

AND RECREATION.

This Paper has the Largest Circulation of any Cycling Weekly Newspaper in the United States.

VOL. XI.—No. 17.]

NEW YORK, JANUARY 21, 1887.

[WHOLE NUMBER, 277.]

LEARNING THE PEDAL MOUNT.

AN OLD RIDER'S PLAN.

1. Select some short smooth piece of roadway (a slight down grade is preferable). Remove the step entirely from the wheel, to prevent hurting yourself or tearing your clothes in your first attempts at mounting.

2. Take position on left side of wheel, left hand on grip of bar, the right hand grasping handle bar, say midway between hand and grip. Lift crank up slightly forward of the fork.

3. Step forward, left foot first, at a medium walking pace; advance the right foot at the same gait; this will have (or at least should have advanced the wheel sufficient to carry the left pedal one third of the way on its upward movement. Place left foot on pedal, at the same time assist the upward movement of the body by a slight skip and jump on the right foot, this will cause an easy upward movement to place yourself in the saddle and ready to move on. Practise this for half an hour and you will be convinced it is the easiest and most graceful mount for the bicycle. Only one complete revolution of the wheel, to make the mount complete also. No forward lunge, consequently no danger of a header. I claim your correspondent makes a mistake, first in advising speed, and second to place right hand on saddle, which latter necessitates the removing of the hand when the mount is but half completed, and at the very time the rider should have full control of his wheel.

Should a word from Memphis be welcome to you once in a while, I may be at the service of your readers again if this meets your approbation. There are not many of us, but among the lot are some tough riders, who, but a few days ago, faced a temperature but little above zero for an eighteen mile race, and your humble servant was making his monthly bill collections on his wheel to-day with fully an inch of the beautiful snow covering Mother Earth.

CHARLES J. SCHERER.

Memphis, Tenn.

In an interview with a Boston *Herald* reporter, Colonel Pope stated that he expected next season to be the heaviest ever known in the history of the sport.

UNION COUNTY WHEELMEN'S MILEAGE.

FROM MAY 1ST, TO NOVEMBER 1ST, 1886.

The following mileage for 1886 was reported by members of the Union County Wheelmen, of Westfield, N. J.

| | MILES. |
|------------------------|--------|
| Frank S. Miller | 2675 |
| Ed. R. Collins | 2250 |
| Albert Farrington | 2175 |
| Frank E. Reese | 2055 |
| Thos. H. Burnet | 1900 |
| John Z. Hatfield | 1890 |
| Ed. B. Moore | 1750 |
| John A. Brunner | 1350 |
| Arther N. Pierson | 1275 |
| Chas. D. Reese | 1063 |
| Jas. E. Warner | 1045 |
| Chas. W. Place | 1000 |
| Dr. Fred A. Kinch, Jr. | 850 |
| John L. Downer | 700 |
| Arthur B. Irving | 500 |
| John Carberry | 275 |
| Edwin D. Ruggles | 225 |
| Fred Decker | 100 |
| Total, | 23,088 |

IT WAS VERY AMUSING; FOR THE CONGREGATION.

Sunday, Jan'y 2nd was a very cold day, but for our 1st Lieut., Mr. E. Irving Halsted, it was a particularly "cold day." This very exceptional thermometrical depression was the cause of his getting *badly left*, and nobody to blame but himself. According to prearranged plans, Mr. Halsted and Mr. Fred B. Steele, were to take a ride of about twenty miles, over the snow-covered streets of upper New York City. Before leaving his home, Mr. H. threw a pair of bicycle stockings over his shoulders, and placed them between his undercoat and overcoat; by carrying the hose in this manner, the necessity of a package was obviated. When arrived at Mr. Steele's house, and upon being informed that the gentleman was unexpectedly called away upon business—and, also, upon the earnest solicitation of two young ladies, that he should accompany them to church. Mr. Halsted reluctantly (?) yielded.

The church was soon reached, and after gallantly "finding the places" in the prayer

book for the ladies, Mr. H. commenced to take off gloves, overshoes, etc. Everybody was standing, and "silence" ruled. But imagine the surprise of the congregation immediately back of the pew occupied by our hero, when slowly and deliberately he pulled off his overcoat. There, in full view, were the long stockings. Big as life—one over either shoulder, with the wearer *perfectly oblivious* of their presence. At first there was a faint titter from one or two people. Then half a dozen or more snickered out loud; but the climax was not reached until a man of about fifty years of age, entirely collapsed with laughter, and left the church, quickly followed by four or five others. Although but a half minute had elapsed, still the *deed was done*. An elderly lady in the rear of the "unfortunate," kindly removed "those cursed give-aways," just as their owner turned around to see what tickled everybody so. Imagine his surprise! However, he took the hose in a nonchalant manner, and thrust them in one corner of the pew. But the strain was not much for him, and when everybody had subdued themselves, Halsted came out with a regular "snort" which was provocation enough to renew the occasional *audible* smiles of those in the orchestra chairs.

HARLEMITE.

N. B. I suppose Mr. H. will be very *hose-tile* towards me for "blowing" on him.

The Lynn club held its semi-annual election of officers last Friday evening, resulting as follows: President, T. A. Carroll; Vice-President, J. H. Young; Secretary, F. S. Hitchcock; Financial Secretary, W. C. Wheeler; Treasurer, F. A. Lindsay; Captain, F. M. Barnett; 1st Lieut., T. F. Tully; 2nd Lieut., E. G. Young; Bugler, H. McBrien; Color Bearers, F. L. Tupper, J. F. Lang; Club Committee, T. A. Carroll, F. S. Hitchcock, F. M. Barnett, W. G. Foster, C. E. Ingalls; Trustee for three years, J. H. Young. The presentation of the reports of the Secretary and Treasurer was deferred until the next meeting. Wm. M. Woodside was elected an honorary member of the club. C. F. Phelan, C. W. Wilson and Eben Young were chosen a committee of arrangements for a Valentine party.

IT WOULD SEEM TO BE FATE.



IT IS, HOWEVER, A FACT



THAT THE RIDERS OF



THE * AMERICAN * CHAMPION



**Have made the most Phenomenal Long-Distance and Road Times
OF THE SEASON.**

Here is another marvelous record, made by John S. Prince, at Omaha, on a carefully surveyed indoor and ten-lap track, in 48 hours,

767 AND 9-10 MILES.

A WORLD'S RECORD BY 27 MILES.

They all say the same thing, viz: "the easy running qualities of the G. & J. Bearings." Then there is the

| | |
|-------------------|---|
| 10 MILES, | 29 min., 1$\frac{3}{4}$ sec. |
| 20 MILES, | 59 min., 35$\frac{4}{5}$ sec. |
| 50 MILES, | 2 hrs., 55 min., 46$\frac{1}{2}$ sec. |
| 100 MILES, | 6 hrs., 1$\frac{1}{2}$ min. |

All of them World's Records made by a roadster on a country road. Facts of this sort talk.

By the way, gentlemen, if you want your machines overhauled or repaired, don't wait until the busy Spring, and then expect the work to be promptly done. Send your mount to us now, and have it ready for the first bit of good riding weather. It stands to reason that it will be more thoroughly done, and at a much more reasonable price. Since we have completed our new factory, we can devote a good deal more space to this branch of the business. Respectfully submitted.

GORMULLY & JEFFERY MFG. CO.,

Manufacturers of American Cycles,

CHICAGO, ILLS.



—AND—

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P. O. Box 444.

New York.

EDITORIAL NOTES.

The meeting of the L. A. W. executive, related in other columns of this paper, was perhaps the most fruitful, certainly the most sensational, that has ever been held. By a sort of intuition the members of the Board felt that it was to be of more than the usual importance, the result being that an unusually large number of representatives were represented either in person or by proxy. As will be seen by our report, the long veiled condition of the *Bulletin's* finances was made public. When the meeting was convened, the members divided into two parties, those affiliated with Mr. Aaron and those opposed to him. This distinction was maintained throughout the first day and as will be seen, on the second, neither the disaffected members nor their leader reappeared. All through the proceedings, Mr. Aaron fought tooth and nail at every step, but able as he is—and none will deny this of Mr. Aaron—there were too many smart men present. The New York and Massachusetts Divisions, which had united on Bassett and Reform, had among their ranks such men as Messrs. Pratt, Harris and Luscomb, aided and abetted by Mr. Dunn, of Ohio. As will be noted in our report, the Executive Committee were forced to make public the result of their several investigations. For months these gentlemen have labored under a heavy burden, and the motives that prompted their secrecy, and their conduct throughout the crisis through which the League is passing, entitles them to the sincerest respect of every member of that body.

As will be noted in our report, the Secretary-Editor was indebted to the League to the extent of some \$5,900, all of which was made good. All this might have been forgiven, and ascribed to the "wretched book-

keeping" which Mr. Aaron himself admits, but for his actions subsequent to his failure to elect Mr. Wells, he is much to blame. Through them he forfeits all claims of consideration and sympathy at the hands of the League members, and the vote of censure and resolution to recommend his expulsion from the Board were most timely. Although Mr. Aaron has many times sharpened his hatchet for our special benefit, we sincerely sympathize with the condition in which his "wretched book-keeping" or reckless extravagance has placed him. He was simply the dupe of the somewhat laudible ambition to get rich rapidly, but he kept so many irons in the fire at once that entanglement was the result, the final catastrophe being precipitated by an attack of utter mental and physical exhaustion. As for Mr. Wells, his nomination was an insult to the intelligence of the Board, and his admissions when forced into a corner by Mr. Harris, and his actions after his defeat, only showed the man in his true colors.

It is always the case that when a man begins to make money, or say a living, out of an organization such as the League, there is always a small army of critics, grumblers, and various other varieties of the genus kicker. We have always predicted that the Aaron "bubble" would burst, because he dominated the League too much, and was allowed to run his course with neither bit, rein, nor driver to guide him in the way he should go. He was entirely too aggressive, and those who would find fault with the impoverished condition of the League were publicly slaughtered in the *Bulletin's* columns; but happily all this is past. The genial Bassett, who has himself suffered at the hands of his successor, will, doubtless, do none of the things that made that successor's disappearance so inglorious.

The two days spent at the Grand Union Hotel have somewhat lost to us the thread of business, and there are many things which we should like to say to our readers, and many fine articles in hand which were crowded out of this week's issue. We shall doubtless be a day behind our usual publication date, but we hope our readers will appreciate the reasons of the delay, which was to present to them at the earliest possible time, a full report of the League meet.

TO NON-SUBSCRIBERS.—We are scattering this edition of THE WHEEL broadcast, and many copies of the paper will fall into the hands of non-subscribers. To these we wish to say, that we are laying the wires that we may publish a real live cycling journal when the season opens. Already have we placed before Americans many novelties in wheels, and have announced the intentions of many of our importers, before any of our contemporaries. We were the only paper last week to publish the program of the St. Louis meet, and we will be the only paper to have a full report of the Executive meeting this week. To score "beats" requires labor, to produce a real paper requires enterprise; but enterprise must be financially backed to accomplish anything. We ask all non-subscribers to send along their subscriptions. A dollar is but little, but "every mickle makes a muckle" and every dollar

received is encouraging, and doubly welcome as an expression of willingness to help us onward.

We would call the attention of our readers to the advertisements of the Cunard Company. The plan proposed by them, is, we are informed, already a success, it offers to small investors an opportunity to place their money to great advantage.

THE L. A. W. BOARD OF OFFICERS' MEETING.

HELD AT GRAND UNION HOTEL, NEW YORK, MONDAY AND TUESDAY, JAN. 17 AND 18.

Although the meeting was called for nine o'clock it was 10.55 when President Beck-with rapped for order. The President immediately appointed a committee on credentials—Messrs. Pratt, Luscomb and Dunn—who withdrew to examine the proxies, with which most of the members were armed.

Motion made and carried, and that there be no smoking in the room.

Motion made that the meeting be held with closed doors. Motion amended by Mr. Harris that Mr. Veysey, the expert accountant, who had examined the Sec.-Editor's books, be allowed to remain. Mr. Prial, representing THE WHEEL AND RECREATION, was also included in this amendment, which was carried.

At 12 o'clock, the Credential Committee not having reported, on motion of Dr. Butler, an adjournment was taken till 1 o'clock for lunch. At one o'clock, the meeting reconvened, but immediately adjourned till three, having learned from the Credential Committee that they would not be ready to report before that time. At 4.45 P.M., meeting was again called to order. Mr. Reed moved that the Credential Committee be brought before the Board to explain the wherefore of the delay, or that they be discharged as incompetent; lost. After two committees had been appointed to look up the Credential Committee, they finally appeared shortly after 5 o'clock. Mr. Pratt made a long statement, fully exonerating the committee of all blame. The committee found that there were forty-six members present, with 104 represented by proxy; total, 150 votes. Two proxies—those of H. S. Wood and C. R. Zacharias—were rejected, as these voters had ceased to be members of the Board; two telegraphic despatches were rejected, as not being proper form; thirteen proxies received by the Secretary-Editor were rejected, because they were not filled out properly, and were unaccompanied by any instructions.

The Credential Committee held that Mr. Aaron received these thirteen proxies in his official capacity, hence he was not entitled to use them. Mr. Aaron then requested that the names of the thirteen proxies be read, which being done, Mr. A made a long defense, claiming that the proxies had been accompanied by personal letters, which he had left at home; that proxies had never before been scrutinized and their holders catechised so closely, and that this was an entirely new proceeding. The following proxies were rejected: G. N. Osborne, Philadelphia; and F. Lillibridge, Springfield, Ills.; telegrams, and not regular proxy forms. C. R. Zacharias, not a member of

the Board, by reason of his removal from Newark, N. J., to Alabama. H. S. Wood, no longer a member of the Board, by reason of his removal from Philadelphia to Youngstown, O. The following were not accompanied by instructions, and no alternate was named: W. L. Wright, Wheeling, W. Va.; F. S. Heath, Minneapolis, Minn.; C. H. Porter, Winona, Minn.; G. A. Gorgiss, Harrisburg, Pa.; W. C. Stine, Frankford, N. H.; J. S. Miller, Tennessee; E. A. Shields, New Orleans, La.; C. W. Abbott, Baltimore, Md.; and W. L. Surprise, Memphis, Tenn.

The men represented in person were as follows:

MASSACHUSETTS.

H. W. Hayes, W. I. Harris, C. E. Pratt, Abbot Bassett, Dr. Wm. H. Emery, E. G. Whitney, C. S. Howard.

NEW YORK.

Geo. R. Bidwell, W. S. Bull, Fred B. Graves, M. L. Bridgman, John C. Gulick, I. R. Adriance, Knight L. Clapp, C. S. Luscomb, Frank A. Egan, Simeon B. Ford, C. K. Alley, Oscar G. Moses, Albert B. Barkman, N. M. Beckwith, Charles Schwalbach, M. L. Beck, C. D. Butler, I. B. Potter.

MARYLAND.

J. K. Bartlett, Jr., and Geo. F. Updegraff.

DELAWARE.

J. E. Palmer.

CONNECTICUT.

Wm. M. Frisbee, W. D. Williams, E. J. Morgan.

RHODE ISLAND.

Charles A. Davol.

MAINE.

Charles H. Lamson.

PENNSYLVANIA.

E. M. Aaron, Kirk Brown, D. B. Vaughn, Frank Read, John A. Wells, C. H. Holley.

NEW JERSEY.

E. W. Johnson, J. A. Boland, J. A. Wright, J. H. Cooley, G. C. Brown, F. K. Chute.

OHIO.

J. R. Dunn, T. J. Kirkpatrick.

Mr. Butler moved that the report be received. Mr. A. explained that Mr. Zacharias was still a member of the Board; that Mr. Surprise had written him; that he had had a clear understanding with Mr. Gorgiss; that Mr. Porter had written him; that Mr. Heath had sent a proxy in his name. Mr. J. K. Bartlett, of Baltimore, professed to thoroughly understand Mr. Abbott's views, and requested that he be allowed to cast his townsman's vote. After much discussion, Mr. Clapp moved that the favorable part of the report be accepted, and that those proxies which the committee could not accept, be taken up seriatim; carried. Mr. Bartlett moved that Mr. Abbott's proxy be accepted. Mr. Pratt replied that the proxies were presumably sent to the Secretary-Editor in his official capacity, and that he should have placed them in the meeting disinterestedly. Motion defeated, vote 25 to 17.

Mr. Harris made a very clear statement of the points in question, and made three motions which entirely covered the case, viz: 1st. That proxies sent to the Secretary without instructions be not received; 2d. That Messrs. Zacharias and Wood's proxies be void, by reason of their removal from the States from which they were appointed; 3d. That telegrams be not accepted as proxies. The question of a change of residence nullifying a man's membership in the Board brought out much bitter discussion, much of it tedious and wearying. These motions were carried, and then the meeting was ready for the regular business, two hours after it

had opened, and ten hours after it had been called.

The next regular business was the election of a Secretary-Editor, but Mr. Bidwell moved that the regular order of business be suspended, in order to hear the Executive Committee's report. Previous to reading this, a motion was made and carried that the report be not published in the *Bulletin*, and that the newspaper men present pledge themselves not to publish the matter. Mr. Aaron opposed any change in the order of business, but the motion prevailed.

THE EXECUTIVE COMMITTEE'S REPORT.

Unfortunately, owing to the resolutions "gagging" the press—which was rescinded the next day—the newspaper men present did not take notes, consequently this sketch of the report is merely a matter of recollection. The committee consists of President Beckwith, with Vice President Kirkpatrick and Mr. John C. Gulick. The report was based on the findings of an expert accountant, who had been employed to thoroughly examine the books of the Secretary-Editor's office, and to arrange a better system of book-keeping. The committee reported that there had been a loss of some \$1,200 on the *Bulletin* in the last quarter of '86, that the new system of book-keeping had been inaugurated, etc. This report was not very definite, and Mr. Harris asked for the previous reports of the Executive Committee, which had never been made public. At the Boston meeting, May 28, '86, Mr. Wells had made a report in lieu of the Secretary-Editor, who, at the time, had gone south for the benefit of his health. At that meeting, Mr. Wells had been asked what moneys then stood to the credit of the League. The reply was that \$602.73 was on deposit in the N. B. of the Republic, and that \$3,835.50 was on deposit in the Providence Life and Trust Co. Mr. Harris had reason to believe that there was no balance in the Providence Life and Trust Co. at that date. Mr. Wells excitedly arose to a point of order and resented Mr. Harris's public villification of his character, but he was called to order by the Chair, who promised him ample opportunity to vindicate himself. Mr. Aaron desired to present his report—a document of some half-hundred or more pages—but Mr. Harris demanded that the hitherto unpublished reports of the Executive Committee be read. Mr. Gulick then read these reports, the substance of which created a profound sensation. Their salient feature were as follows:

First report, dated June 30, 1886. The first examination of the League's affairs was commenced shortly after the Boston meet, at which it transpired that the affairs in the Secretary-Editor's office were sadly chaotic. Instead of a cash-book, there was a mere receipt and expenditure blotter; there was a bank account in the National Bank of the Republic; the check-books merely contained the total amount of deposits made, and no record of the expenditures was made on the stubs, so that the nature of neither receipts nor expenditures could be ascertained or traced; again, Mr. A.'s personal account was kept with that of the League. There had also been an account with the Providence Life and Trust Co., but the check-books had been mislaid, or at least were unobtainable. The bank account was overdrawn \$56.26. The ledger was loosely kept, and did not contain the proper

references to the other books. The membership book was well kept. The advertisement accounts were not properly kept. The committee recommended a better system.

Second report, dated August 11, '86, and third report, August 31, '86. The matter of these reports was of the highest importance, but the pressmen were pledged not to use it, till notice was rescinded next day, and we write from memory. It appeared that the amount of the printers bill—E. Stanley Hart & Co., of Philadelphia—for 1886, was \$10,000 and odd. The net loss on the *Bulletin* for 1886 was within a few dollars of \$5,000. The committee's expert examiner found that a balance on hand of \$5,900 and odd, which could not be found. This had all been made good by the Secretary-Editor. This report showed that the amount claimed to be in Bank to the credit of the League on May 28, '86, had no foundation in fact. Messrs. Harris, Wells and Aaron had some wrangling over this point. Mr. Harris maintained that Mr. Wells reported at the time that such an amount *is* in bank; Mr. Wells explained that he used no such term as *is*, but merely stated that such an amount *should be* in hand. Our readers can settle the point to their own satisfaction by looking up the stenographer's report of the 1886 meet.

At eight o'clock Dr. Emery moved that the meeting adjourn for supper till nine, but ex-Secretary-Editor Aaron claimed the right to reply to the assertions made in the Executive Committee's reports by reading his own report, which he was certain would prove to the satisfaction of all present his entire honesty in the matter. It was finally agreed that he should read a particular part of his report referring to these charges, before adjourning for supper. This he did, also making a statement. He admitted that his system of book-keeping was, perhaps, wretched; that he had massed together his personal bank account, and the accounts of the League and of another business with which he was connected. For the first six or nine months after the *Bulletin* was established he had received no working capital from the Executive Committee, but supplied his own private means—to the extent of nearly \$2,000—for the purpose of running expenses. Just before the Boston meet he had been very busy, working as much as sixteen hours a day for some time. This undermined his health, and his doctor prophesied softening of the brain—he had previously had an attack of brain fever—if he did not immediately give up work and recreate. He went South, and being unable to return in time to prepare his annual report, he telegraphed his intimate and friend, Mr. John A. Wells, to go through his books and do the best he could. As most of our readers know, the general dissatisfaction over Mr. Wells's report, resulted in the subsequent investigations of the Executive Committee. Mr. Aaron closed with an impressive and effective statement, re-assuring the Board of his entire honesty, all of which, in the minds of a large number of the members present, offset the damaging statements of the Executive Committee.

The meeting was then adjourned till nine o'clock. Supper was hastily partaken of, and the members of the Board walked up and down the corridors, discussing the exciting themes furnished by the Executive Committee's reports. Mr. Harris, who had

cross-examined Messrs. Aaron and Wells at great length, and obtained from them damaging admissions and contradictions, had the pleasure of being called a persecutor and other pet names.

ABBOT BASSETT IS ELECTED SECRETARY-EDITOR.

Shortly after nine, the meeting was called to order. Mr. Schwabach moved that nominations for the Secretary-Editor be received. This provoked general disorder, Mr. Aaron and his friends claiming that his report should first be read. The latter, by the way, had all gone over to one side of the room, so that the two parties, Mr. Aaron and his opponents, faced each other. Mr. Aaron raised the point of order that the recent appointments of the President had not yet been ratified, which was the usual proceeding. Mr. Pratt moved that they be confirmed. Mr. Bartlett amended that the appointment of the Secretary-Editor *pro tem* be included in the list. Just as the President was about to put the question for voting, Mr. Pratt, discovering that the passage of this amendment would confirm Mr. Wells' appointment till the annual meet, arose and denounced the underhand purpose of the amendment in crystalline language. Mr. Kirkpatrick made the point of order, that Mr. Wells' appointment was until that date, and therefore expired then and there. This quelled the chaotic discussion, the amendment was withdrawn, and Mr. Schwabach's motion, that nominations be received, was carried by a vote of twenty-nine to thirteen. Mr. Bartlett called for a proxy vote, but the chair decided that the call was too late, that a vote once announced was final, and that the question of order of business did not affect voters by proxy, but simply those who were present in the flesh.

Mr. Bidwell, in a few well chosen words, nominated Mr. Abbot Bassett, of Boston; nomination seconded by Mr. Dunn. Mr. Bartlett then nominated Mr. Wells. Upon motion, nominations were closed. At this point, the manner of voting elicited much discussion; finally, at the suggestion of Mr. Dunn, each man was called to the table by the tellers, the number of votes he was entitled to was called out, and after dropping in his ballot, upon which appeared his name and the number of votes cast, he resumed his place. During this lengthy performance, both sides were in a state of acute tenseness, but Mr. Bassett and the members of the press had counted the vote as it proceeded, basing their calculations on the expressions of the men in debate, so that they knew before anyone else that he had received a majority of certainly not under thirty. The official result was:

Bassett, 85. Wells, 51.

As this was the most interesting feature of the meeting to many members, a large number immediately left, and after some discussion—the out-of-town members objecting to such a procedure—the meeting was adjourned till 9.30 on Tuesday morning. It was exactly 11 o'clock when the room was cleared. This was probably the most important and fruitful day in League history.

SECOND DAY'S MEETING.

On Tuesday morning, the meeting was not called to order at 9.30, as a quorum did not arrive till 10.15. Dr. Beckwith was in the chair, with newly elected Secretary Bassett discharging the duties of his new position. A much smaller number was present than attended Monday's meeting, and the absentees were noticed to be, with a few exceptions, the supporters of Mr. Aaron.

Business was opened by a call for the Secretary's report, but neither Mr. Aaron nor Mr. Wells were found to be present. It was learned that they had gone to Philadelphia, taking with them the report of the credentials committee, besides the list of members present on the day previous. Mr. Pratt then arose and asked a number of questions, which elicited the following facts: That the Ex-Secretary-Editor and the Ditto *pro tem* were not in town; that the Ex-S.E., had refused to turn over to his successor the League's mail box—the well known 916—or any of the appurtenances of the Executive office in Philadelphia; that the use of said office had been denied his successor; that the Secretary-Editor had offered to resign some time since, providing Mr. Wells was appointed his successor; that the loss of \$5,000 on the *Bulletin* in eighteen months was extraordinary, and unaccountable, and proved that the *Bulletin* had been extravagantly managed. All of these things were against the best interests of the League. Mr. Pratt also made

the following points against the Secretary-Editor, *pro tem*, Mr. Wells: That he had been an employee in the Secretary-Editor's office; also a member of the firm of E. S. Hart & Co., which printed the *Bulletin*; that Mr. Wells had received commissions on advertisements, some of which were not secured by his efforts; that upon the announcement of the result of the ballot for Secretary-Editor on the previous evening, Mr. Wells had demanded the amount due E. S. Hart & Co., which the board of officers had paid. In consideration of all these things, Mr. Pratt moved a vote of censure on these two officers. Mr. Davol spoke and stated that the true state of affairs should have come out at the previous day's meeting; that many of those who had gone away feeling that Mr. Aaron had been unfairly treated, might have been made to see things in a different light. Mr. Harris also spoke, explaining that he felt it to be his duty to get to the bottom facts, however unpleasant such procedure might be to himself and others, and referred to the applause, which at Monday's meeting, had greeted a whispered "Persecutor," when he had assumed the very unpleasant role of inquisitor. Mr. Harris claimed that the League had been defied and insulted, and he recommended that the new Secretary-Editor go at once to Philadelphia, accompanied by a lawyer, and take possession of the League's property. Mr. Bassett urged the doctrine of peace, by which Mr. Pratt replied that the late Secretary-Editor was entitled to no consideration at the hands of the League. Mr. Pratt created some amusement by reading a selection from the L. A. W. Handbook, page ninety, section second, wherein appears the qualifications necessary in a Secretary-Treasurer. It was also stated, that immediately after the meeting of the day previous, the disaffected members of the board had held a meeting in the hotel, at which it was proposed to start a Southwestern League, but wisdom prevailed, and no steps towards the formation of any organization were taken. The vote of censure on Messrs Aaron and Wells was then passed unanimously. Mr. Pratt then moved a vote of thanks to the President and the Executive Committee, for their intelligent labors and efforts to adjust matters in the *Bulletin* office. Carried.

Mr. Pratt moved that the Executive Committee be empowered to take such steps as they deemed necessary to assist the Secretary-Editor to get possession of the books and appurtenances of the *Bulletin* office. Carried unanimously.

Mr. Harris moved that all restrictions on the press be renewed. He based his motion on the ground that if any part of the proceedings were kept secret, the membership-at-large might easily believe that the Board has suppressed matter detrimental to themselves, that "gag" law had been resorted to in order to elect Mr. Bassett, and that ex-Secretary Editor Aaron had been shabbily treated. Mr. Kirkpatrick supported these views and stated that the Executive Committee was tired of concealing the true state of affairs from the members at large, every one of whom had a right to know the truth and nothing but that.

He felt that the action of the ex-Secretary Editor had done more to justify their course than any other thing could possibly do. He felt sure that the members would appreciate the motives that prompted them to conceal the financial condition of the League until such concealment was no longer possible, and that each and every one would put his shoulder to the wheel and roll the League high up the plain of prosperity. Motion to remove all restriction on the press carried.

Mr. Pratt then moved that the Executive Committee be instructed to prevent the publication of the *Bulletin* of January 21, until they had carefully revised it; carried. Mr. Pratt moved that the President be recommended to remove from office Representative Aaron and Chief Consul Wells, on charges of malfeasance in office. Mr. Holly of Penna., seconded this motion and assured the Board that his division would heartily endorse their action. Motion carried unanimously.

At this point, two p. m., President Beckwith was compelled to resign the chair to Vice-President Kirkpatrick, being called away by urgent business.

Mr. Pratt moved that the printing, advertising and other accounts be examined by a committee that the cause of the great loss on the *Bulletin* might be ascertained, carried.

TREASURER'S REPORT.

| | |
|---------------------------------|----------|
| Balance on hand Sept. 9, 1886. | \$302.10 |
| <i>Expenditures.</i> | |
| Veysey & Veysey, Expert Accts., | \$250.00 |
| Traveling expenses | 116.12 |

| | |
|---------------------------------------|--------|
| W. I. Harris, Committee expenses | 21.30 |
| R. & P. Committee expenses | 6.65 |
| J. C. Gulick, Committee expenses | 49.46 |
| T. J. Kirkpatrick, Committee expenses | 15.30 |
| Buffalo Meeting, Stenographer | 50.00 |
| Printing, | 3.25 |
| Sanford Lawton, Expenses | 10.29 |
| Racing Board expenses, | 122.00 |
| Expenses of Presidents office | 52.33 |
| T. J. Kirkpatrick, Expenses, | 50.50 |
| Printing, | 1.00 |
| Abbot Bassett, Expenses | 69.25 |

Jan. 15, '87. Cash on hand, \$484.65

OTHER REPORTS AND BUSINESS.

The Secretary-Editor's report not being obtainable, the matter was referred to the Executive Committee with power to act.

Mr. Potter then presented a resolution in behalf of the N. Y. Division, the purport of which was as follows: In the last issue of the *S. W. Gazette*, appeared two paragraphs, which, in the opinion of the N. Y. Division, implies that Dr. Beckwith receives a commission for the sale of League uniforms from Messrs. Browning, King & Co. The resolution provided that an investigating committee consisting of the C. C.'s of New York, Connecticut and Massachusetts, be appointed to fully investigate these charges. President Beckwith had suffered much annoyance from their publication and the motive of the resolution was to fully exonerate him of the charges implied.

Transportation committee did not report, but Mr. Bidwell reported that the N. Y. Central R. R., had sent out a circular announcing the carriage of bicycles free on local trains.

The Touring Board made no report.

Upon motion of Mr. Bassett, it was resolved to recognize the jurisdiction of the N. A. A. A. A., over such sports as come within their province, but that the League recognize the ruling of no other American wheeling organization. This of course refers to the A. C. U.

Mr. Pratt moved that the Secretary-Editor issue an L. A. W. hand-book, to contain the newly amended Constitution and By-laws of the League, the price of which is not to exceed ten cents, carried.

The Membership Committee made no report, though a letter was read from its chairman, Mr. E. F. Hill, who has been too ill to attend to League business, but promises to do so at the earliest possible date. Meanwhile, eighteen men have sent in their life membership fees, and the lists not having yet been approved, these men talk of suing for the return of their wealth. If these gentlemen be not rash, all will yet be well.

The Rights and Privileges Committee, through its chairman, Mr. Pratt, made a report. The only case undertaken by the committee was that of the Wilmington, N. C. Wheelmen, who were endeavoring to establish their right to ride on a turnpike road in that vicinity. The wheelmen had striven to get on a test case, but were finally compelled to charge one of their number with trespassing. A lawyer was retained by the League and the case tried, the defendant being fined one cent. The case was appealed, but has not yet come off. The R. and P. Committee urged them on and promised to defray the expenses of the appeal case, for all of which Chief Consul James L. Yopp expresses his thanks. Many applications for advice have been satisfactorily disposed of, and some divisions have conducted cases on their own account. The petition of the New York Club *in re* the Oranges Ordinance was duly received and filed.

CHANGES IN LEAGUE BY-LAWS.

Mr. Luscomb moved that Chief Consuls appoint representatives and fill all vacancies subject to approval by the President, carried.

Dr. Butler moved that in future that no action of members present at a Board meeting can be negated or nullified by a subsequent mail vote for members not present, carried.

Mr. Bassett moved a technical change in the amateur rule, to wit: instead of "forfeits his amateur standing," it will in future be: "ceases to be an amateur."

Mr. B. also added another clause to the amateur rule, prohibiting the acceptance of payment from any agent, importer or dealer for riding the cycle.

A number of changes were made in the Constitution and By-Laws at the recommendation of the Rules and Regulation Committee, slightly modified by amendments offered by members of the

Board. These will all appear in the *Bulletin* in time, and are too lengthy to recapitulate here, but the more important changes were as follows: The Divisions shall in future receive twenty-five per cent of the initiation fees, as well as the usual proportion of dues hitherto paid them. That in future the Secretary-Editor shall publish a balance-sheet of the League every three months. That the receipts from life membership be held as a reserve fund, unless the Executive Committee order such moneys to be otherwise expended. That the "general" meeting will henceforth be known as the "annual" meeting. That League clubs may choose one or more of their members to represent them by proxy at the annual meet, who may not cast more than fifty votes each. That instead of four men being enough to protect a member, ten in future will be the necessary. The definition of a League club has been changed as follows: "Any cycle club in the United States, that shall have and observe in its By-Laws, a provision rendering it obligatory upon every member to join the L. A. W. shall be a League club, and entitled to all the privileges accorded League clubs under the By-Laws."

The program for the League meet, adopted at the recent meeting held in St. Louis, and published *exclusively* in last week's WHEEL was adopted. The date of the meet is Friday and Saturday, May 20th and 21st. President Beckwith was appointed Marshall of the parade. Upon motion of Mr. Bidwell a committee on a new uniform was appointed, consisting of Messrs. Bidwell, Beckwith and Johnson. A committee was also appointed to protest to the C. T. C. against its adoption of the L. A. W. badge, which is patented, and especially used for the League.

At four o'clock the memorable meeting adjourned, and as the writer came out into the frosty air, he could not help thinking that it had indeed been a cold day for certain League officers.

HARTFORD NOTES.

About thirty members of the Connecticut Bicycle Club, taking advantage of the fine sleighing, went to New Britain a few nights ago and had supper, after which they were "taken care of" for several hours, by the members of the New Britain Club (social). The unanimous verdict is "never had a better time."

At the last meeting of the Wheel Club, they passed a vote to obtain a charter making them a corporation.

Last week we tried crust sliding on an Indian toboggan; now sliding in a chute seems as tame as riding in a hall after a good road. There is something wildly exhilarating in going down a hill, at the rate of a mile a minute, over ditches through bushes and not knowing when we may strike a tree or a stump; but crust strong enough to slide on is a rarity here—"Ye Gods give us crust," (Gen. Putnam).

The annual circular of the Chief Consul, Connecticut division L. A. W., is now in press and will be out in pamphlet form, this week. It contains a short address by the Chief Consul which shows clearly the object of the L. A. W., and what it does for its members.

Mr. C. G. Huntington the Chief Consul, and a prominent member of the Connecticut Bicycle Club, adds some figures that will be of interest to the wheel world in general and then reiterates his determination to retire from his position at the expiration of the league year. This decision is much to be regretted, for it will be hard to find a successor who will do as much for the division as this energetic and popular officer has done. F. F.

CHICAGO B. C.—At the annual meeting, Jan'y 11th the following officers were elected: President, R. Phillip Gormully; Vice-President, John C. Ellis; Captain, Fred A. Ingalls; Sec.-Treas., Richard J. Schmitt; Quartermaster, Samuel B. Wright.

NOTES FROM THE ORANGES.

The wheelmen are getting out of patience at the way the snow holds out, and grumble considerably at the rest their wheels are having.

The board of directors of the New Jersey Cycling and Athletic Association will hold a meeting this coming Saturday at Oraton Hall, to decide some important matters concerning the purchase of their grounds at Roseville. The stockholder's meeting recently held was a rather lively one and somewhat gusty, but all appearances indicate that the official board is good timber, and the association staunch.

By some oversight the Union County Wheelmen find themselves without a permanent club-room, and the boys are looking out for a steady home. Present indications are that they will have a new club-house in the spring, when the flowers bloom, tralala, and if they do, it will be something fair to look upon, as they do nothing by small measure out at Westfield. The club intend to enter a team at the next race of the Road Racing Association, but are in a quandary as to whom to enter, as almost every member of the club desires to go in. As the best manner of determining who shall enter, they have decided to have trial runs over the Irvington-Milburn course, and select the fastest men. I notice that E. R. Collins, ex-editor of RECREATION, has recently joined this club; he ought to be a good one for this race, as he has ridden over this course something over one hundred round trips during the past summer, rolling up a distance of over 2,300 miles.

"Great Scott!" exclaimed one of the boys the other day, "I wonder if the 'Owl' ever heard a chestnut bell?"

When the office of Chief Consul is mentioned, it is sometimes asked: "Why would not Dr. F. A. Kinch, Jr., make a good Chief Consul?" and sure enough, why not? The doctor is a great favorite, an enthusiastic worker, and eminently fitted in every way for the office, but, another question remains to be answered, would he accept? which is doubtful, as he is a very busy man.

"Always drop a hot cake before it burns you" is a maxim that seems to have been present in the mind of the retiring Sec-Editor. Though a great many are sorry to see him retire, and he takes their well wishes with him.

"Did you know that there were more than one League?" asked the old stager of the recent member, thinking to get a joke on him. "Yes," was the quick response, "there is 20,000 Leagues under the Sea." When the old stager had recovered, his hair had turned a dirty white. S. TAR.

ANNUAL MEET OF THE ELIZABETH WHEELMEN.

The annual meeting of this club was held at their headquarters, Jan. 12th. The Secretary reported a membership of sixty-five, of which eight are ladies. The following officers were elected for 1887:—President, H. E. Duncan, Jr.; Vice-President, T. Bergen; Secretary, Geo. C. Pennell; Captain, Geo. J. Martin; 1st Lieut. L. B. Bonnett; 2nd Lieut. L. K. Hazard; Color Bearer, Hallet Caldwell; Bugler, S. B. Bowman; 1st Sergeant, A. S. Brown; Club Surgeon, Dr. Oliver; Counsel, J. C. Garrettson; Trustees, E. A. Faulks, C. H. Hutchinson, A. S. Crane, J. C. Clirehugh and P. A. Oliver.

THE L. A. W. MEET.

A number of influential active Western League members met at St. Louis, on Sunday, Jan'y 10th, for the purpose of arranging the details of the League Meet. Among the gentlemen present were:—B. B. Ayers, Edwin Oliver and C. R. Griffith, of Chicago; A. B. Irvin, C. C. of Indiana; Dr. C. C. Johnson, Detroit, Mich; G. Slaight, Moline, Ill.; J. A. Gleason, Tipton, Ind.; H. E. Rouse, Peoria, Ill.; T. W. Overdell, Kansas City, Mo.; and J. W. Neil, Mine La Motte, Minn. The St. Louis representatives were: C. C. Rogers, Sec.-Treas. Lewis, Geo. C. Oeters; W. M. Brewster, D. A. P. Cook and J. E. Smith, of the Missouri Club, and A. K. Stewart and L. S. C. Ladish, of the Ramblers. After some discussion, it was decided to have but two days of the meet, and Friday and Saturday May 20th and 21st were decided upon as the dates. The representatives of the *American Wheelmen* proposed that a three days meet be held, and a road-race be given at Clarksville on Saturday. This plan was not received with much favor. The programme, as finally adopted is as follows:

FRIDAY, MAY 20th.—9 A. M. Board of Officers' meeting; 11 A. M. general meeting; after dinner, excursion down the Mississippi River to Montesano Springs, visiting Vulcan Iron works, Indian Cave, and other points of interest; on return trip, dancing will be in order, the main deck of the steamer affording plenty of room for the purpose.

SATURDAY, MAY 21st.—10 A. M. Annual parade, line of march ending at Forest Park, where dinner will be served; 3 P. M., race meet; in the evening, grand banquet at the Lindell hotel.

Doubtless a number of visitors will remain on Sunday and Monday to witness the Clarksville fifty mile road race. An excursion will be made to Clarksville on Sunday, and after church, which it is proposed the wheelmen shall attend in a body, the superb roads of this section will be sampled.

MINNEAPOLIS NOTES.

The weather is in a never-failing topic in this latitude, and as we have had almost all graduations between zero and 50° below this past week, the topic has been more fruitful than ever. There is a pleasing delusion carefully fostered by old settlers here, that in such a "dry" air, extreme cold is not felt, a statement which the number of fur coats and wraps indulged in would seem to contradict. For myself, whenever I hear the familiar statement, I am reminded of a little story. In the wilds of Dakota, where the air is still more "dry," and the thermometers are built still larger and allow more movement of the mercury, there lived a well-meaning settler, who desired to have family prayers instituted in his household. It was his duty to lead in prayer, and he faithfully proformed it. One winter morning, when the mercury was making 40° below zero, and all the land was wrapped in its cold white mantel of snow, the settler seated himself and opening the Book of Common Prayer at random, started in with the beautiful prayer that "copious rains may descend upon the dry and parched land. Comment is necessary.

In spite of the cold weather, the amateur 'cyclists of this city are arranging for a long

distance ten hour championship of the Northwest, to be run, commencing at 1 P. M. the 15th of February, at Washington Rink. Some seven or eight entries are expected. the fee being but \$1. Entries are to be made to Mr. S. F. Halts, who acts as referee. An honest race is assured, and we hope for a full attendance. The first prize is a silver cup valued at \$50, and the second and third prizes will also be worth making an effort for.

This past week, we have had Richard Mansfield here in "Prince Karl," and as I am informed he is a wheelman, and a member of one of the Boston clubs, I would like to comment favorably on his appearance in knee-breeches in two of the acts, and his infinitely more picturesque appearance when contrasted with the other men in the company, either in street or full dress. In the last act he appears in full dress as regards the upper part of the person, but otherwise clad in black knee-breeches, and silk stockings. This costume admits of the utmost freedom of motion, and still serves to show off his figure to advantage. Such use of the costume cannot fail to familiarize people with it, and perhaps bring about a decided change in dress, at no late date. All this to your New York readers is perhaps very old, but others situated like myself, may not be as familiar with the stage and its actors.

The riding school which starts to-morrow, will give many an opportunity to indulge in their beloved sport, even if on a small scale, and help to get one in shape to stand the enervating feeling which Spring always brings with it here.

If it were not for the extreme cold winter riding might be indulged in here with a good deal of success; the snow and ice is getting as hard as so much iron. Those trying it report that cement freezes, causing trouble in the Spring, and that fellows and backbones shrink "wisibly." L. B. G.

Jan'y 10th, 1887.

WHEEL GOSSIP.

On Dec. 28th, Richard Howell was given a dinner, at which he was presented with a Silver Tea Service, as a wedding gift, by the proprietors of the "Rudge" works. The "champion" was married on Dec. 2nd '86.

The Chelsea Club members have wisely decided that, instead of going into Boston and having a grand elephantine \$250 feed, they will have five fifty cent suppers. It's a pity the members of the Chelsea Club must economize, with millions of surplus in the Treasury.

The lady riders of Orange have been sending Daisy, of the—but there is only one Daisy—their mileages for the season of '86. Mrs. J. W. Smith, has ridden 2,643-½ miles, of which 2,228½ miles were ridden on a tandem. Mr. and Mrs. Smith used a Cunard tandem, made to order; it is a marvel, and has been borrowed and ridden by a number of the gudemen of Orange and their wives. Mrs. L. H. Johnson claims a modest 1,058 miles, nearly 1,000 miles behind her 1885 record, of which 520 miles were ridden on a single, and the remainder on the tandem. Mrs. L. H. Porter has the second highest record, 2,305 miles, of which 1,671 were ridden on the tandem.

MY FIRST TOUR.

(Continued.)

The fourth day, Monday, we entered the part containing the famous Thousand Islands and here there was always something of interest, from the small islands with the simple tent of the camper to the the gorgeous hosteliars at Alexander Bay. This part passed all too soon, and we entered Lake Ontario almost with feelings of regret. Albert, my friend, beginning to be himself again, was impatient to try wheeling. We landed at Kingston about 3 P. M., and hardly stopping for a look at the city, mounted our wheels and pedalled away towards Napanee. It was almost our first experience of really fine roads, and the twenty-five miles to Napanee soon passed away. A very fair hotel, of which I have forgotten the name, gave us all we required in the way of food and sleep. The following day was fine and warm, and after several false starts—in fact, I think we rode all over Napanee before getting the right road—we got under way. Roads were good, hills easy, and the only thing to mar our pleasure was the number of people driving in, some as far away as twenty-five miles, to see the great and only P. T. Barnum's show. I can honestly aver that we dismounted twenty-six times for the satisfaction of drivers, whose horses seemed never to have seen a bicycle.

ONE GIDDY STEED

of twenty-three summers attempted to cut circles with the carriage, and when his aged driver was advised to "touch him up with the whip," he merely grasped it tighter, muttering: "What you fellows want is the whip, b' gosh!" We took the hint and quickened our pace, giving no more advice. Belleville was made about noon, and it being before "Big Four" tours had carmined the country and demonstrated the wheel's capacity, our advent created quite a stir. The inevitable local reporter was on hand, and we assured him that the twenty-five miles from Napanee had been covered in three hours, etc., all of which appeared in the evening paper. This place has a promising bicycle club, with an enterprising captain, and they, finding us out at the hotel, gave us courteous welcome, and offered to act as escort the next day, if we would remain over night. Nothing loath, for the twenty-five miles well contented us, we concluded to stay. The Defoe House, at which we stopped, is clean and comfortable, and an early breakfast was served us very accommodatingly. Some six or eight of the Ramblers led the way, and the roads proved fine. Occasional stops were made at houses of their friends for milk, pies, etc., and the way in which they were brought out and pay refused, gave us a high idea of Canadian hospitality. Our pace was retarded by a head wind, which blows down the lake during the months of July and August, and twenty-two miles of that sort of thing fully satisfied the Belleville boys. After lunch at a small village, we reluctantly said good-bye, and started on for Newtonville, under the guidance of a Mr. Bonles, a government engineer, and one of the most enthusiastic wheelmen I have ever met. The wind died away somewhat, but it was about dusk when we climbed wearily up a long grade, and dismounted at a small but neat hotel there. Excellent beds and supper were welcome but our good friend Bonles departed on

a sixteen mile run to visit a friend, whom we suspected to be of the gentler sex. Well, that's long ago, and I've no doubt that long ere this, the infant Bonles's have been trained up in the way they should ride.

Fine weather seemed to cling to us, and we started for Port Hope in good season, reaching there at noon, after passing through Cobourg, we took dinner at the Queen's Hotel, I believe. Here, to my dismay, my friend, who had been troubled with his saddle's chafing him the day before, announced that he'd had enough of it; should take the train for Toronto that p. m. Well, I was loth to go on alone, but there seemed no help for it. Borrowing what cash he could spare, I saw him off on the train, and then wearily climbed the long hill leading out of Port Hope, and struck off for Bowmanville and Newcastle. *Somewhere* I made a wrong turn, and after gradually winding up to the top of a range of high hills, I dismounted to inquire the right way, and get the customary bowl of milk. The old farmer quickly broke to me the fact that I was on the wrong road, and seven miles out of my way. I hated to turn back, and finding there was a sort of cross-country road led over to the right one, I assiduously set out on it. It may be well to explain that the only good roads in Canada are those under Dominion care, and the others, merely made to obtain possession of land, are mere holes in wastes of sand that it were base flattery to term roads. I traveled on and on, occasionally riding, more often walking, inquiring my way when possible, crossing swift cold brooks, over reeds, log-bridges, passing scattered settlers, who wanted to know what I called that thing I was trundling, and with a sarcasm wholly unintentional, asked me to "get on and ride a little." These section-roads seemed to have no end, but at last a path led me out in front of a genuine Irish cabin. A small dog, showing his teeth in an ugly way, and with hair gradually rising on its back, cautiously fell back as I came nearer, and refused to be pacified, even at the order of his mistress, who had come out in hot haste. She and her two daughters looking, as I should imagine, the Irish peasant girl would appear, assured me I was on the right way, and had but three and a half miles further to go. The next man I met made it the same distance, and near dark a small boy, driving cows homeward, simply added half a mile, but the road by this time had grown ridable, and at 7 p.m. I emerged on the high road. It was seven miles to Newcastle, and I covered that in thirty minutes, drawing up at the hotel in a nearly played-out condition. The old saying about experience and the kind of pupils she generally has come, to my mind, and I concluded that one lesson on Canadian section-roads would last me for a lifetime. A glass of something cheering, a good supper and bath left me feeling much different, but fully ready for sleep's visitation.

Finding Toronto but fifty miles away, I resolved on a strong effort to reach it the next night, and with that in view made an early start. The day was hot, roads growing more and more dusty, and the grades had a decidedly upward tendency. A stop for dinner was made at a small hotel with the large name of Queen's Hotel, but the name failed to compensate for a poor dinner, and I concluded that Her Majesty must be unaware of the state things were in at her

hostelry. After dinner the road grew worse and worse, and near Toronto, resolved itself into a series of ruts just far enough apart to prevent riding safely between, and I was fain to take to a sidewalk nearly as dangerous. This led through the poorer part of the city, and I soon had a numerous escort of yelling children, which increased in number as I neared the business portion. For fear of injuring both myself and them, I dismounted and trundled the wheel, and never hotel appeared more welcome than did the American House. I was told my friend had been there, making but one day's stop, and had then taken boat for Lewiston, N. Y. After necessary rest and repairs of clothing, I wandered around the city the greater part of one day, and then followed his example. The sail across to Lewiston on the steamer "Choracusa" was all too short, and as we neared the wharf, mindful of experiences at Montreal, I got my wheel ready, hastily lifted it ashore, and made as good time up the road as its condition would allow of. "Big Four" tourists will remember the vile state of the roads from Suspension Bridge to the hill near Lewiston, and the steep, stony state of the hill. Well, it was all there even as far back as '82, and a wheelman literally takes his life in his own hands and feet in daring to ride. The "Niagara" House looked high-priced enough, and its being near the Falls was still more in its favor. The day before, Capt. Webb had made his daring but fatal attempt to swim the rapids—witnessed by my friend—and his fate was the chief topic of conversation. Of course I "did" the Falls in the regulation way, first by electric and colored lights at night, and making a closer inspection from all sides in the morning. Under the guidance of Neil Campbell, a local rider, all the good wheeling in the village was tested, and we even crossed the Suspension Bridge to the Canadian side, but were brought to a full stop by the well-known old Carbanes.

As we did not insult him by offering a bribe, the return was sheepishly made, much to Campbell's disgust. Local hackmen were made little richer by my visit, for the wheel carried me over Goat Island and all places of interest that a carriage could be driven in. In the afternoon, I set out for Lockport, and found the country decidedly monotonous in appearance. Roads were sandy, but with a hard surface under the sand, and the twenty-five miles was accomplished by supper time. I put up at the Bates House, and found it no better than the small hotels on the other side of the lake, but with prices higher. Flies outnumbered the boarders by a large majority, and had a better chance at the food. Too tired to look around much, I encountered no local riders, though I understand a club flourishes there. Thus far fair weather had been with me, but waking the following morning, I found a steady down-pour of rain greeting me, and putting a stop to wheeling that day. Having been away for two days, cash beginning to get low, and the idea of loafing alone in Lockport unsupportable, I took the first train East, and at midnight was picking my way down Main Street, Springfield, to the Haynes House, where I slept the sleep of the 'cyclist. To ride from there home was my plan, but at Holyoke the same old storm met me near the depot, and forced me in there for shelter, and later to take train for

home. Thus ended a tour covering several hundred miles, though 'cycling could be credited with but some 250. On this occasion, my McDonald cyclometer simply outdid any previous record by losing an even hundred miles. The total expense was but \$50, and for that amount I have seldom or never received greater pleasure. During July and August it would seem wise to take advantage of the prevailing direction of the wind, and tour towards Montreal, instead of from it. The grades would be more favorable, and the steamer rides from Lewiston still more enjoyable. Should one care to ride through to Montreal, the roads are said to be fair, though not as pleasant and thickly settled country as is the Province of Lower Ontario is. It is my hope to, at some future time, repeat a trip so memorable to me as this proved.

L. B. G.

OF INTEREST TO THE LADIES.

All The Gentlemen Will, Of Course, Read This.
Editor THE WHEEL:

As this is the time to hand in "your records," I thought I would enclose the tabulated records (?) made out for my own use. The riding has been done over common country roads mostly. I only hope that the enjoyable rides taken with Mrs. R., as shown by her table, will induce other ladies to ride. If she can ride forty miles in an afternoon, on an 83 lb. tricycle, geared level, and over ordinary country roads, hilly and sandy at that, I think the light ladies' tricycle ought to be a complete success, in the hands or under the feet of any lady. Mrs. R. is 5 feet 7 inches tall, and weighs about 130 lbs., so you will notice that she is not unusually large or strong.

I wish the ladies would study into this matter a little, and find out how much easier it is to ride a tricycle, when properly learned, it is than to walk, or to ride a horse. Would it not help cycling in many ways if the cycling papers paid more attention to the wives, sisters, daughters and mothers of cyclers? I

mean "cyclingly," of course.

Yours very truly,

JOSHUA REYNOLDS.

RECORD OF JOSHUA REYNOLDS.

| MONTH. | 1884. | | 1885. | | 1886. | |
|------------------|--------------|------|-------|------|-------|------|
| | Dys. | Mls. | Dys. | Mls. | Dys. | Mls. |
| January..... | .. | .... | 2 | 6 | 2 | 7 |
| February..... | 7 | 58½ | .. | .... | 1 | 1 |
| March..... | 13 | 156½ | .. | .... | 1 | 1 |
| April..... | 6 | 69 | 9 | 38½ | 16 | 93 |
| May..... | 15 | 50 | 17 | 94 | 30 | 240 |
| June..... | 12 | 75 | 23 | 220 | 28 | 230 |
| July..... | 14 | 102 | 30 | 285 | 30 | 241 |
| August..... | 13 | 57 | 31 | 372½ | 29 | 301 |
| September.... | 4 | 59 | 29 | 356 | 29 | 453 |
| October..... | 5 | 54 | 29 | 434 | 26 | 325 |
| November..... | 4 | 30 | 17 | 240 | 21 | 281 |
| December..... | 4 | 22 | 6 | 25 | 5 | 45 |
| Totals..... | 97 | 733 | 193 | 2071 | 523 | 2231 |
| GRAND TOTAL..... | 5,035 miles. | | | | | |

Mr. Reynolds commenced riding in '80, but kept no accurate record of his mileage till 1884, though he estimates his three years mileage at 500 miles. His longest ride, without a dismount, was a twenty-six mile score between Stockport and Riverville Lake and return; time 2½ hours.

RECORD OF MRS. JOSHUA REYNOLDS.

| MONTH. | 1884. | | 1885. | | 1886. | |
|------------------|--------------|------|-------|------|-------|------|
| | Dys. | Mls. | Dys. | Mls. | Dys. | Mls. |
| January..... | .. | .... | .. | .... | 3 | 9 |
| February..... | .. | .... | .. | .... | 1 | 1 |
| March..... | .. | .... | .. | .... | 6 | 12 |
| April..... | 7 | 12 | 3 | 14 | 13 | 37 |
| May..... | 12 | 31 | 16 | 76½ | 22 | 102 |
| June..... | 9 | 68 | 13 | 110 | 25 | 140 |
| July..... | 11 | 61 | 6 | 18 | 25 | 158 |
| August..... | 4 | 11 | 11 | 69 | 20 | 166 |
| September.... | 3 | 43 | 25 | 200½ | 23 | 252 |
| October..... | 3 | 51 | 21 | 112 | 5 | 23 |
| November..... | 3 | 24 | 9 | 52 | 14 | 140 |
| December..... | .. | .... | 4 | 13 | 4 | 26 |
| Totals..... | 51 | 301 | 107 | 655 | 161 | 1066 |
| GRAND TOTAL..... | 2,032 miles. | | | | | |

Mrs. Reynolds improvement is best shown by her successive "longest rides" for each year. In 1884, she rode 26½ miles in four hours; in 1885, she rode from Stockport to Troy, 35½ miles in seven hours; last year, 40 miles were ridden in six hours. Mr. and Mrs. Reynolds use "Columbia" trikes.

THE CELEBRATED

PIANOS. SOHMER PIANOS.

ARE AT PRESENT THE MOST POPULAR,
AND PREFERRED BY THE LEADING ARTISTS.
Nos. 149 to 155 E. 14th St., New York.

REPAIRS! REPAIRS!
— TO SAVE DELAY —

And expense, send your machines now; we are prepared to do repairing cheaper and quicker now than ever before.

Oraton Hall, Newark, N. J.

HOWARD A. SMITH & CO

EXTRACT**FROM "CUNARD CYCLE COMPANY'S" PROSPECTUS:**

"D. ROGERS & CO, Limited, of Newark, New Jersey, will continue to act as agents for the United States. In a recent communication from them they state that the Cunard machines are very popular, and they anticipate a large increase of orders for next Season."

D. ROGERS & CO., LIMITED.

Incorporated under the Laws of the State of New Jersey.

CAPITAL \$100,000.

In 20,000 Shares of \$5 Each.

ISSUE OF 5,000 SHARES.

Payment to be made as follows: \$2.00 on application, and \$3.00 on allotment.

DIRECTORS: James Smith, 677 High St., Newark, N. J.; D. H. Rogers, 75 Clinton Ave., Newark, N. J.; G. S. Woolman, Orange, N. J.; and two other Directors to be elected at first meeting of the Shareholders.

BANKERS:

MANUFACTURERS' NATIONAL BANK, Newark, N. J.

COUNSEL:

Messrs. COULT & HOWELL, 766 Broad St., Newark, N. J.

PROSPECTUS.

This Company was organized on August 2, 1886, for the purpose of carrying on the sole United States agency for the sale of the celebrated "Cunard" Bicycles and Tricycles, manufactured by Frank Gibbons of Wolverhampton, England, and appointing sub-agents therefor, and although its business commenced so late in the season, it has met with unprecedented success, and is already in receipt of numerous testimonials from American wheelmen.

In December, 1886, however, Mr. Gibbons' business was converted by him into a Limited Company, under the name of "The Cunard Cycle Co." with a capital of \$250,000, which amount was *subscribed several times over* by public subscription. The following gentlemen constitute the Board of Directors of the English Company:

Viscount Paddington, Major Harry Creigh, Sir Stephen Hill, C.B., W. H. Maitland, C. & M. E., and Mr. Henry Osborne, late manager of Messrs. Rudge & Co., Limited, of Coventry, England, who has been appointed Manager of the "Cunard Cycle Company," reports as follows:

"London, Nov. 26, 1886.

"The Directors of the 'Cunard Cycle Co.'

"Gentlemen: I have been to Wolverhampton, and carefully inspected the works and plant of the 'Cunard' Co. "These works require to be extended to be able to turn out 3,000 'Cunard' machines per annum, but with additional "buildings and machinery, for which I have specified, which will cost the sum of £7,000, this could be done and would "show a profit of 25 per cent. on the capital of £50,000. This result is obtained, to my knowledge, by the principal "firms in the trade at Coventry, and with Mr. Gibbons' machines, *which are equal to those of any other maker, and are "becoming very popular*, there would be no difficulty in realizing this result.

(Signed) HENRY OSBORNE."

D. Rogers & Co. have secured most favorable terms from the "Cunard Cycle Co.," and it is on this account, and to provide for the increased business expected in the Spring; also for the purpose of establishing branch depots in the most important cities, that the extra capital is required.

It is a notorious fact that all the existing companies for the manufacture of Bicycles and Tricycles are paying *enormous dividends*, and that the public have, until now, had no opportunity of participating in such profits; the capital in nearly every case having been privately subscribed by a few individuals; and no shares can be purchased even at a very high premium. In the present case, however, it will be readily seen that the low price of the shares (\$5), will enable wheelmen and others to invest a smaller or larger sum at their option, thereby availing themselves of the full benefits arising from such investment in proportion to the amount subscribed.

To enable subscribers residing at distant places, to have the full privilege of their votes at any meeting of Stockholders, the Directors have made adequate arrangements by which such may be recorded by proxy.

As the directors anticipate a very large number of applications, they wish it to be understood that the shares will be allotted in strict proportion to the total quantity applied for. If no allotment be made, the amount paid on application will be returned in full.

Prospectuses and forms of application with testimonials can be obtained at the Company's offices, 75 Clinton Avenue, Newark, N. J. The certificate of organization may be seen at the offices of the Company's solicitors.

J. O'CONNOR,
Practical * Boot * and * Shoe * Maker,
845 SIXTH AVE.,

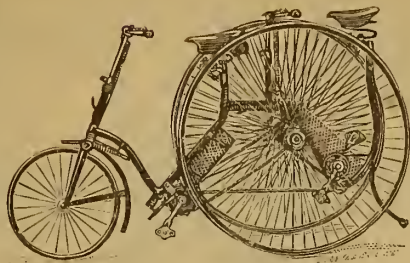
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All kinds of Foreign and Domestic Patent Dressings. A full assortment of Custom-made Boots and Shoes always on hand at Reasonable Prices. Orders of every description promptly attended to and a perfect fit guaranteed.

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F. J. W. JAEGER,
Confectioner and Caterer,
Bonbons, Chocolates, Caramels,
ICE CREAMS AND WATER ICES
OF ALL VARIETIES AND FLAVORS.
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TRY OUR
For Sale,
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and Wants
COLUMN.



D. ROGERS & CO., Limited,
Sole U. S. Agents for the

"Cunard" Cycles,

75 CLINTON AVE., NEWARK, N. J.

Testimonial from T. J. Kirkpatrick, Vice-Pres. L. A. W.

SPRINGFIELD, O., January 11, 1887.

D. ROGERS & Co.

Gentlemen:—Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it might be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine a *pleasure*. I have owned other tandems, but this is *the only one that was worth house room as a convertible machine*. I find it a *perfect machine*, in perfect balance, either as a single or as a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention and if asked to-day, to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine ever will be*.

(Signed) T. J. KIRKPATRICK,

Vice-President L. A. W.

Send in your Orders and don't get left.

RELIABLE AGENTS WANTED EVERYWHERE.

305 MILES IN 24 HOURS!
WORLD'S RECORD.

Made by ALFRED. A. McCURDY over a 50-mile course in Boston on a 48-inch Semi-Racer

*** S * T * A * R ***

WEIGHING ABOUT FIFTY POUNDS.

The semi-annual 25 mile road race of the N. Y. & N. J. T. R. R. A., on November 2, 1886, was won by HARRY J. HALL, JR., in 1 hour 37 minutes and 12 4-5 seconds, on a 48-inch Special **STAR**. H. GREENMAN, the third man in, also rode a **STAR**.

The Star is the Fastest on the road, up hill down hill.

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From Manitoba to the Gulf of Mexico!

From Eastport to the Golden Gate!

THE MAJORITY OF WHEELMEN RIDE COLUMBIAS.

THESE ARE OUR WITNESSES:

Nine Years of hard service upon every grade of American Roads has not
WORN OUT A COLUMBIA.

THE WORLD'S STORY

of the road and path is a recapitulation of the
victories on COLUMBIAS.

*THE * WISE * WHEELMAN * RIDES * A * COLUMBIA.*

The Unwise is getting Wisdom and a Columbia.

THE POPE MFG. CO.,

79 FRANKLIN STREET, BOSTON.

12 Warren Street, New York.

—Branch Houses,—

291 Wabash Avenue, Chicago.

GEO. R. BIDWELL, 313 W. 58TH STREET, NEW YORK.

I rent Rudge and Columbia bicycles and tricycles to responsible and competent riders at reasonable rates.
I sell Rudge and Columbia bicycles and tricycles on easy terms.
I have the most complete and varied stock of wheels and sundries in the city; showing six of the leading makes—**ALL WINNERS.**

Purchasers taught to ride free.
I have a well equipped repair shop and guarantee my work and prices.
Send for my catalogues, terms, etc.