

THE WHEEL

A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN AND THE CYCLIST TOURING CLUB OF AMERICA.

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I am in receipt of a very cordial invitation from Mr. F. A. Elwell to join in a contemplated run "up the Kennebec," and were the promises made from any one else than a brother 'cyclist, I should think them too good to be true. He says: "You will find the country beautiful for scenery, the roads good for riding, young ladies beautiful and kind [this last argument almost tempted me to say "yes"], hotels well kept and provisioned." The Kennebec is always associated in my mind with two important gastronomic delicacies to which its name has lent fame, *i. e.*, ice and salmon. Mr. Elwell has omitted these in his list of attractions, but as he does not state whether the trip transpires this present winter or next summer, I suppose he intends I should do some "down East guessing." Pleasantries aside though, to those who want all and even more pleasure than he has thus kindly and briefly outlined, I would commend this trip, though I am afraid that for a staid old bachelor bird like the owl, it is too tempting to accept though I much regret that 'tis so.

Why is it that the general public has the idea that an editorial position is one where the editor and his staff have nothing else to do but sit in blue satin chairs before rosewood desks, open their mail with a diamond studded paper cutter, carelessly toss the envelope in a golden waste paper basket, and extract from each letter a hundred-dollar bill for fifty years' subscription in advance? This seems an approximate, but not truthful, opinion of editorial wealth, and while it may be true of plumbers, it is far from being so, at least, in my case. As an evidence of this I, a short time ago, offered to put "puffs" in this column for the ruinously low price of one dollar each, and selected as test cases those two genial millionaires, Belden and Jewett; and what's the consequence? Why, from the former I receive a letter, which I opened fully expecting a crisp, green colored promise of Uncle Sam to pay bearer one dollar, instead which there was simply these strange letters: "I O U 1 \$," and from the latter not even this: "Twas ever thus."

The comic valentine fiend, in his far reaching search for new subjects, has not held sacred either the sport or its association, but has issued a horrid caricature of a bicycle, and printed beneath it "L. A. W. fiend," accompanied by some juvenile doggerel to his discredit.

It's amusing to see the attempts the novice makes at reporting bicycling affairs for the daily press. A morning paper, in describing a recent bicycle drill, said: "One of the most graceful features of the evening was when fifty wheelmen, in two divisions, rode to the centre of the hall, saluted, and backed into their respective positions." Great Rex! only think of it. Two lines of twenty-five riders *backing* half the length of a hall.

A friend of mine lately from Washington was promenading Pennsylvania avenue with a lady fair, who, like himself, was a stranger there, when they met one of the Capital Club, in his uniform of natty blue, and "C. B. C." upon the front of his cap. "Isn't it just splendid?" remarked the charming fair, "but what does C. B. C. stand for?" The gentleman, rather chagrined at her admiration of another, replied: "Why, those are æsthetics, and each one has embroidered upon his cap the initials of his favorite poem, and that one's favorite piece seems to be 'Come, Birdie, Come.'" "How strange," she murmured, and thereafter cast only pitying glances upon the gallant Capital boys, where before all had been admiration.

DENVER DOINGS.

We are still enjoying unusually fine weather even for Colorado, where we seldom have more than a month of what is termed winter farther East. Our winters are so mild that it is difficult to tell just when they commence and end, and as the ground is seldom covered with snow for more than two or three days at a time, riding may be enjoyed for at least ten months of the year.

Two of the members of the C. W. C., accompanied by a visiting wheelman from Boston, enjoyed a very pleasant run to Golden and return on Sunday, January 27. The roads for a great part of the distance were in very poor condition, but as the day was as bright and warm as though in the midst of spring, the ride proved on the whole a very pleasant experience of the feasibility of winter touring in Colorado. We were two hours on the road each way, including stops. The total distance traveled was thirty miles.

Bicycling bids fair to have an immense boom here this year, as there are several young men of my acquaintance who have already signified their intention of joining the ranks. There are between forty and fifty wheelmen in the city, but the club spirit does not prevail among them to any great extent, and we are much embarrassed in our efforts to place our club on a solid basis in consequence.

Moonlight riding is once more possible and is being enjoyed quite extensively by a number of our riders who think there is nothing to compare with a quiet run after the work of the day is over, and when there are no annoyances to be encountered in the shape of surly hackdrivers, who always insist upon taking up considerably more than their fair share of the road.

The sporting editor of the *Rocky Mountain News* evidently considers himself quite well posted, as may be seen from the following item, which appeared in its sporting columns of February 4. "The pleasant Sunday mornings are being utilized by the Denver wheelmen for practice, as they all attend some of the afternoon Bible classes."

This would indicate that there exists a very gratifying state of affairs amongst us, but candor compels me to state that the above is probably intended for what Josh Billings terms "sarkazzum," as, from personal observation, when an all-day run is not taken the general choice seems to be in favor of the afternoon.

Our wheelmen have not as yet made any long runs, but several of us have been fired with the ambition to make at least a century, and have resolved to make the attempt as early in the spring as the condition of the roads will permit.

REFLEX.

DENVER, Feb. 10, 1884.

WHAT OF BROOKLYN?

It was my mis—shall I say? or fortune? to find myself, on an occasion when time was precious, face to face with my genial friend the enthusiastic "Newsy" of our city of churches. He at once proceeded to fill me with, as is his custom, his wares; result, I am burdened and proceed to unburden "what of Brooklyn?" The "K. C. W.'s?" why, their reception far exceeded their most enthusiastic anticipation of success, and do you know there is talk of the "Academy of Music" for their next—dinner? Yes, committee appointed having that in charge, and they propose to fill their friends and selves (with solids) on the 13th of next—grand affair—the best way for you New York

men to ride Brooklyn is to cross Grand or Roosevelt street ferries, and ride to Broadway to Fourth street, south to Bedford ave., direct to East New York ave., west to Park entrance. THE WHEEL correspondents seem to have the Montague street route, which is good, "on the brain." K. C. W.'s new club quarters? Yes, that's coming, but I think it would be folly to build in view of the fact that Bedford avenue is liable to be cobbled or otherwise. It may be necessary to follow in the steps of New York clubs, and put our clubs' headquarters at the Park—our Park—Prospect Park! Harmony? Yes! was never better, am told, K. C. W.'s never worked so well together. Drills? well, you'll see them, I understand, at the next 22d Regiment affair. New York? Yes! see Mason has them down for his next affair, but that is a mistake. Say! they sit on that. Right, weren't they? Master—Hall? how long since? Yes, graduated from that some time since. "Brooklyn's?" no; they aren't what they used to be; lost several of their best riders' activity, but they have good material for the future, boys; nicely situated, too. Grand blow out when Captain Carl left for Texas. Oh! a fill—broken glass—water, soap, and 2 A. M. On good terms. Yes! best of such, all four. "Long Islands!" well, they're nothing of a social club, and live for summer riding; jog along in the even tenor of their way, include some tough road riders; saw a couple of them last fall on the Boulevard, walking from the Island and pushing their wheels—hard way to bicycle that! Yes, the K. C. W.'s top the list for hard road riders, and I guess do the most riding. Well! you know the other clubs haven't developed any racing men. Heights? oh, yes; very social club; some 25 members, about half riders; have the most complete quarters of the four, not for bicycling, though; for utility give me the Long Island quarters. But then, the "Heights" are a prosperous and live club, and have done more than might have been expected—think they glory in their own light, though. Yes, with which are you enrolled? Well, you know I'm a club all by myself—none; and you're full; I'll leave! I have unburdened to THE WHEEL, thinking the foregoing of sufficient interest to its many readers to warrant such, I remain,

WHOMSOEVERWILL.

CONNECTICUT STATE DIVISION,

LEAGUE OF AMERICAN WHEELMEN.

Organized January 22, 1884.

BOARD OF OFFICERS.

Chief Consul—Stephen Terry, Box 1003, Hartford, Conn.
Secretary—Wm. H. Thomas, Box 806, New Haven, Conn.
Treasurer—George H. Burt, Box 414, Hartford, Conn.

REPRESENTATIVES.

Dr. T. S. Rust, Meriden, Conn.
F. H. Benton, New Haven, Conn.
C. W. Spooner, Bridgeport, Conn.

CONSTITUTION OF CONNECTICUT DIVISION, L. A. W.

ART. I. This organization shall be known as the Connecticut Division of the League of American Wheelmen, and shall be governed by the Rules of the national organization.

ART. II. Its objects are: The advancement of cycling in the State, to promote acquaintance, and secure to the wheelmen of

Connecticut more fully the benefits of the League of American Wheelmen.

ART. III. Any amateur of good standing may become a member in the manner provided in the Constitution and Rules of the L. A. W., and the membership of any member shall be terminated as provided in said Rules.

ART. IV. Its officers shall be a Chief Consul, Secretary, and Treasurer, a Representative to the League of American Wheelmen for each fifty members, and Delegates to the State Division from organized League clubs, one for each ten members, or fraction thereof, and these officers shall form a Board of Officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this Constitution, and shall have power to fill vacancies.

RULES OF THE CONNECTICUT DIVISION L. A. W.

RULE I. The Chief Consul shall preside at all meetings of the Division, and of the Board of Officers; shall appoint all committees not selected by ballot; may fill *pro tempore* any vacancy in any office or committee until the next ensuing business meeting of the board; shall appoint one Consul for each city or town in the State, and shall appoint League hotels; he shall make a report at the annual business meeting of the Division next subsequent to his election.

RULE II. The Secretary shall receive all applications for membership, and forward duplicates of the same to the Corresponding Secretary of the L. A. W.; he shall deposit with the Division Treasurer all moneys received from admission fees or other sources, and attend to such other duties as his office may require.

RULE III. The Treasurer shall receive all dues from members, and shall remit to the Treasurer of the L. A. W., monthly, fifty per cent. of the amount so collected; he, also, shall receive all moneys coming to the Division from other sources; his accounts shall be audited by the Finance Committee, and he shall give bonds, if required; he shall perform the duties of Treasurer as prescribed by Rules of the L. A. W.

RULE IV. The Delegates shall report to the nearest Representative the choice of their respective clubs for Consuls and League hotels, and the Representative shall recommend, upon approval, the appointment so designated.

RULE V. The Consuls shall perform the duties required of them by the Rules of the L. A. W.

RULE VI. There shall be an annual meeting of the Division, at such place as the Chief Consul shall determine (and of which due notice shall be given), within a month after the annual meeting of the L. A. W. At this meeting the order of business shall be as follows:

1. Reading of records of previous meetings.
2. Report of Chief Consul.
3. Report of Secretary.
4. Report of Treasurer.
5. Election of Secretary and Treasurer.
6. Communications from Board of Officers.
7. Reports of Special Committees.
8. Miscellaneous business.
9. Adjournment.

Fifteen members shall constitute a quorum. Each member present shall have one vote on any question, and no proxies shall be allowed; provided, however, that clubs whose entire active membership have joined the League may choose, by ballot, one member of their club as Delegate for each ten members of the club, or remaining fraction there-

of, to represent them at the annual meeting; and these Delegates, upon presentation of their credentials signed by the President and Secretary of the club, may cast ten votes each, or as many as are provided for in his credentials, in all proceedings of the Division, and no delegate shall cast more than ten votes.

RULE VII. At the date and place of the annual meeting of the Division there shall be a parade, unless otherwise ordered by the Board of Officers, who shall also determine as to the admission of non-League riders. The parade shall be commanded by the Chief Consul, and clubs shall have precedence in the order of their joining the League for the last time.

RULE VIII. The meetings of the Board of Officers shall be held at the call of the Chief Consul.

RULE IX. Voting by mail shall be in accordance with Rule 13 L. A. W.

RULE X. At all the meetings of the Division or Board of Officers, the established laws of deliberative assemblies shall be observed.

RULE XI. There shall be a Finance Committee, which shall consist of the Chief Consul, Secretary, Treasurer, and Representative *ex officio*.

RULE XII. All applications for membership shall be forwarded to the Division Secretary, together with admission fees and such information as may be required, including full name and post office address. When applications are received and accepted after the 1st day of April, in each year, the applicant will be entitled to receive a membership ticket for the entire ensuing League year.

RULE XIII. Each member shall pay to the Division Treasurer, on or before the 1st day of June in each year following his admission to the League, the sum named by the L. A. W. for admission fee, and shall forward therewith his name and post office address, with the membership number of his old ticket, and thereupon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the League Rules.

RULE XIV. Additions or amendments to these rules may be made (after notice, by mail or otherwise, to every member of the Division) at a general meeting, or as provided in Rules of the L. A. W.

RULE XV. The Board of Officers shall publish, from time to time, in the official organ of the League, any and all action taken by them, whether as a board, or committee, or as officials.

WHEEL GOSSIP.

Karl Kron's subscribers are rolling in the names.

Chief Consul Livingston refuses to run again. A statement that will be much regretted.

The Buckeye Bi. Club dinner was a great success.

In our last issue we stated that Mr. Ducker and Mr. Fennessy had been protested. As the protest was not sent in until Monday, it was an error of three days, for which we apologize.

Some writers do not separate the Constitution from the rules. The *Bi. World* referred to the dues as part of the Constitution, whereas, it is covered by rule 34, which the Board of Officers have a perfect right to amend.

Mr. A. S. Parsons objects to one man acting as Secretary and Treasurer, but we assure him that the amount of work is now so great that no one can devote the time necessary to the same without neglecting all other business. Better make it a business, and employ a competent man like Acting Secretary Gilman.

We regret to hear that Mr. Charles E. Pratt has resigned from the Boston Bicycle Club, as it is a climax of his long dissatisfaction with certain tendencies in that club. We dislike to see the old clubs estranging their early members, who did them good service when their numbers were smaller, and their way was hard; and to know that the Boston Club has practically compelled the resignation of one who was amongst its first and foremost members and officers for several years, is certainly unpleasant. [*The B. W., with amendment.*] Ex-President Pratt has not given up bicycling, however, and it is understood that he will not be outside of active organizations connected with it.

In our review of the February *Wheelman*, we were in error in stating that Mr. C. A. Hazlett had omitted the 153-mile ride of W. R. Pitman, in his table of century runs. By the plan adopted by the compiler, it was recorded in its proper place, among the three longest runs made during the year. The details of the "old vet's" ride will appear in Part 2 of the article in the March *Wheelman*.

The coming officers' meeting on the 22d is the all absorbing topic in wheeling circles, and will, doubtless, be largely attended. Regarding the place for the meet, it seems as if Washington would have a walk-over.

OUR BOSTON LETTER.

OPENING OF THE RIDING SEASON NEAR AT HAND—GOSSIP ABOUT NEW CLUBS—RACE MEETINGS, SOCIAL GATHERINGS, PERSONAL NOTES, ETC.

The weather was not remarkably pleasant here yesterday, but it neither snowed nor rained, and the roads were in excellent condition, which is all that an enthusiastic wheelman can ask, and accordingly, many made their appearance on the road yesterday for the first time this year. You can rest assured that your correspondent was out on his trike, and, in company with a friend or two, had a splendid time riding to Newton, and return. I met several members of the Massachusetts, Boston, and Ramblers' clubs, and, much to my surprise, had the pleasure of seeing a real Crescent man actually riding a bicycle. This makes the second Crescent I have met on the road this year, and if they continue on at this rate, we may hope to soon see the club once more occupy its place among our foremost road riding bicycle clubs. Their new Captain, Mr. George W. Fuller, is himself an enthusiastic rider, and he promises to do his best to get the men out on the road.

There are many rumors flying around to the effect that several new clubs are to be formed in Boston, and the surrounding towns this spring. Some of the rumors have foundations, while others have none; according to the *Bicycling World*, Mr. Charles E. Pratt is about to organize a new club in this city, but from all I can learn of the matter, I do not believe there is much truth in it. Mr. Pratt has for a long time past had in mind the formation of a bicycle club on an unique plan, but I am quite confident that no decided steps have as yet been taken regarding the matter. The same jour-

nal has it that Mr. Pratt has given up the use of the wheel, which is not so, for to my positive knowledge, Mr. Pratt still takes as much interest in cycling as he ever did, and this season will ride as much, if not more, than he did last year. It is said that new clubs are to be formed at Jamaica Plain, Melrose, Quincy, Roxbury, and several other suburban towns, but with the exception of that at Jamaica Plain nothing definite can be learned regarding them. A meeting of wheelmen was held at Jamaica Plain a short time since, and another is to be held in a week or two, when a club will be formally organized.

Wheelmen here are much pleased with the appointment of Mr. A. D. Claflin, as L. A. W. Representative for this district, and feel confident that under his enterprising management the interests of the League in this section will receive a decided boom. Mr. E. W. Pope, Secretary of the Pope Manufacturing Company, has returned from his Western tour in the interests of his company. The Notman Photograph Company has recently finished a finely executed group photograph of the members of the Massachusetts Bicycle Club. It is now on exhibition in the windows of Shreve, Crump & Son's store on Washington street, and is attracting much attention from passers by. It is about three by two and a half feet in size, and the figure of each person represented is quite large, and is brought out with great distinctness, those in the foreground being some eight inches in height. In the central foreground stand Col. Albert A. Pope, and President Henry W. Williams, while Captain Claflin is seated on the ground to the left of them; and in the rear is Corey on his racer, with Ahl and Gilligan by his side. Around them, standing or reclining in easy positions, are about forty other members of the club.

The *Herald* says that the sympathy of Boston wheelmen is unanimously with Ducker and Fennessy in the \$100 bill squabble. The majority of those that I have conversed with on the subject, either express their sympathy with the other side, or say that they think both parties are in the wrong, and wish the matter was kept out of the newspapers, as it is doing bicycling much harm. The *Globe* has taken the right position in the matter, refusing to discuss it at all. If the other dailies would do the same it would be much better for all concerned. The idea of giving the matter such prominence in the daily press, and bringing it up before the League is simply absurd. It is nothing more than a personal quarrel, and as such should be kept distinct from League affairs. At the officers' meeting it will of course be necessary to settle the matter of protests against the different parties, but otherwise no attention whatever should be paid to the subject. The time at the meeting is too limited to be wasted in discussing such foolish questions.

I understand that the racing board of the League are to accept the times made at New Haven last October as records. I hope this is true, for I think that the club has given satisfactory proofs of the measurement being correct, and as the National Association of American Amateur Athletes have accepted the times made there in running and other races, the League should be satisfied to also accept them. If an investigation was made I have little doubt but what the measurement of the New Haven track, or even the Springfield, for that matter, would be found to be far more correct than many the tracks in England on which such wonderful time was made last year.

The Charleston Bicycle Club attended a masquerade party at Everett last Friday evening, in comic farmer costume, each carrying a long rake. During the evening they twice gave a "rake drill" which proved very amusing, and was something novel in bicycling. The club wish it stated that they do not intend to give another ball this season, but next season will give several. President Williams has prepared statistics of the Massachusetts Bicycle Club, giving the ages of the members, number of miles ridden, make of machines preferred, etc. The project of building a bicycle track in Boston seems to be getting along but slowly, only about \$7,000 having as yet been subscribed, while the sum required to carry out the matter is something between \$15,000 and \$20,000. It seems strange that in a city like Boston, where so much interest is taken in athletic sports, money enough cannot be obtained to build a track and grounds of this kind, for it is just what is needed here, and could easily be made to pay.

The Harvard Bicycle Club have already begun to prepare for the coming season, and have made partial preparations for their annual tournament, which is to take place on their new track, June 7. The programme has not yet been completed, but will include a one mile scratch bicycle race, open to all amateur; a three-mile bicycle handicap race, open; a five-mile scratch bicycle race, and a one-mile tri-cycle race. There will also be several college races and championships, and one or more race open only to Harvard and Yale College men. Gold, silver, and bronze medals will be given for each event. An entrance fee of 50 cents for each event will be charged, and the right to reject any entry is reserved. The entries close June 3, with Winthrop White, to Gray's Hall, Cambridge.

The Boston Ramblers, to the number of about 40, will hold their first annual dinner at Young's to-morrow evening, and expect to have one of the jolliest cycle dinners ever held. I will give a full account of the dinner in my next letter. The club has recently been presented with an elegant silver ice pitcher and salver by the management of a Waltham roller skating rink, where a squad from the Ramblers gave an exhibition drill.

The Newton Bicycle Club held its second annual dramatic entertainment at Nonantum Hall, Newton, last Friday. The comedy "Tour Cobb" was given by several of the members in an excellent manner, greatly pleasing by an audience which occupied every seat in the hall. After the dramatic entertainment dancing was indulged in until a late hour, and the affair was a thorough success in every way.

The Wakefield Bicycle Club gave a second exhibition and roller skating carnival at the Wakefield City Hall last Wednesday evening, which proved a complete success. Exhibitions were given by Wilmot and Sewell, Burt Pressy, and Prof. A. J. Purdy, the latter on roller skates.

I have received a letter addressed to THE WHEEL, from Mr. C. W. Clapp, of the Newton Bicycle Club, stating that I made a mistake in saying that he had given up riding the Star, and requesting that a correction of the statement be made. This I will gladly do, for when I have made a mistake, I am always willing to correct it and make any reparation in my power. I am not personally acquainted with Mr. Clapp, having never had the pleasure of meeting him, but was told by an acquaintance of his that he had given up riding the Star, and intended purchasing a crank machine. I presume

what I was told was true, and accordingly published it. The following is the substance of his letter :

"Will you please correct the statement in the Boston letter in your issue of February 1. Your correspondent 'Lewee' was told wrong. I ride a Star machine. I am just as strong an advocate of the Star at present as formerly. I certainly have come to the conclusion, after giving the machine a year's trial, that it is better in every respect than the crank machine, and that I propose to ride the American Star bicycle the coming season."

Mr. Harry Pope, a former member of the Massachusetts Bicycle Club, has returned from Denver, Col., where he has been for the past year or two. While at Denver he conducted a successful agency for the sale of Columbia bicycles. He will in future be located at Hartford, in the employ of the Weed Sewing Machine Company.

Mr. A. D. Claffin will visit England next spring, and while there will make an extended tricycle tour. The members of the Charlestown Bicycle Club were so elated with the success of their last social, that they are contemplating shortly giving another. If they do, the party will undoubtedly be as great a success as were the two previous ones. The drill squad of the Boston Ramblers Club gave an exhibition drill at the Waltham skating rink last week, which pleased the management so much that they have since presented the club with an elegant silver ice-pitcher and salver.

Col. Pope's speech at the Boston's dinner that I referred to last week is as follows :

Mr. President and Gentlemen :

Your President has just said that there were to be no more speeches, at which a load was taken off my mind, and I had settled myself down to enjoy the balance of the evening.

I am glad to learn that your club is so prosperous, and that it has the finest and best appointed bicycle club house in the world.

I suppose you are all wheelmen, though there are many here whom I have not seen on the road; no doubt you ride, perhaps early in the morning before I am up, or late at night after I have retired to my home; or, maybe you ride on the by-roads, and not on the public highways. There is only one gentleman here I know is not a wheelman, and that is my friend Mr. Evans, who sits by my side; and he has confessed to me to-night that he has long wanted to straddle a wheel, but has been deterred from doing it because he was afraid he would offend his old friend Mr. Weston if he purchased of me, and that he would offend me if he purchased of Mr. Weston, and perhaps would lose the brokerage business that I have been giving him of late; but now that the market has gone down so much, he finds that I have lost about all the money I have got, and so he has decided to go in the morning and buy a bicycle of Mr. Weston. I shall forgive him if he does.

I have been introduced as a Representative of the Massachusetts Club, as its early President. Well, the Massachusetts men are noted as road riders. We are not wealthy like our friends the Boston Club. We are contented with modest headquarters and plenty of wheel room, and, as we spend our time mostly on the road, it is no hardship for us to have plain quarters.

You know that the road-riding record of the Massachusetts Club excels that of any

other; even the old men, and the heavy men, roll up respectable records. I was interested last year when the records were read, to notice that the oldest man and the heaviest man combined had a record of 6,300 miles. I was included in that record, as I am the heaviest man of the Massachusetts Club. One inquisitive fellow wanted the records divided; I didn't see the need of that, but as he insisted I felt compelled to state that the oldest man's record was 6,000 miles, and the heaviest man's 300.

While the Boston Club cultivates the social element, the Massachusetts Club does not, but confines itself strictly to wheeling. I trust there will always be a friendly feeling between the two clubs.

Perhaps some of you who read the bicycle papers from the middle of 1882 to 1883, might think that the President of the Boston Club and I were bitter enemies; but that was a great mistake I assure you. It was not and is not so; that was only an advertising scheme, and now that it is all over, I do not object to confessing it. Had you seen your President and myself hobnobbing 'round the corners during that time, you would have at once understood the situation.

But, gentlemen, it is growing late, and it is time for me to take my last train, so I must close. I thank you for your kindness in inviting me to your banquet, and wish you a happy and prosperous future.

THE NEW STAR LAMP.

In a recent issue of THE WHEEL our St. Louis correspondent spoke disparagingly of the special Star lamp, complaining that it was weak and inefficient. He undoubtedly referred to a cheap production of a Boston concern. In order to assure him and all Star riders, as well as tricyclers, that a perfect lamp is now obtainable, we dropped in the other day on that enterprising firm, Messrs. Zacharias & Smith, of Newark, N. J., who have just invented and patented a lamp, which, for good points, even surpasses the well known King of the Road.

In size and general appearance it resembles that make, except that it has a 3½ inch bull's eye lens, with a focal point of about five feet, although a flat plate glass will be substituted when desired. The door hinges at the side, and is secured by a long pin that cannot possibly shake out, avoiding the awkward double clutch used on the King of the Road. A very large oil reservoir is employed, with a single flat wick adjustable from the outside. Green and red side lights and red rear lights are provided; one side light is sashed, for lighting the lamp without opening the door, and a roughened strip of metal for striking the match is provided inside. The front is arranged the same way.

The ventilation is perfect; the air holes being at the bottom and back, instead of at the side and front, and even in a heavy gale, it has proved steady and reliable, hardly a flicker being perceptible.

All the parts are interchangeable, being made from dies. One novel and important feature is, that the entire front, with the projecting crown for holding the lens, is stamped in one piece, avoiding any joints and soldering, the method employed in the best English lamps. At present it is made only for the Star machine, but we understand that a tricycle clamp is in process of manufacture. Its mode of attachment to the bicycle is unique and strong. A hinged clamp three inches long, having two bearing points

of leather, is brought together by a strong thumb screw, with a set nut.

The joints are all turned by machinery, avoiding clumsy rivets, and the whole appearance is decidedly in its favor, and a credit to American workmanship. It is made of different material and finish to suit the purse of the purchaser. For further details, a line to Messrs. Zacharias & Smith, Newark, N. J., will result in a price list by return mail. We congratulate the manufacturers on their enterprise in producing such an excellent article, and have no doubt that the patient labor bestowed, necessary for its perfection, will result in their ample reward.

DIVISION TREASURERS PLEASE NOTICE!

The general treasury has been at the expense of one hundred dollars (\$100.00) in order to meet the demand from all parts of the country for a supply of Consular outfits, including stencils, and, as we understand, all of them have been sent out for the most part to you for your several Divisions. We also understand that the bills for some have been sent you from the office of the Cor. Secretary, who has furnished them to you. But feeble responses have thus far been made, and we should be pleased to have these accounts settled as soon as your own convenience will permit. This appeal does apply to any unattached officers, since their full quota of membership fee is in our hands.

Yours fraternally,

W. V. GILMAN, Treas.

THE CAMDEN CLUB SUGGESTION.

Editor of The Wheel: As the subscriber reads the protest of the Camden Club against the proposition regarding an increase of dues he especially notices that part pertaining directly to his branch of work, and takes the same means of reply, viz., through the columns of the official organ.

It has been our endeavor to give statements in full of our financial standing as often as in our judgment our friends desired, and this is the only call we have ever had for more, and let us assure you, gentlemen, we shall be pleased to give you one in addition to what we had otherwise intended, and we will do this most cheerfully.

We will here state that at any time we shall be only too glad to give any information we may possess regarding any branch of League work, with which we may be intrusted, to any Leaguer in good and regular standing.

We have during the past year presented to you reports in full: June 1, 1883; September 1, 1883; January 1, 1884; February 1, 1884. You shall have another report April 1, 1884.

We hope this will meet your approval, gentlemen, as we shall be very busy during the month of May, closing up the business of the year, preparing our annual report, and in general arranging affairs for our successor in office. We remain the League's most humble servant, and

Yours fraternally,

W. V. GILMAN, Treas.

NEW HAVEN RECORDS ACCEPTED.

PHILA., PA., Feb. 13, 1884.

Editor of The Wheel: Be good enough to state in the columns of our organ, that the Racing Board has, by a majority vote, de-

clared the records made at the New Haven race meeting, October 10, 1883, to be valid, and the American amateur records for the distances given:

BICYCLE.

- 1 mile—2m. 50s., Geo. M. Hendee.
3 miles—9m. 17s., W. C. Palmer.
4 miles—12m. 30s., Geo. M. Hendee.
5 miles—15m. 26½s., Geo. M. Hendee.
8 miles—25m. 15s., E. P. Burnham.
9 miles—28m. 24s., E. P. Burnham.
10 miles—31m. 32½s., E. P. Burnham.

TRICYCLE.

- 1 mile—3m. 31¾s., E. P. Burnham.
2 miles—7m. 5¼s., E. P. Burnham.

Very truly yours,

GEO. D. GIDEON, Chairman.

FROM BRIDGEPORT.

Editor of The Wheel: The Pequonnock Wheel Club, of this city, are still alive, and have stood the hard winter so far very nicely in their new club rooms. We elected Mr. Calboun Latham for our Captain, in the place of Dr. C. C. Godfrey (who resigned on account of professional duties), at our last meeting, and also voted unanimously to have a new uniform next month. We have the skating rink in Recreation Hall (in P. T. Barnum's new building), in which to practice club drilling, and are laying large plans for a lively time this coming summer. The roads out of Bridgeport are very fair, although not excellent, but the best road is the lower road to New Haven. It is only eighteen miles, and a number of our club make this trip quite often. We are all strong supporters of the L. A. W., and favor Washington for the next meet; also if at the next meet, the L. A. W. raise their dues to \$1.50 per annum, not one of us will kick, and consider it cheap at that.

Yours very truly,

L. A. W., No. 2212.

BRIDGEPORT, Feb. 16, 1884.

FROM THE CLUBS.

NEW HAVEN.—WHEREAS, The resolution recently passed by this club to the effect that we indorse Mr. Jenkins' remarks wherein he says that the Springfield Bicycle Club do not pay their just debts, and that a copy of this resolution be printed in THE WHEEL, was passed under a misapprehension of the facts, and the Springfield Club has satisfactorily explained the circumstances which led to that resolution, it is

Voted, That this club rescind its vote of January 24, 1884, and that a copy of this vote be forwarded to THE WHEEL for publication, and a copy be sent to the Springfield Club.

NEW HAVEN BICYCLE CLUB.

THEO. H. MACDONALD,
Secretary.

Feb. 14, 1884.

HARVARD.—The annual spring meeting will be held on the new quarter-mile track on Holmes Field, Cambridge, June 7, 1884. The following events will be contested, open to all amateurs: One mile bicycle (scratch); three miles bicycle (handicap); five miles bicycle (scratch); one mile tricycle (scratch). Besides these open events, there will be several races open to college men only, and one or more Harvard *versus* Yale championship races. Gold, silver, and bronze medals given in each event. Entrance fee 50 cents.

The right to reject any entry reserved. For information address Mr. F. Winthrop White, 10 Grays Hall, Cambridge, Massachusetts, to whom entries may be sent up to June 3, 1884.

CITIZENS.—At the monthly meeting of the Citizens' Bicycle Club, held February 12, it was unanimously resolved that the club support by its vote the present Board of Officers of the New York State Division L. A. W., as their candidates for re-election at the annual election by mail, March 1, 1884.

Very fraternally yours,

KNIGHT L. CLAPP,
Sec'y C. Bi. C.

IN MEMORIAM.

At a special meeting of the Berkshire County Wheelmen, held at club rooms on the evening of February 12, the following minutes were accepted with reference to the death of their friend and fellow member, Henry Clinton Brown.

MINUTES.

The Berkshire County Wheelmen desire to place on record the share of loss they feel they have sustained as a club in the sudden death of their beloved member, Henry Clinton Brown. As one of the early founders of the club, he took a deep and continued interest in the welfare of the organization. Punctual in the discharge of his duties, active and alert for the welfare of the society, cheery and companionable in the various runs of the club, he was always welcomed by his brethren, and always represented that which was best and most distinctive in the organization to strangers and to those who entertained his fellow wheelmen. His presence will be most sincerely missed in the coming season, when the days for the spring outing arrive, and it will be hard to realize that he is no longer with us on our tours through the familiar towns of Berkshire. To his sorrowing family our sincerest sympathy is tendered in this hour of deep affliction.

(Signed.)

H. S. WOLLISON,
H. G. WEST,
L. L. ATWOOD.

A HUB-BUB IN ST. LOUIS.

There is a young man in our town,
Who makes use of his wheel by riding down.
He is getting the hub-mount down quite fine,
And can do it—? yes, every time.

The other day—'twas the last of the week—
While returning from work, *via* Chestnut street,

His wheel slipped from under—the cyclist fell;

The hackmen, delighted, gave a mighty yell.

His step at home, not a dry spot in sight,
This young man was in a sorrowful plight.
He tried to mount; but fell again.
People came round the corner to see the fight.

The small boy hooted, and the crowd swelled
Till there were two hundred or more.
Young man out in the muddy street
Hopped on, fell off, cussed and swore.

At last he got on, and lit out for home.
His hat was lost, his garments torn.
The people dispersed, well pleased with the show,
And the paper next morning gave him a blow.

February 12.

League of American Wheelmen.

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 address are correct, and report any error at once to.

W. V. GILMAN,
Cor. Sec'y, L. A. W., *pro tem*.

APPLICATIONS FOR MEMBERSHIP L. A. W.

No. 54. Total \$30. NASHUA, N. H., Feb. 22, 1884.

Unattached—3:

- 444—Howard M. North, 800 E. Walnut st., Des Moines, Iowa.
446—Luther Davis, Ripon, Wis.
447—C. H. Porter, Winona, Minn.

INDIANA DIVISION—1.

- 462—S. G. Vaaneman, Richmond, Ind.

KENTUCKY DIVISION—1.

- 467—W. W. Young, Worthington, Ky.

NEW JERSEY DIVISION—1.

New Jersey Wheelman—add 1:

- 474—David Edge, Newark, N. J.

MASSACHUSETTS DIVISION—2.

Unattached—1:

- 530—W. C. Stone, Post office box 1028, Springfield, Mass.

Milford Wheel Club—add 1:

- 457—Fred L. Fay, Hopedale, Mass.

CONNECTICUT DIVISION—6.

Unattached—2:

- 475—Frank S. Slanier, care of Sargent & Co., New Haven, Conn.
483—Frank Slater, Post office box 1382, New Britain, Conn.

New Britain Wheel Club—add 2:

- 476—William T. Burritt, P. O. box 214 New Britain, Conn.
481—William S. Case, P. O. box 306 New Britain, Conn.

Connecticut Bicycle Club—add 2:

- 484—Charles A. Rogers, 81 Segourney st., Hartford, Conn.
492—Charles B. Latimer, 71 Buckingham st., Hartford, Conn.

PENNSYLVANIA DIVISION—6.

Unattached—4:

- 494—William Sidney Ramsey, Danville, Penna.
495—Jacob M. Murdock, Johnstown,
500—James Cockburn, Mansfield Tioga Co., Penna.
505—Charles M. Olney, " "

Germantown Bicycle Club—add 2:

- 514—Frank Read, 4754 Green st., Philadelphia, Penn.
516—F. W. Griffin, Western Union Tel. Co., 10th and Chestnut sts

NEW YORK DIVISION—10.

Unattached—8:

- 517—C. G. Moller, Jr., 290 Madison ave., N. Y. City.
518—John B. Fischer, 135 E. 79th st., N. Y. City.
519—Charles Arthur, 104 W. 44th st., " "
520—George D. Baird, 52 W. 12th st., " "
521—Eugene S. Benjamin, 654 Broadway, N. Y. City.
522—Fred N. Stevens, North Hoosack, N. Y.
523—William H. Hewlett, Manhasset, "
524—Edward P. Bromley, 105 Second Place, Brooklyn, N. Y.

Long Island Wheelman—add 2:

- 525—F. L. Donelson, care of Wheeler, Parsons & Hayes, 2 Maiden Lane, N. Y. City.
529—E. J. Wessels, 110 Dean st., Brooklyn, N. Y.

ASK PAPA WESTON.

Editor of The Wheel: Will some members of clubs who have tried them, be kind enough to insert in your columns their opinions of Norfolk jackets as uniforms, and their reasons for or against them, and oblige
BOSTON, Feb. 13, 1884. IADA.



The Official Organ of the League of American Wheelmen and the Cyclist Touring Club in America.

FRED. JENKINS, MANAGING EDITOR,
Box 444, New York.
N. M. BECKWITH, Pres. L. A. W. { Editorial
W. V. GILMAN, Treas. L. A. W. { Contributors.

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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, February 22, 1884.

To League Members and Correspondents.

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

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

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

THE NEW WHEEL.

There are many perhaps who have noticed the change in the publishers of this paper, as noted in the last WHEEL. It is not our intention to enter into very minute details regarding our future career, but merely to state in a general way what we expect to accomplish.

The contract between Oliver & Jenkins and the League of American Wheelmen, and which the 'Cycling Publishing Company have in the transfer assumed, was an agreement to publish the official notices as furnished by the officers from time to time. THE WHEEL did not in so doing propose to become a bureau for complaints, to publish articles denouncing the League or its officers. It was merely an agreement to furnish space and give prominence to the League's actions, and to strengthen the organization. This we think we have done. How well, or how much the past efforts of the managers have been appreciated will show undoubtedly in the future. Our course will be to treat the League from a newspaper standpoint, upholding it whenever opportunity presents itself, and encouraging its future course wherever our past experience dictates.

We dislike to see the petty squabbles among wheelmen brought into public notice. It seems to be the fashion nowadays to rush into print on the slightest provocation, and

If the editor sees fit to waste basket the "articles of vitriol," he is roundly denounced for his meanness. While we shall do what we can towards keeping the peace, we shall, as editor of a newspaper, promptly expose any wrong doing on the part of individuals that is injurious to the cause of 'cycling. While we may not always be in the right, we shall strive to come as near the mark as possible.

The ownership of this paper is distributed among its stockholders, who are at various parts of the country, and who will undoubtedly try to advance its interests as a newspaper. As the League organ we shall endeavor to assist it as in the past, and it is not without a feeling of pride that we point to a portion of the present membership as a monument to its efforts.

As a newspaper THE WHEEL takes a new lease of life. We shall direct our best effort in securing news from all parts of the country, and presenting the same in the most attractive shape. We are indebted to many correspondents for their very efficient aid, and trust that in future they will continue to brighten our columns. We have an excellent basis to start upon, and propose to enlarge it as circumstances permit. The use of the wheel is rapidly extending, and we propose to keep pace with the times. With this end in view we look forward to a healthy and prolonged existence, and extend our best wishes to our readers,

FOURTH ANNUAL BANQUET OF THE BUCKEYE BICYCLE CLUB.

The fourth annual banquet of the Buckeye Bicycle Club was brought to an end at 12.45 last night, at the Park Hotel, amid a general merrymaking. The affair, as anticipated, eclipsed all former efforts, both in the gustatory and intellectual. The feast was one for the gods, and the flow of wit and humor was unbroken from the beginning to the ending. Twenty-seven gentlemen marched in from the reading room, where the annual business meeting was held, and occupied seats at the board. President W. H. Miller officiated as master of ceremonies. Captain W. B. Waggoner happily responded to the toast, "Our Club," W. A. Miller to "Our Tricycle," Dr. Baldwin to "The Wheel as the Promoter of Physical Health," C. J. Krag, as Secretary of the Ohio Division, to "The L. A. W.," and Captain S. B. Porter, editor of the *Dispatch*, to "The Press—Our Good Friend." The menu card, a model of neatness, bears on its face the likeness of a mounted wheelman (C. J. Krag), holding a salver, laden with delectable viands. This picture is from a drawing skillfully executed by Captain Waggoner. The election of officers resulted in the choice of W. H. Miller, President; W. B. Waggoner, Captain; W. T. Eldridge, First Lieutenant; Hugh Hardy, Second Lieutenant; C. J. Krag, Secretary; F. W. Flowers, Treasurer, and H. C. Crippen and W. R. Kinnear, members Club Committee. The banquet committee was composed of Messrs. Hughes, Irvin, Krumm, and Hardy. The latter was admitted to the

Equivocating Club, composed of Messrs. Miller and Krag, and presented with a huge leather medal as the "club liar." Dr. Baldwin was admitted to club membership, and the other tricyclers will probably follow. These gentlemen represent the city's best business interests, and are very welcome to the club.

APPOINTMENT.

I am pleased to note the steady growth of the L. A. W. membership in the New Jersey State Division, which has since my last appointment for that State reached that numerical standpoint entitling it to another Representative. For that office I take pleasure in appointing a gentleman thoroughly well recommended, Mr. C. Julian Wood, of Hackensack. Fraternally,

N. MALON BECKWITH,

Pres. L. A. W.

New York, Feb. 18, 1884.

RE-INSTATEMENT.

W. V. GILMAN, ESQ.,

Cor. Sec. L. A. W. :

The Membership Committee having considered the case of Mr. Stephen Connell, of New York city, expelled from an amateur club for non-payment of dues, and being unable to learn any further particulars in his case, direct that he be re-instated in his L. A. W. membership.

For the committee,

S. TERRY, Chairman.

Feb. 8, 1884.

Editor of The Wheel: Would you kindly give me the privilege of stating through your columns that I made a decided mistake when at the opening of Mr. H. B. Hart's Park Bicycle Rink, on the 13th inst., I referred to the "Penn City Wheel Club" as a limited organization, and admitting only riders of the "Star" bicycle. They are not a limited club, and, like a sensible cycling organization, they have no restrictions as to the make or style of machines ridden by members.

ARTHUR H. MACOWEN.

PHILA., Feb. 14, 1884.

ANOTHER GREEN BILL.

A bill having been presented in the Senate at Frankfort for the suppression of "steam threshers, bicycles, and anything that is liable to frighten horses," from the highways of Jefferson county, has awakened local wheelmen from the lethargy caused by winter weather. A spirited meeting of bicyclers was held last night at the Falls City Club rooms to take action against the passage of the bill. Fully 150 riders were present, many of them being business men. Mr. Stanley Huber called the meeting to order, and Mr. Aaron Cornwall was elected Chairman, and A. S. Dietzman, Secretary.

LETTERS OF ENCOURAGEMENT.

The object of the meeting was briefly set forth by Mr. Cornwall, and letters from the Hon. William Jackson, from the lower house, and the Hon. James R. W. Smith, from the upper house, pledging themselves to stand by the wheelmen.

The reading of these letters awakened great enthusiasm, and were received with cheers.

Mr. Newton Crawford reported that from a private letter received from Senator Fredricks he (the Senator) said that he would

never have presented the bill had not a petition signed by a large number of his supporters been handed him. He felt, as their representative, it was his duty to obey. Senator Fredericks' lukewarmness upon the subject also awakened enthusiasm.

Mr. Anderson, Chief Consul at this point, offered a resolution to the committee having the bill in charge, which was signed by every member present, petitioning the Senate not to pass the bill, setting forth as reasons that the bill would be unconstitutional; would deprive many of a safe and speedy mode of travel, and, as from \$30,000 to \$50,000 were invested in bicycles in this State, it would reduce taxable property to that amount.

A COMMITTEE TO VISIT THE SENATE.

Messrs. Stanley Huber, Newton Crawford, and Orville Anderson were appointed a committee to call on the Senate, and present the demurrer of the wheelmen. Mr. David Biggs was appointed alternate.

A petition for the signature of wheelmen has been left at Horace Beddo's for signature, and every wheelman is urgently requested to sign at once. The energy displayed by the bicyclers in their fight for independence is praiseworthy.—*Commercial*.

REGARDING DUES.

Editor of The Wheel: The suggestions of Representative Parsons, in THE WHEEL of the 15th inst., concerning the proposed increase of the League dues, seem wise.

The State Divisions are subordinate to the parent organization, and should be supported by contribution from its individual members, if there should be a deficit. The efficiency of the League, both numerically and otherwise, can be best sustained by a moderate membership fee, and to me the present rate seems the proper figure.

If the State Divisions are allowed one third, I presume, without being advised as to receipts and expenditures, that the main body will be able to support itself, while any deficit in the assets of the subordinate branches might temporarily be adjusted by a per capita tax. I apprehend that the duties of the League will become in time merely advisory, because of the increase in number, and importance of the divisions, and in such a case a large share of the annual dues might be apportioned to the State branches. That is to say, a yearly adjustment between the expenditures of the League and the lower organizations might be made, with such changes in the appropriations as will be warranted by the requirements of each. If, in the end, \$1 is found to be insufficient, an increased fee might then be charged.

Yours truly,

SAMUEL A. BOYLE,

No. D 3656.

PHILADELPHIA, Feb. 18, 1884.

"Ten Thousand Miles on a Bicycle" will be a handsomely printed 12mo., of at least 300 pages, with gilt top and side stamp, and securely bound in cloth. By the terms of subscription, publication is to be made not later than December, 1884, and the name of each subscriber received previous to June, is to be printed (with his residence) in an alphabetical list, and also in a geographical list. As it is expected that no less than 3,000 individual patrons will be named in this appendix, the value of the same, as a personal directory of the most active clubs and riders, will itself be considerable. The simple pledge to send a dollar for the book as soon as published, inscribed on an ordinary postal card, will ensure the enrollment of name and residence in this directory. A full prospectus and table of contents of the proposed work will be mailed on application. All communications should be addressed to the author and publisher, Karl Kron, at the University Building, Washington Square, N. Y.

WANTED—56-in Bicycle, H. F. Harvard or Expert preferred. Also for sale a 5x8 camera, lens, etc., for instantaneous groups, with drop, etc. \$30; cost \$50. E. P. MOWTON, 244 East 86th street, N. Y.

RARE BARGAIN—54-inch British Challenge; full nickeled, with nickeled ball pedals, rubber handles, and long distance saddle. In perfect running order; good as new; cost \$164; will sell for \$130. **VICTOR ROTARY TRICYCLE**, good as new; very little used; cost \$160. Price \$130. E. PRICE, care of S. T. Clark & Co., 2 and 4 Hanover street, Baltimore, Md.

Mo. Wheel Co., CHEAP BICYCLES.

210 and 212 N. 12th STREET, ST. LOUIS, MO.

2d hand, in A 1 order and repair. Will be sent C. O. D., subject to examination.

42 inch Acme, Rubber Tired.....	\$15 00
46 " Youths' Ideal.....	33 00
46 " Standard Columbia.....	40 00
48 " " " Come bearing.....	40 00
50 " " " Parallel bearing.....	60 00
50 " " " Ball.....	70 00
50 " Expert, full nickeled, nearly new.....	105 00
51 " Star, 1883 pattern.....	71 50
52 " Expert.....	100 00
52 " Standard Columbia, Parl bear'g bell	
K. O. R. Lamp, and Acme Stand.....	60 00
52 " Standard Columbia, as above with	
Ball bearings.....	70 00
52 " Coventry, Ball bearings.....	50 00
52 " Sanspareil, ridden only once.....	90 00
52 " H. F. Harvard, nickeled.....	90 00
52 " Semi-Racer, H. F. H., nearly new.....	90 00
53½ " Expert Racer, full nickeled, Ball	
pedals.....	100 00
54 " Star, full nickeled.....	65 00
54 " Standard Columbia, half nickeled	
ball bearing.....	75 00
54 " Standard Columbia, half nickeled,	
Parallel bearings.....	65 00
54 " Standard Columbia, painted, Parallel	
bearings.....	60 00
54 " Standard Columbia, painted, ball	
bearings.....	70 00
54 " Expert, full nickeled.....	100 00
54 " Sanspareil, nearly new, ridden only	
a few days.....	75 00
56 " Expert.....	110 00
56 " H. F. Harvard, Expert, rear wheel.....	65 00
58 " H. F. Harvard.....	65 00
60 " Special Columbia.....	70 00
60 " Standard Columbia.....	90 00

CHEAP TRICYCLES.

50 " Victor, nearly new.....	125 00
42 " Western, Rubber Tire.....	25 00
32 " Petite, ".....	20 00

Richard Garvey, Pres.
Louis Lueders, Sec'y & Treas.

Send Your Photograph,

and color of hair, eyes, complexion, &c., &c., and you will receive in four days your picture

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FOR SALE.

At cost, a share of a valuable patent relating to bicycles, soon to be issued in England. Also, very cheap, a 54 in American Star, with power trap, etc. Standard finish; nearly new; in perfect order. Address,

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NOW READY. Buy it, and learn the history of the STAR. It contains engravings of the author and the inventor of the STAR. It tells how to become a perfect master of the STAR; how to do all of Burt Pressey's trick riding; all about touring, care of the STAR, rights of wheelmen, and a lot of other valuable information, equally valuable for the crank rider.

Price 50 cents. Address the author,

E. H. CORSON,
East Rochester, New Hampshire.

Selling agent for the NEWLY PERFECTED American Star Bicycle, "Victor" Tricycle, and dealer in SECOND HAND "Crank" bicycles (to be sold at low figures), and bicycle supplies of all kinds. Write for anything wanted, enclosing stamp, and you will receive an answer to your advantage.

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Cycling Hose

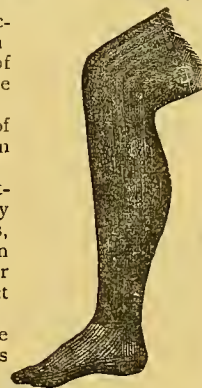
OF EVERY DESIGN COLOR, AND SHADE.

Having recently enlarged our factory, we shall be able to fill the increased demand of the season of 1884 promptly and in a workmanlike manner.

We shall make a specialty of matching uniforms to a nicety, when a whole club orders.

Our stockings are made of first-class German knitting yarn, in any color, worked in ribbed patterns, and any one who has once worn them will always ask his agent for the Goetze Stocking, or send direct to us for a new supply.

Correspondence with the trade solicited, to whom liberal discounts will be made.



LOOK AT OUR PRICES!

\$1.50 per Single Pair, by

Mail 10 cts. extra.

\$13.50 per Dozen Pairs.

We cheerfully send our goods C. O. D., with privilege of examination, if enough money accompanies the order to guarantee us against losses in case goods are returned.

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256 Grand Street, New York, N. Y.

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128 & 130 Fulton Street & 87 Nassau Street,
New York,

Begs to announce to American bicyclers that his stock of cycling furnishings is complete. His facilities for supplying the latest novelties of the English market cannot be excelled. Making frequent trips to Europe, nothing that is desirable to wheelmen can escape his attention.

BICYCLE JERSEYS.

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

ENGLISH BICYCLE HOSE, (by Mail 10 Cents Extra.)

In solid colors, blue or brown, ribbed,	\$1.50
“ “ “ “ “ with knit top,	2.00
“ “ “ “ “ finer texture,	2.50
In solid colors, green, with knit top,	2.00
“ “ black, fine rib,	2.00
“ “ “ heavy rib,	2.50
In mottled colors, drabs or browns,	2.00
In steel gray,	2.50

“THE CYCLE”

Is the name given to a bicycle suit especially imported by this firm, and said by experienced wheelmen to be better adapted to ordinary road riding than any suit hitherto offered. It consists of a very pretty jacket and pants, woven in worsted, in two colors, seal brown and navy blue, so as to fit tight to the skin. 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 “ “ “ plain,	.75
Cotton elastic belts,	.50
English silk bicycle garters, with leather straps, per pair,	.65
“ “ “ “ 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

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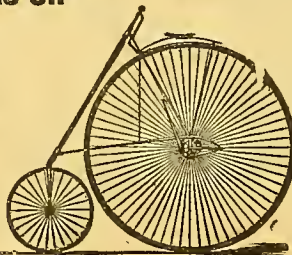
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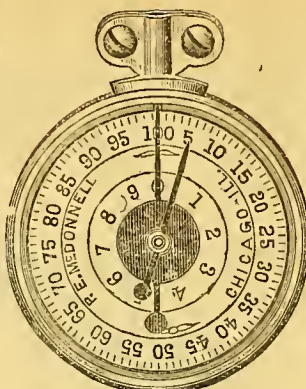
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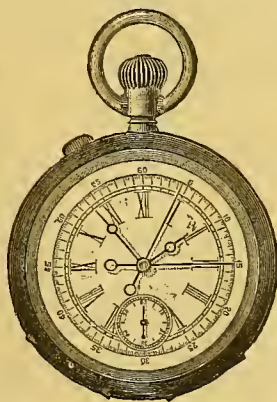
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