

THE WHEEL

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Veni! Vidi! Vici!—Washington.

You must now present your certificate of birth with your League application. Less than eighteen years of age or non-membership in a League club will keep you from joining. Good! We may now hope to see an association of men, not boys.

The Ixions when arriving at Washington looked round for some new laurels, and found no foe worthy of their steel, so contented themselves with riding up Stand Pipe Hill twice without a dismount, which is, I believe, a club record. They were only deterred from riding up the stand pipe itself by a letter from Chet Arthur, who was afraid it would make the other Presidential aspirants jealous of his State's prominence.

Yes, indeed! Pit was there. Thirty-four and a half medals upon his breast (the half was the Bi-Centennial medal from Philadelphia), and many were the hearts that were broken. The last I saw of him at the League races he was perched upon the back of a dog cart, the fair owners of which had deposited the "tiger" from his seat to make room for the lion of the day.

The new Recording Secretary, Mr. Eugene M. Aaron, Chief Consul of Pennsylvania, whose reputation as a scientist extends round the world, gave me a piece of intelligence which may prove as pleasing to yachtsmen as it is distasteful to cyclists. He says the multiplication of telegraphic and other electric wires upon the surface of the globe will tend towards intensifying the prevalence of high winds, which, while it may be true, is not a pleasing thing to contemplate by the cyclist, who thinks he already has a sufficiency of that element to combat.

The funny (?) fool of the New York Times has a column editorial on "Bicycling vs. Wheel Carting." However great his knowledge may be of the latter, it is woefully deficient as regards the former, and he should by all means adopt wheel carting as a vocation, being much better adapted thereto than to either cycling or editorial labors.

If the quality of Washington beverages kept pace with the extortionate charges therefor, they must indeed have been excellent.

C. C. Philbrick, of the Chicago Club, and Consul for that city, whose reputation as a handsome man causes Fred Sholes often to tremble for his honors, was at Washington, and left many an aching female heart behind. To those who know him his name is considered incomplete until hyphenized. It just "Phil's the bill to call him a "brick."

The C. T. C. meet at Poughkeepsie was in every way a success. For further confirmation of this address Vassar College students, or see account in another column in this paper.

Accept my con—, never mind, I won't complete the sentence. It's the same old story, and grows stale to congratulate you, Hendee, on winning anything.

A handsomer medal more worthily won and worn I have never seen than the one conferred upon Dr. N. P. Tyler by President Beckwith for the securing of the most League members during the past year.

Horsemen should beware. A cyclist coasting down Capital Hill, during the meet, came into collision with a hansom horse that was not a handsome horse, broke the equine's leg, took both peddles and cranks from his wheel, and completed the whole affair by taking a header over the brute into the hansom, where he gently reposed upon the cushions. If this treatment could be reversed so the damage would be transferred from the horse to some of his intelligent (?) owners, what a blessing it would be to some of us.

It is a fashion that will bear encouragement, that of bringing their wives to the meet, indulged in by prominent New York members and others. What are our triumphs if they be not witnessed by bright eyes and fair faces?

"Spokes," "Lewee," "Francis," "Ninon Neckar," "Secretary," and a host of other celebrities in cycling journalism were present *in propria persona*.

"L. A. W. for everybody" brought W. M. Woodside, the professional, into the parade.

THE FIRST BREAK.

The annual meeting of the Missouri Division was held on the evening of the 20th inst. Minutes of the last meeting was read, and the reports of the Secretary and Treasurer accepted. J. S. Rogers were chosen as Treasurer for the coming year, and the undersigned re-elected Secretary. After all other business had been transacted, extracts were read from a personal letter received from a League official in the East, regarding the right of a State Division to call upon the national organization for pecuniary assistance, which caused something of an uproar. The letter stated in effect that a Division had no right to ask for aid; that if it could not pay expenses, the fault lay with itself—lack of members. Mr. Cranz moved that if the writer's statement was the law, an injustice was being done to the State Divisions; and that, as no benefit could possibly be derived from the League under such circumstances, the Missouri Division be disbanded. His motion was seconded with a vim by a number of members, and a paper, of which the following is a copy, was immediately drawn up and signed by all present. It will have fifty signatures within a day or two:

"WHEREAS, we, the undersigned members of the Missouri Division of the L. A. W., considering that the benefit accruing to us from such membership is not sufficient to warrant us in continuing the State Division, vote to dissolve the organization; such action to bind the subscribers only as members of the Division, and not as individuals."

Immediately after the meeting was adjourned, another was called for the purpose of forming a State organization. The work was pushed right through, and a committee

appointed to draw up a constitution and by-laws, which will be approved at the next meeting, May 27. A name was selected, and we are now the

"Association of Missouri Wheelmen."

The funds of the new organization will be used for things necessary, road signs, for instance, and to protect the rights of all wheelmen on our highways; but *not* for the purpose of furnishing championship medals or holding race meetings.

Respectfully,

L. J. BERGER,
Secy. of meeting.

ST. LOUIS, MAY 22d, 1884.

"W-E-L-L."

The first annual meet of the American division of the C. T. C. was a grand success, in Poughkeepsie on the 21st and 22d. There were over seventy members present from all over the United States, and had not it followed so closely that of the League, this number would have been quadrupled. The business meeting was called to order in the rooms of their hosts, the Ariel Wheel Club, promptly at 4 o'clock, Chief Consul Frank W. Weston in the chair. Resignation of State Consul Fred G. Bourne, of N. Y., received and accepted with regrets. Dr. A. G. Coleman, of Canandaigua, elected to fill vacancy. Then followed much routine business, during which a lengthy discussion was indulged in regarding the location, etc., of the annual tour in this country. A committee was appointed, consisting of F. W. Weston, *ex-officio*, and Messrs. Whiting, Coleman, Gilman, Potter, and Egan, who at a latter meeting decided upon the "wheel around the hub" for the tour, and the first Monday in October for the date. The affair is left entirely in the hands of Messrs. Weston, Whiting, and Egan, with power to act. After this the meeting adjourned.

The banquet took place at the Morgan House, and was of the most enjoyable nature. The tables were profusely decorated florally, and the menu an adornment of hand painting by Miss Parker. Chief Consul Weston, in happy vein ran off the following toasts: The "C. T. C.," responded to by Consul Chas. H. Potter, of Cleveland; "Cycling," by Consul Geo. W. Halliwell, Poughkeepsie; "Citizens Club," by Fred. G. Bourne; "Ixion Club," Frank A. Egan; "Ariel Club of Poughkeepsie," by Mr. Cossum. This last toast was drunk standing, and the guests sang with a will "For he is a jolly good fellow." The "L. A. W.," by Messrs. W. V. Gilman and Dr. A. G. Coleman, standing amid much applause. "The ladies, God bless them," by Rev. Mr. Griff. Till a late hour rang out the sounds of revelry and jest, till many a lated wayfarer must have thought that the Salvation army had indeed captured Poughkeepsie, and was celebrating the event by a victor's banquet. The next day seventy men fell in line, and Chief Consul Weston and staff, consisting of Messrs. Bourne, Potter, Coleman, and Egan, escorted by the Ariel Wheel Club, rode to Vassar College, where — well, if you don't think we had a good time, just ask the Vassar College girls what they think of Bourne's voice, or the Chief Consul's helmet, and Potter's puns, or any other of the thousand other superlative qualities that those cyclists presented, and see what they say. This fin-

ished the two days of the first annual meet of the C. T. C., in America, in a thoroughly enjoyable manner, and all agreed that it was but a foretaste of what should follow; when, once more assembled in the "wheel around the hub," we once more awoke the echoes upon that famous ground.

FALOVEGAN.

THE HAMILTON PARK TRACK.

The above caption has headed many articles in the cycling and sporting press during the last six months, and with the exception of your paper, it has been "handled without gloves." Little has been heretofore said in its defense, and there have been many reasons why. Now, however, we desire to set the matter right before the wheelmen of America, and to that end adduce and set forth the following facts and sworn statements.

Before the races held Oct. 10, 1883, Dr. N. P. Tyler, then League Consul for New Haven, and a committee for and from the New Haven Bicycle Club, saw Mr. Sylvanus Butler, civil engineer, and asked him to measure the track according to the League requirements. Mr. Butler replied that the track was always known to be a long one, and that having surveyed and measured it himself several times, he did not believe it could measure less than a mile anywhere outside of the inner fence. He was then asked if he would give a certificate when one was wanted, and he said that he would. Here the matter rested until the races came off. These proved to be record breakers, Hendee taking the one and five mile, Palmer the three mile, and Burnham the ten mile and the two mile tricycle. So large a number of broken records—five out of six races—showed either of two things: either a short track or a fast one. The majority of the sporting press chose to believe the former.

The New Haven Bicycle Club immediately hired Mr. Sylvanus Butler, before spoken of, to measure the track and give them a sworn certificate of its length, but before he had done it, he fell from his wagon and broke his leg, and seven weeks elapsed before the track was measured. Dr. Tyler received from him and had published a certificate in effect that Hamilton Park was a half mile track, being a nearly regular parallelogram, with rounded ends, fenced on its inner side, and having a turf projecting several inches beyond said fence, "trimmed in such manner as to form a well defined curb or pole." (Such being the then recognized pole of a racing track, and the *only* pole of the Springfield race course), and that the track, eighteen inches from the above pole, was two thousand six hundred and forty and one-half feet. He also stated verbally, at that time, that the certificate he gave was a minimum measurement based on computations, and that if measured with a tape or chain, it might be above his figures, but could not be below.

Those who thought that the pole of a track should be something better than a turf edge or "grass line," and those who were interested in throwing out these particular records, then claimed that the track should have been measured from the fence, and they sought to prove by various calculations that the track *must* be short by distances varying from thirteen inches to four feet. These arithmetical amusements occupied their long winter evenings and a portion of the early

spring, and occasionally graced the columns of several valuable publications.

The New Haven Bicycle Club felt that they had done all that was required of them. They had a sworn certificate from a competent civil engineer, that the track was full length according to the League requirements, as they and other clubs understood them. In their opinion a change in the definition of the pole of a track could not affect the accuracy of measurements taken before the new definition came into popular use. (In the above we refer to the substitution of "curb" or "fence" for "the pole.") They knew also, and stated, that the turf edge or pole was fixed and distinct on the turns (where variations might shorten), and indistinct and vague on the straight sides (which the grass edge could not shorten, even if it grew clear across the track, but would rather lengthen). The explanation of this being that the track is cut down on the inside of the turns, and raised at the outside.

This spring the Amateur Cyclists' Racing Association, of New Haven, determined to have the accuracy of the track settled beyond all question, no one in this vicinity having the slightest doubt of its being full length under any accurate system of measurement. They engaged Mr. D. C. Sanford, one of the engineers of the Connecticut Shell Fishery Commission, who laid out the Yale athletic grounds, and a surveyor of wide reputation, to measure the track eighteen inches from the fence. As "the proof of the pudding is in the eating," we will let his certificate tell the rest of the story, assisted by the affirmation of Mr. Levi Miller, custodian of the park.

Fraternally,

WM. H. HALE,

L. A. W., No. 1694. Pres. A. C. R. A.
AMATEUR CYCLISTS' RACING ASSOCIATION,
NEW HAVEN, CT.

Gentlemen: This is to certify that I have measured the track on Hamilton Park (city), eighteen inches from the inside rail or pole, and find the distance to be 2640.79 ft.

Yours respectfully,

D. C. SANFORD, Eng.

NEW HAVEN, CONN., May 15, 1884.

This is to certify that I have had charge of Hamilton Park, and lived on the grounds for the past six years, and that the posts of the fence from which Mr. D. C. Sanford took his survey and measurements, have not been moved in any way since Oct. 10, 1883.

[Sig.] LEVI MILLER.

Witness: W. C. PALMER.

A true copy. Attest, W. H. HALE.

OUR BOSTON LETTER.

THE LEAGUE'S HARMONIOUS MEETING—TIMIDITY AND INJUSTICE THE CHIEF FEATURE—AN EVENTFUL WEEK IN RACING CIRCLES—FAVORITE COUNTRY RESORTS AND HOSPITABLE TAVERNS—CYCLE POINTS.

At last the great event is over, the circus is past, and the League still lives. Yes, the League still lives, in spite of the predictions of the croakers that at Washington it would go to pieces. Judging from the meagre details of the meeting that I can learn, I should, however, think that everybody present was so much impressed with the predictions of these croakers as to really believe the League did stand a chance of disbanding, and consequently, at the meeting, were afraid to make any decided move either one way or the other. I can learn of but little of consequence that was done during the eight or more hours consumed by the meeting, besides hearing reports of the special committees and of the officers. Very few matters of real importance were brought before the meeting, and even these were promptly referred to the Board of Officers, giving them power to act as they saw fit. Why a matter of such importance as the *Official Gazette* should be left to the officers to decide I cannot see, and the chances are that later on there will be much grumbling by those who have before claimed that the officers were invested with too much power. The selection of the *Official Gazette* is something that directly concerns each individual member more, probably, than anything else appertaining to the League, and consequently the only way to decide it is by a vote of the members at large. Already I have heard complaints regarding the officers awarding the contract to the *Amateur Athlete*, and as time goes on there will no doubt be many more made. The terms offered by the *Amateur Athlete* were undoubtedly very fair, but to me it seems that the League of Amer-

ican Wheelmen is of enough importance to have a gazette of its own, or at least have the work done by a paper devoted exclusively to wheel matters, and not by one in which it will be obliged to play second fiddle to another organization, as is the case with the *Amateur Athlete*, the official organ of the National Association of American Amateur Athletes. The thing is decided now, so I suppose there is nothing for us to do but to make the best of it, and to hope that in the end everything will turn out all right.

All the reports of the meeting that I have seen say that it was a very harmonious one, and that a new era of good feeling was inaugurated; but if what I hear is correct, and I have every reason to believe that it is, it seems a very queer way of starting up a good feeling by allowing an officer, in his official report, to slander his predecessor in office, and then not grant the latter an opportunity of vindicating himself. How any body of fair minded men could allow this I cannot understand. They, however, did finally partly reclaim themselves as gentlemen by nearly unanimously voting to have all personal reference stricken out of the report, but failed to pass a vote of censure on Treasurer Gilman for using his position as a means of gratifying his personal enmity. When Mr. Gilman arrived at the meeting he was one of the most popular men present, as was proven by the enthusiastic cheers he received. What he is now it is unnecessary to state. But enough of League affairs.

The present week promises to be a lively one in local cycle circles. First comes the Yale race meeting on Wednesday, for which several of our men have entered; the Boston Ramblers and the League of Essex County meet on Friday; and on Saturday the Harvard races. The Ramblers' races are the chief attraction, and will probably be attended by hundreds of wheelmen in uniform, for nearly all the clubs in the suburban towns have called runs to Boston on that day, and the local riders will, of course, be well represented. I have little doubt of the meeting being a financial success, but do not think any fast time will be made, for the track is in a wretched condition. The shape is all right but the surface is very soft, and the club does not seem to be doing anything to improve it. I am greatly disappointed in this, for I was told that on the day of the races it was to be in nearly perfect condition.

We have always been told that Washington is the wheelmen's paradise, but judging from the remarks of those who attended the meet, I should think that for pleasure—which is what the word paradise infers—riding, Boston is ahead of that city. For using the wheel as a practical aid in transacting business affairs Washington has most decidedly the advantage; but when one wants a good ride over pleasant country roads there is no place like Boston. Riding continually over endless stretches of perfectly smooth pavements becomes monotonous after the novelty is over. In Boston, while we may not be able to ride with any pleasure through the streets of the city, we can ride out of town in any direction, and within a radius of fifty miles be sure of finding nothing but the best of roads. We are also blessed with a number of excellent country hotels, which make a specialty of entertaining wheelmen. Salem is one of the most popular resorts, as many as a hundred cyclists oftentimes visiting there in one Sunday. The roads from here to there are of the best, and with the added attraction of an excellent dinner at the Essex House, it is no wonder that so many ride there. The Salem Bicycle Club is composed of young men belonging to the first families of the city, and are most hospitable in entertaining at their rooms all visiting wheelmen, for which they have now quite a reputation throughout the State. Cobb's Tavern at Sharon is another popular resort for Boston riders. The roads are certainly excellent, but I cannot say I enjoy the dinner served there. The food is very fair, but it is served very poorly. The dining room will accommodate about ten at the table, and as there are from fifteen to twenty there every Sunday, it is very unpleasant for those who are not of the first party at the table. As they do such a good trade with bicyclists, I should think it would pay them to provide better accommodation. Our other most popular resort is South Natick, where, besides the best of roads, one can always be sure of getting a good dinner at Bailey's without having to wait half the afternoon for it. Lexington is still another favorite ride,

and although the roads there are not as good as some other places, the superior dinner served at the Massachusetts House is attraction enough to draw a goodly number there every week. The Massachusetts Bicycle Club have made this house their country headquarters, and make frequent trips there. Other places frequently visited are Quincy, Hyde Park, Waltham, and Nantasket Beach. All the clubs call at least one run a year to the latter place, but as the ride is a long one and the roads both hilly and sandy, they usually return pretty thoroughly used up. With all these advantages is it any wonder that we resent the claims of any other city as to being the wheelmen's paradise?

CYCLE POINTS.

There is to be a race meeting for bicyclists on Boston Common, July 4.

Mr. Wm. B. Howland, the treasurer of *Outing* and the *Wheelman*, is rapidly gaining strength and will soon be as strong as ever.

Col. Albert A. Pope, the president of the Pope Manufacturing Company, who has been visiting Mexico as one of the party of Mexican Central Railroad capitalists, returned Thursday. The Colonel attested the excellence of the Grand Paseo drive astride his Expert, and he speaks very encouragingly of the beginning of a general use of bicycles in that country, as soon as the present political excitement has subsided, which will probably be soon after the coming election.

A Boston wheelman is credited with riding around Chestnut hill reservoir, one evening last week, in 3 minutes 55 seconds, on a Star.

The Massachusetts Bicycle Club made their first run of the season last Thursday, to South Natick.

The Massachusetts Club will probably entertain the Chicago tourists for one day during their visit to Boston next July.

Through the efforts of League Consul E. G. Whitney, the Street Commissioner has been induced to promise that the concrete pavement on Columbus avenue shall be repaired. The avenue certainly needs repairing, as in its present condition it is not safe for wheelmen to ride on, several already having received severe falls there.

The Massachusetts Club have perfected all the details of the plans of their new club house, and are to at once begin work on erecting the building. The club is constantly increasing its membership rolls, and when it gets settled in its new house will be decidedly the leading bicycle club of the country—if it does not already occupy that enviable position.

LEWEE.

BOSTON, May 26, 1884.

CONCERNING THE WHEEL.

Editor of The Wheel: I read the statement of the Treasurer of the L. A. W. in last week's WHEEL, and would like to say a few words through your columns. If the running expenses of the L. A. W. are so much, I do not see where any member could object in the least to helping toward the income by having the dues raised to \$1.50 per annum; it certainly seems to me as if any person who could afford to buy a bicycle could easily afford to pay the small sum of \$1.50 annually to belong to, and have the privileges of, such an organization as the League is, and will be. Again, the principal source of expense seems to be the issuing of THE WHEEL. I am sure I do not see how any wheelman could get along without this paper, which alone is worth all the League cost. If during the next League year THE WHEEL is only published twice a month, I think it will have a tendency to become rather dull, and not much interest taken by a large majority of the members in helping to contribute to its columns, instead of, as at present, being such a lively and very interesting paper, as well as very instructive to one and all wheelmen. L. A. W. 2212.

KENTUCKY'S TROUBLES ENDED.

Editor of The Wheel: I have a piece of good news to tell which may not be uninteresting to your readers.

Most wheelmen have heard of the law before the Kentucky Legislature, which forbade bicycle riding on the highways of twelve counties in the State, and of the preponderance in favor of the bill, and of the way it was put through; by misrepresentations to the Representatives by the member from Jefferson, and by a miserable vote of fifteen to nine in the Senate, when most

of the Senators were away at a funeral or other jollification peculiar to Kentucky statesmen, and of the decline of wheeling in that State in consequence of its passage.

But on Monday, the 12th, the bill was called up by Mr. Hallam, of this country, and on reconsideration was lost. This piece of good luck came about entirely through Senator Hallam's influence, as I am told there was a decided feeling in favor of the bill, and a good story is told of the manner in which it was engineered.

It is said Mr. Hallam took the principal champion of the bill aside, and commenced to talk of other important matters, and getting the Senator very much interested, he forgot all about his pet bill, and in his absence, by a preconcerted arrangement with a friend of his, Hallam had the bill called up, and it was lost, because there was nobody to talk for it, and because the speaker sided with the wheelmen.

However it was done, it is squelched, and we now have a prosperous season ahead, and no prospect of interference from ancient minded Representatives until next winter, when we hope to have given cycling such a start that they will try and help us by abolishing tolls on bicycles, which are yet charged (buggy rates) by some of the pike roads.

At present we say "rah for Hallam!" and have presented him with a series of resolutions thanking him for his interest in our cause.

Yours truly,

P. N. MYERS,

Sec. and Treas. Kenton Wheel Club.
COVINGTON, KY., MAY 16, 1884.

FROM THE NORTHLAND.

HOLIDAY RUN OF THE CITIZENS' WHEEL CLUB, OF MINNEAPOLIS.

It is an old resolution of the Minneapolis Club not to let the opportunity of a holiday pass without a club run. It would be supposed that in this latitude with its long winter season, that the bicycle would be entirely laid aside until the warm springtime ushers into more active existence all such sports. But our club has shown—not only by this but by many similar runs—that this is not entirely the case.

Indeed, Minnesota winters are not entirely what some would make them. Many view the approach of their first winter here with misgivings, fearful of the cold weather, but it is only disagreeable when damp and windy, and this occurs only at brief intervals. The atmosphere being dry, the cold is not felt, and the thermometer at zero—as it was on this occasion—is quite pleasant out of doors.

As to the practicability of wheeling at this time of the year, witness the following from a city paper in a late issue:

"There is one persistent bicyclist in town, whom neither Borean winds, nor successive layers of snow, can prevent from daily enjoying his favorite sport. We saw him making his way up Hennepin avenue, and down Sixth street this morning. We admire his pluck."

And he is not the only one. Others have been using the wheel constantly this season. Our worthy Captain, the Chief Consul for the State, uses it almost daily in his professional duties.

And when it was given out by the Captain, on the morning of the 22d, for the members to prepare for a club run, there was a general uprising of the wheeling population. These calls were mostly made by telephone, and the import was to be on hand for a club run to the Lyndale Hotel, in the afternoon. This hotel is situated on the shores of Lake Calhoun, a famous resort in summer for tourists from all parts of the country. There was a goodly number on hand at the appointed time, and with a call from the Bugler, the Captain leading, they wheeled their way up Fourth street, to the Motor Line track, which being an almost daily ride of the Captain's, he knew to be good wheeling and unsurpassed even by summer roads.

Although it is nothing unusual to see bicyclists on the street in the winter season, yet to see a whole club out at this time of the year, was something unusual. And we were surprised to see the passers-by stop and gaze as the line moved along, while otherwise they would be hurrying along to get in from the cold.

The professions are well represented in our club, and the fact of its being a "Citizens' Club" implies it is no "boy's affair," but composed of professional and business

men, who find in the wheel a source of recreation not otherwise obtained, and of practical use also.

We met the guardian of the youth of our city—the Superintendent of Schools. He is favorably inclined to bicycling, but this staggered him. He thought there should be a club guardian appointed if we ventured out in this manner. Others along the route cheered the toiling cyclists by such remarks as: "You ought to be run in for such," "why don't you put them on runners," etc., and the persistent efforts of the Bugler to "blow a blast," was continually suppressed by the stronger blast of "Old Boreas." It was only after reaching destination and the thawing out of the "Calliope," that he was successful in fulfilling his duties.

And we had hill climbing—even in this prairie land where nature's upheavals are scarce. We had one that tried the cyclist's strength, and who after weeks of inactivity can "do" a well built hill without a few puffs? From puffs they ended in "blows," and there we were half-way up the hill, where we could look over the surrounding country. Our artist (one of our members) thought it immensely grand, and he even attempted the standstill to take in the sublimity of the scene! He said it was grand. It was grand, Heaven knows it was grand, and the poor little heart of man could only beat and palpitate with the thoughts that stirred him as his eyes feasted upon this view of nature.

But to return: one man cannot deign to do the standstill in the midst of a line of wheelmen without serious consequences. And our artist did not. He was, however, so charmed with the scene before him that he failed to hear the epithets hurled at him from the rear. One or two headers followed, and the line was broken. A halt followed.

The objective point of the run was Lyndale, five miles from the city. This was the scene of the first State meet of the Minnesota Wheelmen, held last fall, when the present State organization was formed. After a light lunch, a little speech-making, and general talk, the call was given to mount, and they were soon on their way to the city. They dispersed believing more than ever in the practical employment of the wheel, even in the winter season, and that they had pleasantly spent a holiday and celebrated the birthday of the "Father of their country."

As the season opens bicycling will, of course, be more active. We expect a considerable number of new converts and additions to the club. It now numbers about twenty-five. It is not yet a League club; but at the business meeting, held last month, it was decided to join the League as a club, and obtain club rooms as soon as the riding season opens. We also expect to have a flourishing State Division at that time. Our agent has sent in his orders for the spring trade, and a list of subscriptions is being obtained among the wheelmen for Karl Kron's new book. We hope to do our share in making its publication a surety and a success.

The indications for the future of bicycling here are good. The press of the city have spoken favorably of our club and of its meetings and runs. We have a public sentiment favorable to the wheel, good men at the head of affairs, and good roads. What more could be asked? Little, if anything. Am I not

WRIGHT.

CINCINNATI BUZZING.

Editor of The Wheel: The Cincinnati Union Baseball Club made a proposition to the Cincinnati Bicycle Club to build them a quarter of a mile cinder track and club house in the Union Athletic Park, to consist of meeting, dressing, wheel, and bath rooms. This will supply the wheelmen of Cincinnati and vicinity with a long-felt want.

The members of the Cincinnati Bicycle Club have been discussing the object of such a proposition from a baseball club, thinking that they would want the members to turn out and give exhibitions as an additional attraction to their games; but Mr. Wright, Secretary of the Union Baseball Association, stated at the last monthly meeting of the club, that their only object in making such a proposition was to add a little more tone to their organization, and also to make it a headquarters for all out-door sports, and help to build up a fine and attractive place for such amusements, where ladies and gentlemen can go, knowing that it is not man-

aged on the same plan as the majority of baseball associations.

It is needless to say that the Cincinnati Bicycle Club has accepted their proposition, and that the track and club house will be ready for occupancy about May 1, 1884, and after the boys have got settled there, THE WHEEL will have a minute description of the same.

Mr. A. A. Bennett, President of the Cincinnati Bicycle Club, had his pet scheme knocked into a cocked hat by the proposition of the Union Baseball Club, he having thought seriously of building a six-lap asphaltum track on his beautiful grounds in Avondale this spring. Owing to the other being accepted, on account of its central location, and the accommodations to be obtained at the proposed track, he has given up the idea for the present; but if the other is a failure, he says he will positively build the finest bicycle track in Ohio.

The Cincinnati Wanderers have recently been incorporated under the laws of Ohio, as a stock company, having purchased several acres of ground on Walnut Hills, and on which they intend to build the handsomest club house in the West this spring. They will very likely have to add a track to the same for the benefit of their racing men, as they have quite a number.

The Cincinnati clubs have never made much of a showing on the track at any of the Ohio meets in the past, but have always outstripped the others in numbers.

The bicyclers in and around Cincinnati are making preparations to attend the next Ohio meet at Cleveland, in a special train. The knowing ones say there will be from 150 to 200 bicyclers leave here, and the Cleveland boys will undoubtedly do their best to surpass the Springfield meet.

All those that have been racing here this winter have signified their intention of entering some of the races in Cleveland this fall, and the prospects of producing some fast riders here this summer are very flattering, and they will undoubtedly carry off some of the prizes.

The first of the season, Capt. J. C. Hosea, E. Landy, and H. Hall, left headquarters February 22, 1884, Washington's Birthday, at ten o'clock, for a run through Clifton, Avondale, Ross Lake, and Glendale. Upon reaching Ross Lake, a heavy rain compelled them to return to headquarters.

The description of the ride was very interesting to those who were at the club rooms when they returned. Mr. Landy claims that while riding down Mitchell avenue, that the mud was up to the hub of his 52-inch, and from the appearance of his wheel, it must have been up to the handle bars, but Hamilton Schuk, porter of the club, claims he had to use a hammer and cold chisel to remove the mud the next morning, it having frozen during the night, not a spoke being visible in either wheel.

The first of the spring series of bicycle races, under the management of the Cincinnati Bicycle Club, was held in Power Hall, Thursday evening, March 6, 1884, the attendance being very light on account of the disagreeable weather.

Capt. J. C. Hosea, who acted as clerk of the course, managed to run off the events in a very smooth and satisfactory manner.

The following is the order in which the races were run:

The first on the programme was a club drill, but owing to the misunderstanding of some of the drill squad, that it would be postponed until the next race meeting, it was omitted.

The one-mile race was very interesting at the start, there being three entries, Brady, Hoyt, and Kitchell. Hoyt fell in the third lap, and Brady took a header over him, leaving Kitchell to finish the race at his leisure.

The slow race of fifty yards was won by H. Ellard.

The half-mile hurdle race was won by John Barclay.

An exhibition of fancy riding by E. Landy and H. Ellard; the prize a handsome silver medal, this being awarded to the last named, he having accomplished the difficult feat of riding on one wheel, with handles on and off. Mr. Landy being complimented as being the most graceful of the two.

The two-mile race was hotly contested. The entries were Kitchell, Hodge, Brady, and Jennings. Hodge, being the winner, was closely pushed by Brady and Jennings.

The potato race, gotten up by Capt. Hosea, was a new and novel feature in connection with bicycle races, and which proved to be by far the most amusing feature of the enter-

tainment. The last man in had to pay the supper for the other contestants, which the jolly Sam. Livingston forfeited.

Captain H. is to be complimented upon his enterprise on the way in which he manages to get up amusing and enjoyable races.

The evening's entertainment concluded with the first heat of the five-mile championship race. The first prize being a fifty-dollar gold medal and a Jersey suit, and the championship of Hamilton county, O., for 1884; the second prize consisting of a pair of Aeolus ball pedals and corduroy for bicycle breeches. The entries being Hodge, Brady, Jennings, and Cox. Jennings pluckily stuck to the race until the end of the fourth mile, at which point Brady and Hodge spurred past him at a terrific gait, which proved very exciting from there on to the finish; Brady winning by a few feet, Hodge second.

The second of the series was held March 14, 1884, which proved to be a very lame affair in a financial way, the attendance being considerably lighter than the last. Capt. Hosea, having been on the sick list the week previous, could not give it the attention he otherwise would.

The following is the programme for the second of the series:

The drill that was postponed at the last meeting was managed in a very satisfactory manner by Lieutenant Sargent.

There were four starters in the one mile race, J. G. Kitchell winning easily.

The slow race was captured by P. N. Myers.

The two-mile race was won by J. T. Hodge.

H. Ellard and E. Multrauser, both of the Brighton Bicycle Club, gave an exhibition of fancy riding, which was heartily applauded.

H. Ellard and P. N. Myers then fought desperately in a one-mile race without the use of their hands; after several very close and exciting spurts, Myers passed in ahead amid enthusiastic cheering.

The affair concluded with the second heat of the five-mile championship race. There being only three starters, C. J. Jennings, J. T. Hodge, and H. Cox, this time being won by J. T. Hodge, C. J. Jennings second.

Chas. E. Galway, the polite and ever-obliging Secretary of the Cincinnati Bicycle Club, has made quite an improvement in his summer helmet hat this season, and will very likely be adopted by the different clubs hereabouts this year.

Several members of the College Hill and Cincinnati Clubs made a run to Miamitown, the College Hill boys leaving their headquarters on Saturday evening, March 22, making the run of fourteen miles in one hour and thirty minutes. The members of the Cincinnati Club who went, left Power Hall March 23, a distance of fifteen miles, they not keeping their time on account of the amount of walking they had to do, as the road was very muddy, it having rained early in the morning. They stopped there for dinner, and in the afternoon hired several farmers to haul them back to Cincinnati.

Our brother wheelmen in Kentucky have received a setback by the Kentucky Legislature, they having passed a law prohibiting the use of the silent steed in seven counties. The counties that were mentioned seem to be the only ones in which the bicycle can be used.

The gentleman who engineered it seems to have taken his points from Saint Green, of Ohio, who tried to do likewise at Columbus, O., in the spring of 1883, but finding that the Ohio wheelmen were united, and that he expected to run for a public office again, he le his bill be defeated.

It appears to have been gotten up more for the benefit of a few horsemen in and around Louisville and Lexington.

The Cincinnati Club will do all in their power to assist the Kentucky bicyclers, and they invite all those around here to join the club on all runs until they have their rights adjusted by their respective members of the Legislature from the different counties, or have conceived some way in which to avoid the law, which they certainly can do, as there never yet was a law passed which did not leave a loop hole large enough for a carriage and four to drive through, far less a bicycle.

The party that runs the gentleman again who introduced the bill will very likely receive more scratches than was ever known before in Kentucky.

Till next time,

BEE.

FROM THE CLUBS.

KINGS CO. WHEELMEN.—The Executive Committee of the Kings Co. Wheelmen recently determined to have the club incorporated, and the legal formalities being completed, the new organization held its first meeting on Wednesday, the 15th inst.

The incorporators elected a temporary chairman and secretary, and then proceeded to elect into the new club all the persons whose names were on the active roll of the old organization. In addition, four veterans were transferred to the active roll, and four new members elected, making the total active membership forty.

The old board of officers were re-elected, with two exceptions, and now stand as follows: R. F. Hibson, President; T. B. Hegeman, Vice-President; A. C. D. Loucks, Secretary; Charles Schwalback, Treasurer; E. Pettus, Captain; E. F. Fisk, 1st Lieut.; F. N. Fenstermaker, 2d Lieut.; E. K. Austin, Bugler; J. H. Long, Color Bearer.

The changed conditions under which the club now exists as a legally organized body rendered necessary the adoption of new by-laws. So skillfully had these been drawn by a committee appointed some weeks ago, that only two or three amendments were deemed advisable. The only change of importance related to the disposition of initiation fees. Hitherto these have gone into the general treasury, but by the amendment adopted they will hereafter be placed by the trustees in a special fund to be used for the enlargement of the present club rooms, if possible, or the furnishing of new club rooms when obtained.

All the indications point to a large increase in the membership this year, and it is expected that quite a sum will be received (the fee being five dollars), which will serve as a nucleus to which additions from other sources may be made.

The club is at present in a very satisfactory condition, with a substantial balance in its treasury, and no debts.

The Citizens Club, of New York, have presented the K. C. W. with a charming engraving called "The Double Star," symbolizing the fraternity existing between the two clubs. The club drill given by the K. C. W. at the recent race meeting of the Citizens is understood to have been the immediate cause of the sending of the picture.

The K. C. W.'s race meeting will be held June 21st at the new grounds of the Williamsburg Athletic Club, whose track will be the best in the State. Definite announcement of the races, etc., will soon be made.

The asphaltum pavement of Bedford avenue is being repaired, much to the gratification and comfort of the many wheelmen who daily travel over it.

TYRO.

WINGED WHEEL CLUB (Elkhart, Ind.)—The following are the officers: Dr. A. F. Kelly, President; Dr. C. S. Pixley, Vice-President; Frank Olds, Captain; Hugh Maxon, Lieutenant; Fred E. Hunt, Secretary and Treasurer. The club have secured pleasant headquarters over No. 76 Main street. Visiting wheelmen always welcome.

FRED E. HUNT,

Sec'y and Treas.

HARRISBURG (PA.) CYCLING CLUB.—The following officers of the Harrisburg Cycling Club have been elected for the ensuing year: Charles H. Small, President; Lewis H. Tyson, Vice-President; George A. Gorgas, Secretary and Treasurer; Edw. M. Cooper, Captain; Herbert L. Brown, Bugler; Club Committee, President, Secretary, Captain, and Messrs. Wm. A. Middleton and A. Carson Stamm.

The club is in a flourishing condition, now numbering thirteen active members. The club has adopted a blue uniform throughout.

Very truly yours,

GEORGE A. GORGAS, Sec'y.

ROCKFORD (ILL.)—At a recent meeting of the Rockford Bicycle Club Mr. Frank P. Collier was elected President in place of Mr. F. L. Lake, who has resigned, having left the city.

The club have secured rooms in the Rockford National Bank building, and will be glad to see any visiting wheelmen.

The roads are good here, and everything gives promise of a bicycle boom in this section of the country.

Yours, etc.,

CLUB TOOTHFICK.



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

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

New York, May 30, 1884.

To Subscribers and Correspondents.

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

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

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

This is the last copy of "THE WHEEL" League Members will receive. Subscribe at once.

THE WHEEL OF THE FUTURE.

With this issue of THE WHEEL we haul down the official flag, which has been floating at our masthead for the past year, and in future sail along as an independent journal of cycling, being now able to devote more attention and space to the news of the day.

In our advertising columns last week, we threw out an invitation to one thousand men to contribute one dollar each toward the support of THE WHEEL. While we did not intend to intimate that the thousand names were necessary to our continuing the publication of this journal, as some have thought, we concluded, like Karl Kron, that it would be as well to ascertain the pulse of the community, before continuing what involves a considerable amount of hard and persistent labor. The result has been most satisfactory, and subscriptions have poured in from all quarters of the country. We know there is a demand for a good weekly paper at the popular price of one dollar a year, and it is a source of gratification to see that our efforts the past year have been somewhat appreciated.

Our present prospects are excellent. We have on our books a subscription list equal to any cycling publication in America. Our lists of correspondents embrace the most prominent names in the cycling community, and our facilities for gathering news are unequalled. We propose to keep pace with the current events of the day, and to give full and accurate accounts of every cycling event of interest, as it transpires.

As in the past, our columns are open to the discussion of the merits or demerits of any question, in a manly way, but mere blind criticism will not be tolerated. Nothing brings out improvements so much as judicious comment, and while the tone of this paper will be fair and impartial, we shall not hesitate to freely criticize where criticism is necessary, but at the same time will also endeavor to introduce some remedy in support of our action.

We hardly think THE WHEEL needs any further introduction. Its present readers are familiar with its pages, and we trust that it will be our pleasure to reproduce them for many years to come. We invite your support as a subscriber, and prefer to let the value of our journal outweigh any other appeal in its columns.

WHEEL GOSSIP.

Don't fail to subscribe.

This is the last paper that will be sent to League members under our present contract.

Don't think for an instant that we shall cease publication on that account. We have rolled this WHEEL for over four years, and do not intend to falter now.

We have removed our office to 21 Park Row, in the newspaper district, in order to facilitate its publication.

The Kings County Wheelmen's races will be held on the elegant five-lap track of the Williamsburgh Athletic Club, and not the small one used last year.

The New York Athletic Club give a three-mile handicap bicycle and a one-mile handicap tricycle race at their games June 7th. Entries close with Wm. Wood, Box 3101, May 31st, 1884.

The Missouri Division is the first to pull out of the League, and their example will doubtless be followed by other distant States, who object to taxation without representation.

The Owl has not yet recovered from the effects of Washington and Poughkeepsie.

From time to time we shall send around sample copies to our old readers, and if they are not wanted, please hand them to some friend interested in general cycling.

To-day is a great day for runs. The New York and Brooklyn clubs will combine, and sniff the salt breezes of Coney Island as well as partake of the festive clam.

There will be a bicycle race at the games of the Manhattan Athletic Club to-morrow at their new grounds, 86th street and 8th avenue. Myers will also endeavor to beat the record at 220 yards.

New York is very slow at adopting new mounts, and the variety of machines is limited. The editor of this paper rides the only "Star" on Manhattan Island, but we understand that more are to follow soon.

Ira Perego has issued a very handsome catalogue and price list of his cycling novelties. Mr. Perego has made a specialty of this line of business, and has made many a club happy with his excellent furnishings.

The Rev. Mr. Schneider stated at the general business meeting that Mr. Jenkins had a full and fair trial before the Board of Officers. This is not a fact. However, Mr. S., we will "forgive" you, and try to "forget" you also.

Mr. M. E. Graves, of the Citizens Club, who has been identified with the railroad work of the League, has removed to St. Paul, Minn., where he will doubtless make many friends.

Burley B. Ayres attended the Washington meet, and had "Chicago Tour" written in every line of his jovial face. Those interested should not fail to send him for circulars giving full particulars of the same.

Mr. H. D. Corey dropped in at the Citizens Club house on his way to Boston. Harry has doubtless found the exact location of Ford's Opera House by this time, and the *Bi. World* is a dinner ahead in consequence.

The Secretary of the Canadian Wheelmen's Association has kindly favored us with a copy of the excellent handbook of that growing association. It contains everything of value to its members, and Mr. Donly should be congratulated for his untiring skill and labor in its preparation.

The C. T. C. meet at Poughkeepsie was a pleasant informal gathering of upwards of one hundred wheelmen from various sections of the country. Dr. A. G. Coleman, of Canadaigua, was elected State Consul in place of Mr. Fred G. Bourne, resigned.

From present indications it would seem that the number of individual tours this year will greatly exceed those of past years. The Chicago and Kennebec trips will, of course, rank pre-eminent, but others on a smaller scale will no doubt be numerous.

How much better the League would be if it required each applicant to be proposed and seconded by some League member.

The big tournament at Philadelphia next month is the next event of importance to be looked forward to.

The N. A. A. A. will furnish gold, silver, and bronze medals for the two and five mile bicycle championships, which take place the latter part of September in this city.

A number of visitors to Washington have since their return been feeding on quinine, as the result of their trip to that beautiful but malarious city.

The Elmira boys had a jolly time in their special car, which was side-tracked during the meet.

Messrs. Doughty & Pederson, of this city, have on hand some beautiful designs of medals, which they are prepared to furnish at short order to clubs and others desiring the same.

Dr. Tyler ought to be happy. His track at New Haven measures the full distance, and he is the possessor of the diamond medal given by President Beckwith to the one securing the largest number of recruits during the past year.

It costs \$3.00 to print 5,000 envelopes. This tremendous saving which our late Treasurer impressed so often upon a credulous membership, may be worth incorporating in an annual report, but it must seem trivial when you come right down to it.

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. 64. Total, 67. NASHUA, N. H., May 30, 1884.

Unattached-7:
2523-Harry Wallace, Winterset, Iowa.
2530-F. V. Bolan, Georgetown College, Georgetown, D. C.
2552-W. Elmer Sanders, 159 McCulloh st., Baltimore, Md.
2622 William Wetzel, Elgin, Ill.
2624-Lincoln Keller, " "
2662-Fred C. Avery, " "
2750-W. J. Pritchard, " "

Capital Bicycle Club-add 1.
2528-Howell Stewart, 1420 Q st., N. W., Washington, D. C.

New Orleans Bicycle Club-add 6.
2553-Eugene W. Hunter, 116 Gravier st., New Orleans, La.
2555-C. H. Genslinger, 116 Gravier st., New Orleans, La.
2558-F. M. Ziegler, Jr., care of Schmidt & Ziegler, New Orleans, La.
2559-Rigley P. Randall, 162 Gravier st., New Orleans, La.
2605-C. M. Fairchild, 197 Gravier st., New Orleans, La.
2609-A. P. Keaghey, Crescent City Cotton Press, New Orleans, La.

KENTUCKY DIVISION-1.
Kenton Bicycle Club-add 1.
2614-Joseph Feltman, 30 Pike st., Covington, Ky.

CONNECTICUT STATE DIVISION-6.
2752-W. S. Brandegee, Berlin, Conn.
2796-George E. Hall, " "
2777-W. B. Middlebrook, P. O. box 25, Bridgeport, Conn.
2804-Isidor Freedman, 92 Church st., New Haven, Conn.
2805-George D. Lockwood, 83 Lyon st., New Haven, Conn.
2854-Joseph M. Mann, 777 Chapel st., New Haven, Conn.

MINNESOTA DIVISION-16.

Unattached-6.
2866-Fred S. Bryant, 166 E. Third st., St. Paul, Minn.
2868-Nye G. Young, Northfield, Rice Co., Minn.
2876-George O. Lockwood, Northfield, Rice Co., " "
2887-Henry Boe, " "
2890-Charles Crary, " "
2891-Cliff W. Gress, " "

Minneapolis Bicycle Club-add 10.
2930-E. P. Loye, Minneapolis, Minn.
2932-J. D. C. Knapp, Post Office box 294, Minneapolis, Minn.
2956-E. P. Neahall, 228 Washington ave., Minneapolis, Minn.
2957-P. M. Scheig, Post Office box 675, Minneapolis, Minn.
2958-C. H. Knapp, 36 Seventh street, Minneapolis, Minn.
2959-T. J. Richardson, 36 Seventh st., Minneapolis, Minn.
2960-Seymour Miller, 36 Seventh st., Minneapolis, Minn.

2961-W. A. Carpenter, 2424 Stevens ave., Minneapolis, Minn.
2962-S. F. Heath, 222 Hennepin ave., Minneapolis, Minn.
2963-Otis Colburn, 2006 Cedar ave., Minneapolis, Minn.

OHIO DIVISION-30.

Unattached-5.
2964-S. R. Fitt, Jefferson, Ashtabula Co., Ohio.
2967-F. L. Casselberry, 126 Market st., Mansfield, Ohio.
2968-A. B. Hough, 804 Case ave., Cleveland, Ohio.
2991-John B. Gleason, 59 Jones ave., " "
3011-Dr. L. F. Pelton, 283 Starkweather ave., Cleveland, Ohio.

Cleveland Bicycle Club-add 4.
3012-J. F. Huntington, 104 Euclid ave., Cleveland, Ohio.

3033-J. R. McIlvried, 2515 Broadway, Cleveland, Ohio.
3034-H. R. King, 1127 Prospect st., Cleveland, O.
3049-A. W. Walworth, 323 Euclid ave., Cleveland, Ohio.

Mansfield Wheel Club-add 4.
3070-George U. Horn, Mansfield, Ohio.
3095-A. P. Seiler, Post Office box 178, " "
3135-William Bissman, " "
3179-E. H. Lindsey, " "

Canton Bicycle Club-add 10.
3184-E. A. Backert, Canton, Ohio.
3186-George Bister, " "
3187-M. P. Fry, " "
3188-A. B. Marris, " "

3196-Douglas Smith, " "
3256-W. H. Backert, " "
3265-F. A. Menches, " "
3269-J. F. Dougherty, " "
3296-Harry Wynn, " "
3362-William Erdsters, " "

Oberlin College Bicycle Club-add 7.
3366-Harry Nyce, Oberlin, Ohio.
3369-R. M. Lee, " "
3387-C. H. Covell, " "
3389-F. M. Covell, " "
3401-E. B. Streator, " "
3435-G. P. Steele, " "
3436-H. E. Beecher, " "

FOR SALE AND EXCHANGE.

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

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.

FOR SALE-A 50-inch, full nickel, Atlanta Bicycle, in excellent condition, has been used but one season. Price, \$90. G. A. HILL, 149 E. 127th street, New York.

FOR SALE-A 52-inch Standard Columbia nickel plated, ball-bearing bicycle, cost \$110; will sell for \$75 cash. Address W. H. MATROCKS, P. O. Box 1292, New York.

WANTED-A 48-inch second-hand Standard Columbia Bicycle. Must have ball bearings, and be in good condition. Address, "B," 1461 Lexington avenue, New York city.

FOR SALE-48-inch English Royal Challenge Bicycle, in good condition. Price, \$75. Address F. O. FOX-CRAFT, 21 Halsey st., Newark, N. J.

FOR SALE-57-inch Special Club, full nickeled, Hancock ties, in good condition. W. W. PRINGLETON, Rahway, N. J.

THE WHEELMAN'S RECORD BOOK.

COPYRIGHTED.

This is an article needed by all wheelmen who care to keep a record of places visited, and the number of miles ridden. It contains 52 pages, is bound in leather, and the size, 2 1/4 inches by 6 inches, is just right for the vest pocket. Price, each, by mail, 50c.

THE JOHN WILKINSON CO., Publishers,
68 and 70 Wabash avenue, Chicago, 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.



Coventry
Cycle Company
(LIMITED).

Whitefriars Lane,
Coventry, England.

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

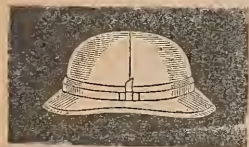
Illustrated Catalogue on
application.

Ira Perego

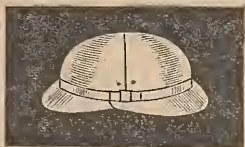
OUTFITTER TO THE CITIZENS BI. CLUB.

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.....	5.00
" " " in white woolen.....	



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.



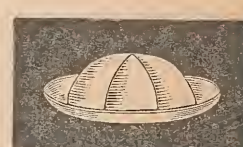
No. 4.
Bicycle Caps.
1st quality \$1.75, \$18 per
dozen; 2d, \$1.50, \$15.



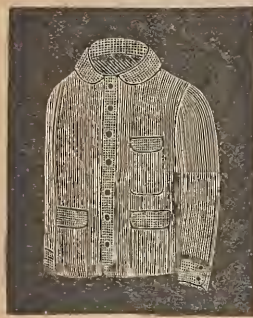
No. 5.
Blue Chevrot English Polo Caps.
Extra quality \$1.50 each,
\$15 per dozen.



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



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

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

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

SECOND ANNUAL
RACE MEETING
KINGS COUNTY WHEELMEN,
At Williamsburgh Athletic Club's
NEW GROUNDS,
Cor. DeKalb and Classon Avc's,
SATURDAY, JUNE 21, '84.
Music in Attendance.

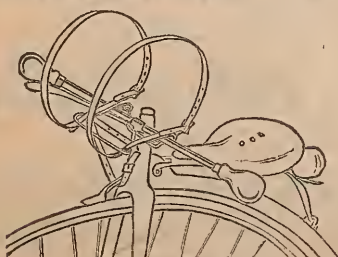
Six Events! Six Events!!

1/2 mile dash, to members who have never won a race.	Open to all.
1/4 " without hands.	
1 " Scratch.	"
2 " Handicap.	"
3 " " "	"
25 " Scratch.	"

Entrance fee for the 3 and 25 mile races \$1.00 ; for the others 50 cents. Entries will close June 14th to CHAS. SCHWALBACH, Box 2683, New York City.

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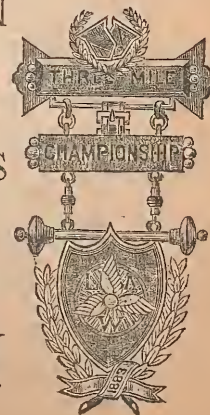
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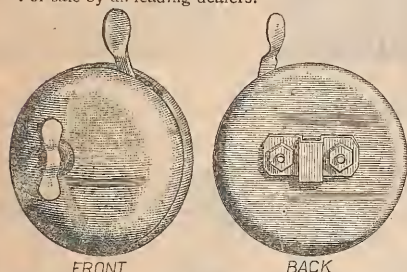
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CHICAGO, March 18, 1884.
MISSOURI WHEEL COMPANY. *Gents:* We have both rode the Duryea Saddles bought of you last summer in all our rides and races since, and think so well of them that we shall ride no others in future. Please send us two new ones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

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

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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.

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

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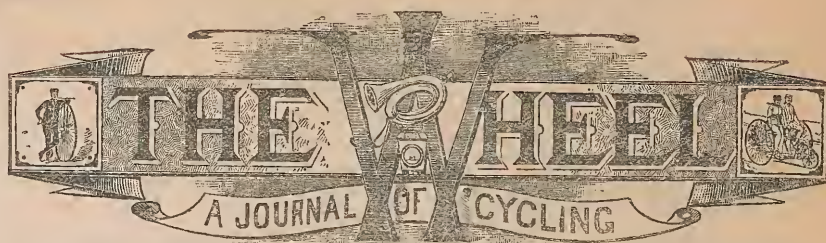
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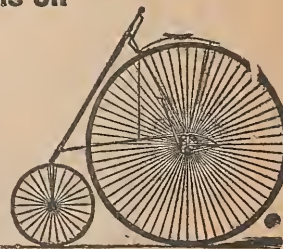
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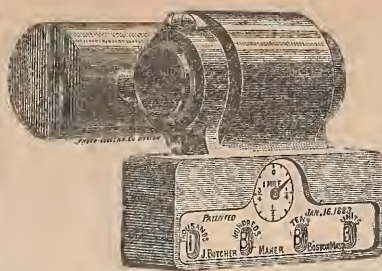
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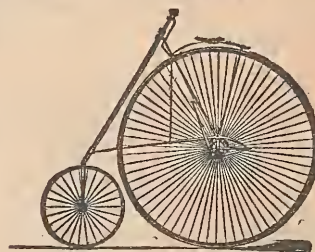
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OFFICE, 149 BROADWAY, New York.

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.

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Yours very truly,

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G. R. BIDWELL,

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TESTIMONIALS.

FROM THE CITIZENS BICYCLE CLUB, OF NEW YORK
CITY.

NEW YORK, February 24, 1884.

THE POPE MFG CO.

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

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

Yours very truly,

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

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I 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,

Paster 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.

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ED. F. BROWN,

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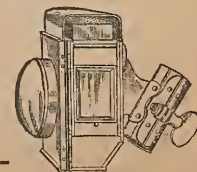
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