor weather, club runs being limited to a few rides to Fort Russell and return, outside of wheeling about the city. The Financial Secretary made a favorable showing for the club in regard to its social, fraternal, and financial standing. It has an active list of twenty members, six honorary members, made up with two exceptions of gentlemen formerly active members in the club, who have withdrawn from the active list because of removal from the city. The honorary membership is represented in Nevada, Oregon, Idaho, and Montana.

The club figures prominently in social affairs in the city. Its New Year's ball, January 1st, is numbered among the most enjoyable and creditable affairs of the kind ever had in Cheyenne.

On Thursday, April 17th, the club and friends to the number of about fifty attended the annual ball of the Laramie Bicycle Club, making the journey of fifty-six miles and return by a special train chartered for the purpose. On Friday evening of this week the club have arranged for another ball—May party—for which the invitations are out, and which promises to be no exception to the successful social record thus far.

Our roads are now becoming enjoyable, and the balmy springtime zephyr, much behind schedule time, appeareth upon the scene; whereat the wheelman rejoiceth, and the ringing of his alarm is heard in the land.

F. H. C.





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 23, 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 *non 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 ONE more copy of "THE WHEEL." Subscribe at once.**

#### THE MEET A FAILURE.

The much talked of event has come and gone, and while it was in some respects a success, compared with former meets, it was a failure.

By failure, we do not mean the parade, which, though not equal in point of numbers to the New York meet, was an improvement as far as better riding and an exhibition of uniforms are concerned, nor the races, run for the second time in the history of the League, which were a success financially. As far as the actual pleasure of riding over perfect streets is concerned, nothing better could be suggested. Washington of all places offers more advantages than any previous city that has been the scene of great meets. But to come right down to the benefits, we have derived nothing.

The business meeting was a miserable failure. The changes in the Rules and Constitution were trivial, and not calculated to improve the tone of the association. The incorporating of the duties of the President as one of the articles of the Constitution, rather than allowing it to remain where it belongs, at the head of the Rules, was a stupid piece of business that nobody can account for. The limiting of age to eighteen in the future is perhaps a wise move, and one that was early advocated in THE WHEEL of last year.

It was not a pretty sight to have a member of the Board of Officers confess that he not only owned the machines used by one of our amateur champions, as well as paying all his traveling and training expenses. It savors too much of professionalism, and the sooner restrictions are placed on such practices the better the League will be.

There are a number who will of course renew their membership for the reason that they have done so for years. There are a number who will carefully sift over the ground before sending their dollar. The idea of a national organization is a good one—an excellent one. But the bare fact remains that at the meet just held instead of devoting their time to a thorough revision of the Rules, and an improvement of the organization, more than half the members preferred riding in the streets to attending the business meeting. If the League is composed of boys who prefer play to work, why, abandon the idea of business, and make its

annual meets merely for pleasure. The last meet was an occasion for a grand good time, and everybody enjoyed themselves, and those who can afford to attend its annual meetings will doubtless derive some benefit. It is an open question as to whether the man at a distance can appreciate such privileges enough to pay for them, and the renewal list will probably speak louder than words.

#### NEW HAVEN GOSSIP.

*Editor of The Wheel:* The roads have now settled about this vicinity to such an extent, that the spring wheeling may be said to have commenced in earnest. The New Haven Ramblers took their initiatory run for 1884 on Fast Day (Friday last), coming to this town to the number of 26. Two of the Crescent Bi. Club, of Branford, met them in the city, and participated in the 8 miles run out. Before starting they were photographed as a club in front of their rooms in Elm street. Arriving here shortly before 1 o'clock P. M., the club immediately sat down to a most bountiful and varied dinner at the Totoket Hotel, which was the objective point. Free access was had to the parlors, and music and songs were in order until dinner was settled. A strolling band of Italian musicians opportunely happening along, the wherewith for the enjoyment of dancing was furnished. No floor was needed, the sets were formed in the yards, and with the prompters and spectators perched on a high board fence, the fun commenced, and continued till the arrival of a foot ball. The healthy and exhilarating exercise was indulged in until there was danger of broken limbs, and mutilated clothes. Just at this point L—, who had been racing with a young lady holding the reins behind a fast trotter (on a borrowed machine, of course), was caught in the act of alighting on top of a picket fence. No bones broken. The Ramblers started out for the city about 3.30, well satisfied with their day's enjoyment. There were but few accidents. Two members walked the 16 miles on account of a collision at the start, and on the return Captain Weed's machine and another member's colliding, a truck passed over both, buckling the former's wheel, and injuring the other machine slightly.

The New Haven Bicycle Club had their annual spring run on the same day to Light-house Point. They took dinner at the Forbes House, and passed a most pleasant day.

C. Bi. C.

#### FROM THE PARIS OF AMERICA.

The road riding season has opened with a boom, and after the long, hard winter, and unsettled early spring weather, we enjoy it the more; so Power Hall begins to present rather a barren appearance to what it has during the winter, owing to the few machines to be seen there now.

The road offers a diversity of scenery not to be had in a hall.

The Cincinnati Club are casting about for summer headquarters, and as the promised track and club house on the Union League ball grounds have failed to materialize, they are a little at a loss as to what to do, but I hear that a suitable place has been secured, convenient to the roads and city.

The club runs are not so popular as in former years, owing, it is said, to the methods of the Captain, but probably to the lack of diversification in the selection of destinations, as the Miamitown route is worn rather threadbare, by repeated excursions over it.

Quite a number have signified their intention of going to the meet at Washington, but the Canada tour seems to find more favor with the majority.

Over-Sunday runs seem to be the popular thing among the business men, and on Saturday evenings riders may be seen on any of the numerous roads leading from the city, bound on their favorite runs, some to Hamilton, others to Harrison, Morrow, Lebanon, Milford, Madison, and even as far as Eaton, Dayton, Yellow Springs, and Springfield; while those who are more hardy and don't mind the "tough" element, try the "hills of Kentucky" to Florence, Walton, Independence, and Alexandria.

Our neighbors across the "crik" (Kenton Club), in Covington, are pushing matters, notwithstanding the fact that the bill prohibiting riding is dangerously near becoming a

law. They have a neat club room on the principal street, and report several new members. No better rides can be found than on the roads leading out of Covington and Newport, and on fine evenings many wheelmen may be seen enjoying the level stretches and fine coasting to be had over there.

The approaching road races of the Cincinnati Wanderers are looked forward to with much interest, and good sport is anticipated. They announce four events: a four-mile race for silver cup, a one-mile boys race for silver medal, and two three-mile dashes; one limited to 3.50 class.

Elegant leather medals of modest proportions are promised to the men coming in last. Dudes, attention!

The races will be started from their headquarters on the Madison road, and every wheelman attending is assured of an enjoyable afternoon's sport.

Their road races last fall, and their entertainment last winter in Power Hall, have given this club a reputation for doing things in tip-top style.

The College Hill and Brighton Clubs are flourishing, as far as I am able to hear.

One of Cincinnati's pioneer wheelmen, Mr. Geo. Davis, now of Brookville, Ind., in endeavoring to get up a race meeting in that town, during the summer. Success to him.

Although a little distant, the Cleveland State meet is beginning to assume definite proportions, and I expect quite a delegation from this city will attend.

The managers are issuing an interesting monthly, temporarily, which contains routes, stories, and other matters of interest to wheelmen.

CINCINNATI, May 1st, 1884.

#### AROUND THE WORLD.

T. Stevens, an English bicyclist, will cross the Oakland ferry at 8 A. M. next Tuesday to ride his bicycle through to New York, and if he goes through all right will undertake the circuit of the world by overland route through Europe and Asia. He has a considerable wager on the time to be made between here and New York, but thinks it pure speculation, depending more on the weather, the roads, and luck in general than a man's capacity for speed. He has an understanding with one of the leading publishing houses in London to write up the trip, with a view to bringing out a book for the English market, should the journey prove a success.

#### 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:

W. V. GILMAN,  
Cor. Secretary, *pro tem.*

No. 63. Total, 51. NASHUA, N. H., May 23, 1884.

#### Unattached—5:

2040—A. G. Smith, Amity, Oregon.  
2042—George E. Dunton, 21 Chestnut street, Augusta, Maine.  
2049—James A. Welch, Washington & Lee University, Lexington, Va.  
2058—S. G. Spier, 513 Thirteenth street, N. W., Washington, D. C.  
2059—Clarence Hodson, Crisfield, Somerset county, Md.

#### LA FAVETTE WHEELMEN—add 3.

2071—James C. France, 41 Lexington street, Baltimore, Md.  
2077—William B. Brown, 2 North Charles street, Baltimore, Md.  
2084—William H. Thomas, Jr., 100 South Charles street, Baltimore, Md.

#### INDIANA DIVISION—1.

2128—William McWorkman, 35 South Ala street, Indianapolis, Ind.

#### MICHIGAN DIVISION—1.

#### Detroit Bicycle Club—add 1.

2136—L. D. Munger, 153 Pitcher street, Detroit, Mich.

#### MASSACHUSETTS DIVISION—2.

2145—Lewis C. Travers, 41 Broadway, South Gardner, Mass.  
2160—Frank W. Barrett, 15 Union street, Worcester, Mass.

#### OHIO DIVISION—3.

#### Mt. Vernon Wheelmen—add 3.

2161—Rev. H. D. Aves, Mt. Vernon, Ohio.  
2183—Will Wilkinson, " " "  
2186—Chas. Ingman, " " "

#### NEW JERSEY DIVISION—7.

#### Unattached—2.

2189—Henry Augustus Martindell, P. O. Box 614, Trenton, N. J.  
2191—Stoddell S. Staples, P. O. Box 496, Trenton N. J.  
Hudson County Wheelmen—add 5.  
2193—W. H. Mattocks, 49 Claremont avenue, Jersey City, N. J.  
2195—D. G. DeWitt, 82 Broadway, New York city, N. Y.  
2199—F. R. Bonnell, 51 Crescent avenue, Jersey City, N. J.  
2217—A. D. Stone, 539 Bergen avenue, Jersey City, N. J.  
2223—Frank H. Clark, 126 Fairview avenue, Jersey City, N. J.

#### KENTUCKY DIVISION—9.

2228—Frank H. Perkins, Covington, Ky.  
2239—E. M. Roberts, Ashland, Boyd county, Ky.  
2240—Charles Martin, " " "  
2241—Frank Pollock, " " "  
2242—Edward Crawford, " " "  
2243—J. P. Fellerton, " " "  
2244—John Henderson, " " "  
2246—Frank Moore, " " "  
2247—Ashland Poage, " " "

#### NEW YORK STATE DIVISION—20.

#### Canandaigua Bicycle Club—add 20.

2248—Mac S. Smith, Canandaigua.  
2258—C. C. Hayes, " "  
2261—Rev. S. E. Eastman, " "  
2303—C. E. Van Laer, " "  
2328—Dr. I. W. Gale, " "  
2336—E. W. Bozzard, " "  
2345—Frank A. DeGraph, " "  
2352—George H. Watson, " "  
2373—Mark T. Powell, " "  
2380—Fred W. Coleman, " "  
2429—John Mulligan, " "  
2460—Sherman Kingsbury, " "  
2464—Samuel F. Waceler, " "  
2468—Frank E. Howe, " "  
2475—A. E. Cooley, " "  
2478—Frank Worthing, " "  
2479—Carlton Wilcox, " "  
2485—M. P. Worthing, " "  
2511—Harry Gorham, " "  
2518—Dr. Chas. F. Booth, " "

#### FOR SALE AND EXCHANGE.

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

**FOR SALE OR EXCHANGE**—A Fowler Tricycle, 52 inch wheels, ball bearing, used only two months. Will sell very cheap for Cash, or will exchange for 50 inch Bicycle, or Coventry Convertible Tricycle.—T. W. POWELL, 206 Broadway, New York.

**FOR SALE**—A 58 in. Expert Columbia. Nickel, with ball pedals and long distance saddle, in first class condition. Price \$135.—Address R. F. W., Box 1025, Hartford, Conn.

**FOR SALE**—A 48 in. Expert Columbia Bicycle. Ball bearings. Extra fine order, with Cyclometer. Cost \$141.50. Will sell for \$110 cash.—J. VAN EPS, Somerville, N. J.

**FOR SALE**—A Coventry Convertible Tricycle, new last spring, in good condition. Reason for selling, owner has no more use for a double trike, is getting a single one. Price \$100 cash.—Address H. GLENN, Jr. 377 Genesee street, Utica, N. Y.

**54 IN. D. H. F. PREMIER.** Nickel plated all over; ball bearings to wheels and pedals, fluted tire, and cradle spring; almost new, not ridden 50 miles. Can be seen any evening between 7 and 8. Price \$125.—OLIVER PAINE, 118 West 49th street, New York.

#### PARTNER WANTED,

With Capital, to introduce the DURVEA SADDLE in Great Britain. Must be a Bicyclist, and willing to go over in June.—MISSOURI WHEEL CO., 212 North 12th street, St. Louis, Mo.

#### 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.



**Coventry Cycle Company**  
(LIMITED).  
Whitefriars Lane,  
Coventry, England.  
Largest makes of first quality  
Bicycles, Tricycles, and  
Perambulators.  
Illustrated Catalogue on  
application.



# Ira Perego

OUTFITTER TO THE CITIZENS BI. CLUB.

## BICYCLE JERSEYS.

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



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



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



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



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



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



No. 7.  
Duck Tennis Caps.  
White or drab, 40 cts., \$4.00  
per dozen.



### "THE CYCLE,"

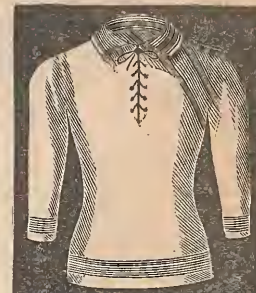
An imported bicycle suit, said by experienced wheelmen to be better adapted to road riding than any suit hitherto offered. It consists of a very pretty jacket and pants, woven in worsted (fitting close to the form) in three colors, seal brown, navy blue, and gray.

Price.....\$12.00



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

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



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

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

FOR SALE—A Coventry Convertible (sociable) Tricycle. Ball Bearings at all points. Been run but very little, and in first rate order. King of the Road Head Lamp. \$160.

A METEOR SOCIABLE TRICYCLE, with a detachable child's seat, in good running order. A strong reliable machine. A great bargain. \$85.

A 55-INCH YALE ROADSTER; balls to back wheel; ball pedals; an excellent machine. Been run less than 200 miles; cost \$148. Price \$100. Reason for selling above machine—owner going abroad. Address H. W. KNIGHT, 766 Broad st., Newark, N. J.

FOR SALE—50-inch Expert Columbia, half nickel, \$105. 52-inch Expert Columbia half nickel, \$105, good as new; only ridden about 50 miles; also 52 Standard, 83" pattern, ball bearings and pedals, \$85. A. G. POWELL & CO., 1723 Chestnut st., Phila.

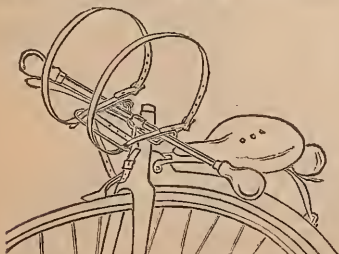
FOR SALE—A 42-inch Standard Columbia painted; in good condition. Price \$40. Address D. C. W., Jr., 261 Henry street, Brooklyn, N. Y.

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## LAMSON'S LUGGAGE CARRIER.

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.

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

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**Sanspareil.**  
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**VICTOR TRICYCLES,**  
Also, AMERICAN STAR and COLUMBIA at lowest prices.  
Ideal and Otto Bicycles for boys.  
Full line of second hand machines  
Serrell Perfection Alarm, Duryea Saddle, and all sundries.

## THE LILLIBRIDGE SAFETY HANDLE BAR.



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.

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DEALER IN  
Bicycles, Tricycles and Accessories.

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.

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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 tapers; will not rattle. Price 50 cents. Patent mailed on receipt of price. Liberal discount applied to the trade. Address J. C. McNAB & CO., for. Box 350, ROCHESTER, N. Y.



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SIZE REDUCED 1-3.

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JEWELERS,  
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Medals and Badges

Of all descriptions made to order from original designs.

DIAMONDS,  
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RICH JEWELRY

IN GREAT VARIETY AND AT CLOSE PRICES.  
Correspondence Invited.



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One Block from New Pennsylvania Railroad Depot,  
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H. I. & G. R. CRUMP. E. A. GILLET.

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BADGE PINS.



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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No. 811 Arch St  
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## Bicycles.

The Columbia,  
The Harvard,  
The British Challenge

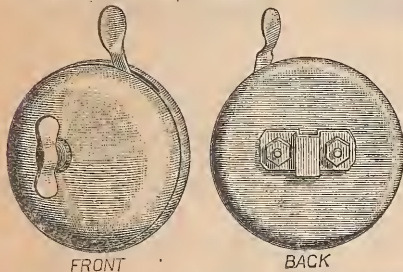
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Second-hand Bicycles constantly on hand, at low prices.  
Repairs thoroughly and promptly done.  
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Acknowledged to be the Best.  
Automatic and Instantaneous.

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

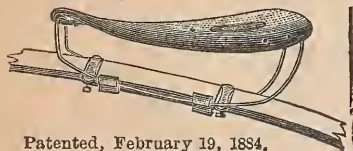


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Send for Circular.

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

Read and be Convinced! Buy and be Happy!



Patented, February 19, 1894.

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 1044-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

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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-plated 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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All the English Rack-

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

Send three cent stamp for list. Machines bought and sold on commission.

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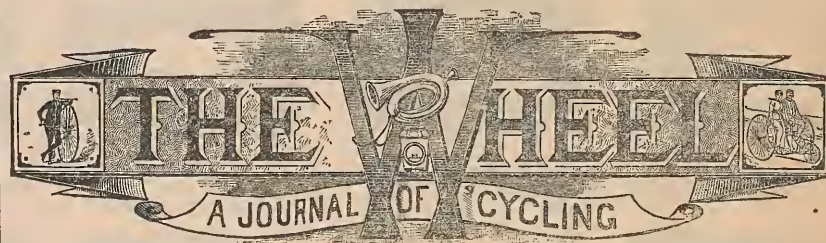
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The "American Club" and "Club" Bicycles,

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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.

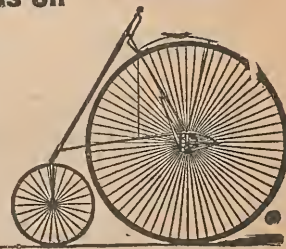
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

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 pedaling are excluded from any other similar vehicle."

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

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

A Full Line of Bicycle Sundries in Stock.

NICKELING, ENAMELING AND PAINTING.



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✧ IMPORTERS ✧

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Beg to announce that they have recently been appointed SOLE UNITED STATES AGENTS for THE COVENTRY MACHINISTS' CO. (Limited), COVENTRY, ENGLAND, the Largest and Oldest Bicycle Makers in the World, Manufacturers of the Celebrated

"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

American Club Bicycles,

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

HANCOCK'S NON-SLIPPING TIRES,

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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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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.

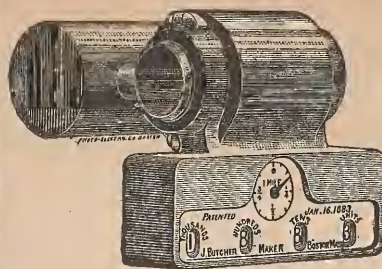
I am carrying a policy of insurance in this company, and I highly recommend it to your consideration.

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,  
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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.

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

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

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BUTCHER CYCLOMETER CO.,

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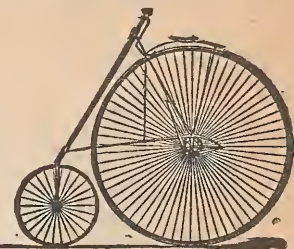
## Weak Nervous Men



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

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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.

Wiley's Bicycle and Sporting Leggings.

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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COLUMBIA BICYCLES, TRICYCLES AND PARTS,

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BICYCLES, SINGLE and DOUBLE TRICYCLES Rented for Road Use.

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THE LARGEST AND LIGHTEST RUNNING.

*Ball-Bearing Balance Wheel.*Anti-friction Movements. New and Elegant designs  
in Decoration and Wood-work. For Illustrated  
Catalogue apply toWEED SEWING MACHINE COMPANY,  
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Mention THE WHEEL.

**Western Toy Co.**

A. SCHOENINGER, President.

495 to 503 N. Wells st.

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MANUFACTURERS OF THE CELEBRATED

**OTTO BICYCLES**

For Boys and Youths.

Keep also a full assortment

**Boys' Three-Wheeled Velocipedes**

AND

**Petit Tricycles,**

IN ALL SIZES AND GRADES.

For Sale by all Dealers and Toy Houses.

Illustrated Catalogue furnished on application.

New York Branch, 47 Murray St., N. Y.

R. L. COLEMAN, Manager.

# COLUMBIA

## BICYCLES AND TRICYCLES.

### TESTIMONIALS.

FROM THE CITIZENS BICYCLE CLUB, OF NEW YORK  
CITY.

NEW YORK, February 24, 1884.

THE POPE MFG CO.

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

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

Yours very truly,

THOS. C. SMITH,  
W. A. BRYANT,  
GEO. A. WELLS,  
PHILIP FONTAINE,  
GEO. E. DUNLAP,  
JOHN C. GULICK,  
GEORGE MARTIN HUSS,  
W. H. MCCORMACK,  
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P. F. CHAMBERS, M.D.,  
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F. G. BOURNE,  
J. FITZ GERALD,  
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.*

SEND THREE-CENT STAMP FOR ILLUSTRATED (36-PAGE) CATALOGUE.

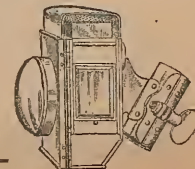
**The Pope Mfg. Co.****Principal Offices, 597 Washington Street, Boston, Mass.****BRANCH HOUSE, 12 WARREN STREET, NEW YORK.**

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

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

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