

THE WHEEL

A JOURNAL OF CYCLING

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

VOL. VI.—No. 1.—WHOLE NUMBER 131.]

NEW YORK, APRIL 4, 1884.

(Subscription, \$1.00 a year.
Single Copies, 3 cents.

MY ROLLING RUBBER TIRE.

When the clouds are burst asunder and descend in drops of rain,
And the roads are covered over with a coat of mud and mire,
How I love to sit and listen to the patter on the pane,
And in dreams recall the rumble of my rolling rubber tire.

When the spring-time flowers are blooming, and the daisies in the grass
Seem to nod a sweet "Good morning," in a way that I admire,
How the bird songs seem to mingle, in a chorus, as I pass,
Blending sweetly with the rumble of my rolling rubber tire.

In the evening, in the morning, in the day-light, in the dark,
When the earth is robed in flowers, or in Autumn's grave attire,
What is sweeter to the wheelman, on the road or in the park,
Than the music of the rumble of his rolling rubber tire.

'Tis a sort of solemn sweetness, that is not devoid of pain,
Like the organ tones that hide behind the piping of the choir,
And of all the sounds of Nature, as they join in the refrain,
None so sweet as is the rumble of my rolling rubber tire.

JAMES CLARENCE HARVEY.



It is at all times a source of congratulation for me to record cycling successes and advancement, and for some time past there has seemingly been little else to do. It becomes this week, however, my duty to record both advancement and retrogression. The improved and enlarged appearance and size of THE WHEEL needs no comment of mine to establish its claim to one of the most striking evidences of cycling progression of the season, while, on the contrary, as an evidence of the bigotry and prejudice still existing with certain classes against the sport, I have to mention the exclusion of tricycles from the Riverside drive, and the forbiddance of any rider to appear in other than uniform. The theory of the horsemen evidently being that their aristocratic and supreme equine friends are disgusted at anything but becoming uniforms, and frightened at any vehicle that occupies an intermediate position between the four wheels of their carriages and the two of a bicycle.

Dreamers are never practical, and should therefore carefully approach the knotty questions of practical every day life. My dear friend "Secretary," than whom no better delineator of the romance of dreamland ever lived, rather misses the mark in his last. He takes the romantic instead of the practical view of "L. A. W. for L. A. W. only." The case stands similar to this: Two boys, each given a penny, one invests his in cake and enjoys the eating thereof, while the other, envious of the luxury, stands parsimoniously by and berates his companion because he does not share his cake with him. Is not one boy just as good as the other, and yet why should the one who buys share with him who stingily retains the penny in his pocket, hoping thereby to have the penny and the cake both?

Riders, after an hour's hard work at cleaning their wheels, should remember that "Saponification is the thief of grime," and remove all traces of their labors before reappearing before their non-cycling acquaintances.

It's the best exemplification of the spread of cycling that can be evidenced, when one notes the fact that hardly any important event can occur without acting upon the wheel interests. The recent riot in Cincinnati was an exemplification of this. Messrs. Kittredge & Co., of that city, the enterprising cycle dealers, had their store gutted by the mob. I have anxiously watched the papers, expecting to see some accounts of the rioters being, in consequence thereof, mounted upon Experts and Howards, and furiously charging the bold militia; but so far have been disappointed.

The "Dogberry" justices of Nashville have attempted to forbid cycling upon the streets of that city, but were somewhat surprised when served with copies of the decisions contrary to their rulings as issued by the L. A. W., and yet some there are who foolishly still propound the query, "What good is the League?"

In September, 1880, this paper was established by its present editor, and was then considered to be in every respect perfect and contained then 216 running inches of matter. Improvements still followed, and on April 4th, 1883, it was still further enlarged to twelve pages of three columns, containing 324 running inches. This improvement was also memorable by the first appearance of a new heading, and the ornamentation of the head of this column by the pictured likeness of my imperial self. Still this week sees further strides towards the apex of cycling journalism, and finds THE WHEEL out with an improved heading to its 8 page contents, in the 32 columns, of which are found 384 running inches, a net gain of 60 inches of reading matter to its subscribers. "Nothing succeeds like success," is both old and true, and the continuous improvement and advancement of THE WHEEL has long since placed it in the van of cycling journalism, both in America and England, and I feel no hesitancy in proclaiming for it but one fault, its subscription price of \$1.00 per annum is less than one half its value for that time.

My praise of the grace and manly form of my old friend Weston, as shown upon the cut of himself and a lady mounted upon a

Sociable, has not been lost upon "The Cycling Publishing Co.," and they have shown their appreciation of it, by placing him in the new heading of THE WHEEL, thus making him journalistically as he is actually, as the "head of cycling in America."

In my last notes my insertion of the real name of he who is world wide known as "Karl Kron," has brought me a host of inquiries as to the real name of myself and others whose *nom de plume*'s have frequently appeared before. Among these were repeated queries as to who the writer was who oft in the past, and occasionally in the present, wrote to a neighboring cycling journal lengthy and wearisome articles upon the ethics of various wheels, and signed them "Ixion." Being a New Yorker and fearing that my nearness to a club of that name might make me a prejudiced historian in this matter I addressed an inquiry to my friend Puck, asking "who Ixion was." Puck, however, is not as well posted in cycling as in ancient mythology, and therefore took my question to apply to old father Ixion himself, and not the usurper of his name, and in consequence of this misunderstanding gave me the following reply: "Who was Ixion? who was Ixion? You say you have read the classics, and don't know who Ixion is! Away with you out of this fardels, etc. for not knowing this. Why Ixion was the man who was always at the wheel, and turned the roulette wheel in an ancient gambling house."

WHY NOT SUPPRESS THE MOB?

Editor of The Wheel: I ask that question in reference to the League parade, appointed for the 20th of May at the city of Washington, and I use the word "mob" as a convenient term for designating any fragmentary representation of clubs below the minimum standard of eight uniformly clad men.

No question of right or privilege is really involved in the matter. The hundreds of club men who will go to Washington in groups of twos, or threes, or fours, can have all the fun they want at the races, the dinner, the social gatherings, the independent spins about the city, and will in fact individually enjoy themselves a great deal better if released from the bore of taking part in a parade which their presence does not adorn.

A club represented by less than eight men—or enough to make a full line in uniform when the procession moves with a front of eight—is practically not represented at all, for the showing is too slight to impress the individuality of the club upon the spectators. On the other hand, the individuality of the men themselves becomes merged in that of the procession, and their Apollo-like graces, which might win them applause in the case of separate riding, are hidden and overwhelmed by the mass.

If the Washington Cycle Club should have nerve enough to announce its intention of organizing the parade in accordance with the few simple rules essential for making a really creditable procession of it (instead of a miscellaneous mob of unassimilated fragments, such as has represented the League in the four annual meets at Newport, Boston, Chicago, and New York), I do not anticipate that they would discover any great practical difficulty in "getting around Rule X," which

ensures to clubs the blessed privilege of having "precedence in parades in the order in which they joined the League." The main thing is to awaken the more stupid, ignorant, and light minded members to a recognition of the truth that the only logical justification for the existence of the League is its existence upon public attention in a clear and imposing manner. Once banish the silly theory that "precedence," or "position of honor," or "personal rights," have any conceivable claim for recognition in a case where the securing of the greatest uniformity and most pleasing spectacular effects is the sole ideal for sensible men to aim at, and "Rule X." will be robbed of its power as an obstacle.

When Mr. Egan said, at the February meeting of the Board of Officers, that the League's next parade might perhaps be its last, I think it possible that he had in mind the hopelessness and thanklessness of any attempt to raise it above the level of child's play, and so assumed that when the more sober minded members grow tired of this they will think "abolition" easier than "reform." I myself am not very hopeful in the present case, but as Washington offers a chance for a really beautiful pageant of wheelmanship such as would not be possible in any other city on this continent, I can't bear to see the unique opportunity lost without pushing my weary pen forward to shape a personal protest against the sacrifice.

A longer letter of similar purport was sent by me several days ago to your Boston contemporary, but I seem impelled to return to the charge here and now, by the appearance in your columns of the midnight imaginings of the "Sec. of the Md. B. C." His "vision" was certainly a sufficiently amusing one, but it made a mistake as to the possible commander of the assumed horde of malcontents. No recent action of the League has pleased me more than its entirely praiseworthy vote to leave outsiders outside, where they properly belong, and I have altogether too much respect for my fellow wearers of the motley (who have, like myself, risked their lives and reputations by riding as the rag-tag and bob-tail division in the four annual parades of the League) to assume that they will take any other than a humorous view of their own very proper "abolishment." Oh, no! The grand army of the unattached are too loyal and magnanimous to cherish any grievance against their just executioners. They will individually all come up smiling at Washington (in hope of seeing there a true procession, from which all the mob element shall have been eliminated by the exclusion of fragmentary clubs), and they will find this far more enjoyable than the privilege of arousing the smiles of others by collectively exhibiting themselves as a band of guys and ragamuffins, whose inharmonious costumes and awkward evolutions will always appear collectively ridiculous—no matter how gloriously may glisten an occasional new velvet jacket, or historic white flannel suit!

Permit me to add, on this fifth anniversary of the day when I went up to Boston and learned to ride, that the wheel which I bought then has come within fifty miles of completing its 10,000-mile record, and that the number of dollar subscriptions enrolled for the book of that name is now 858.

KARL KRON.

WASHINGTON SQUARE, N. Y., March 29,

We have all worked hard for the success of the League of American Wheelmen, and hope this report will meet with the approval of all.

I remain,
Yours fraternally,
VICTOR M. HALDEMAN,
Sec'y Penn. Division, L. A. W.

MANSFIELD'S LOAN EXHIBITION.

Editor of The Wheel: It may be interesting to some of the readers of THE WHEEL to know that the Loan Exposition given by the Mansfield Wheel Club has so far proven a grand success. The cheerfulness with which those who were solicited for loans of relics, etc., responded, was gratifying, and enabled the club to put on exhibition a greater number of articles than found in any similar exhibition ever held in Ohio. The display of bicycles and tricycles by different firms and persons attracted great attention. The Overman Wheel Company's Victor tricycle was the recipient of many compliments. The Sanspareil bicycle, as well as the Harvard, Rudge, Facile, and Star, was represented, and found a number of purchasers. Notwithstanding the extremely bad weather, five thousand tickets were sold in three days. At the earnest solicitation of a great number of our citizens, the Loan Exhibition will be continued one week longer, with every indication of a much greater attendance the coming week. The success of our meet, May 28, is now fully assured beyond our expectations.

A. P. SEILER, Sec'y.

MANSFIELD, O., Feb. 25, 1884.

A CORRECTION.

Editor of The Wheel: Ever since the 4th inst. my name has appeared in THE WHEEL as chairman of one of the League committees under the Washington Cycle Club. I am a member of the Capital Club, and having resigned from the League some weeks ago, declined immediately thereafter to serve on any committee connected with the League. If you will kindly correct this error through the "Organ," you will greatly oblige,

Yours, etc.,

HOWELL STEWART.

GRAND ANNUAL RACE MEETING —OF THE— CITIZENS BICYCLE CLUB, —AT THE— Olympian Club Roller Skating Rink, AMERICAN INSTITUTE, 63d ST. & 3d AVE., N. Y. FRIDAY EVENING, APRIL 25, '84, AT 7.45 P. M. MUSIC BY TOMSON'S OLYMPIAN CLUB BAND.

PROGRAMME:

TWO MILE AMATEUR SCRATCH RACE. THREE MILE AMATEUR HANDICAP RACE.
Gold and silver medals to first and second.

SPECIAL FIVE MILE AMATEUR SCRATCH RACE,
To beat the best American Amateur Record of 15 minutes 26¾ seconds. Diamond medal to first, silver to second. Special Prize, a FULL NICKEL EXPERT COLUMBIA BICYCLE if the record is broken.

ONE MILE CLUB CHAMPIONSHIP.

Gold medal to the winner.

Entrance fee \$1.00 for each and every event. Races sanctioned by the L. A. W., and under League rules. Entries close April 16, and should be sent to KNIGHT L. CLAPP, Secretary, 57 Broadway, New York.

SINGLE AND DOUBLE FANCY RIDING AND ROLLER SKATING.

After the bicycle entertainment, the floor will be given up to the audience for ROLLER SKATING FOR TWO HOURS. From 10 to 12 o'clock.

General Admission, 50 Cents. - - - Reserved Seats, 50 Cents Extra.
NUMBER OF TICKETS LIMITED.

Tickets and Reserved Seats for sale by John C. Gulick, 191 Broadway, THE WHEEL, 22 New Church st., Geo. R. Bidwell, 4 East 60th st., Elliott Mason, 12 Warren st., Ira Perego, 128 Fulton st., and Olympian Club, Third ave. and 63d st., New York, and Zacharias & Smith, Newark, N. J.

COMMITTEES OF ARRANGEMENT: Races—Dr. N. M. Beckwith, Chairman; Knight L. Clapp, Secretary, 57 Broadway, N. Y. Finance—John C. Gulick, Chairman, 191 Broadway, N. Y. Press—Simeon Ford, Chairman, Grand Union Hotel, N. Y. Programme—Fred. Jenkins, Chairman, 22 New Church st., N. Y.

Ira Perego

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 Guernseys, in blue woolen.....	2.50
" " " in white woolen.....	5.00

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.



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(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



No. 1.
Ventilated Duck Bicycle Helmets,
1st quality white or drab, \$1.50
each, \$15 per doz.; 2d, \$1.25, \$12.



No. 4.
Bicycle Caps.
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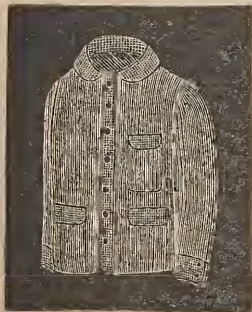
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Extra quality \$1.50 each, \$15.00
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Ventilated Corduroy Bicycle Helmets.
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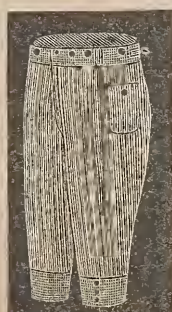
No. 7.
Duck Tennis Caps.
White or drab, 40 cts., \$4.50
per dozen.



"THE CYCLE"

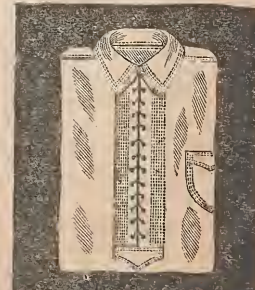
Is the name given to a bicycle suit especially imported by this firm, and said by experienced wheelmen to be better adapted to ordinary road riding than any suit hitherto offered. It consists of a very pretty jacket and pants, woven in worsted, in two colors, seal brown and navy blue, so as to fit tight 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 belts, with gilt buckles, plain.....	.75
Cotton elastic belts.....	.50
English silk bicycle garters, with leather straps, per pair.....	.65
Colored silk bicycle garters, to attach to pants.....	1.00



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New York, April 4, 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.

TWO TREASURERS' REPORTS.

This issue contains two reports. One from W. V. Gilman, Treasurer of the League, and one from Lou H. Brown, Treasurer of the New York State Division. The former shows a balance of \$78.44, and the latter \$254.85. These facts are significant, as they forcibly prove that the proportion allowed to the State Divisions under the present rules is an injustice to the League at large, and should be changed at the earliest opportunity.

Mr. Gilman has also taken upon himself the responsibility of throwing the entire blame of a small balance on THE WHEEL, although we do not see how we can be held responsible for the amount in the treasury as shown in his report. We have a contract to supply an article at a stipulated price, and because the contracting party in this case happens to be the League we do not see, from a business point of view, why we should be spoken of as demanding the "pound of flesh." Suppose the case was reversed; that THE WHEEL was in financial trouble and that we were unable to furnish the 3,600 members with their copies each week, and perform our share of the contract. Does any one presume that the League would allow us more money than the stipulated price in order to continue publication? We do not suppose for an instant that the Board of Officers would give us any extension or render us financial aid.

An examination of the report shows that the Treasurer and acting Corresponding Secretary has drawn his salary in advance, and up to the first of June, the end of the League year. He says that it was paid with the approval of the "Finance Committee," and although we do not question the fact that he earns that amount, we think in view of the present small amount of money on hand it is rather poor taste to draw the amount before it is due. As an offset to this the Treasurer generously offers to make up any deficiency at the end of the year. This is entirely unnecessary as the various State Divisions should contribute towards the support of the national organization. To shoulder the entire burden of furnishing an "official organ," of paying the salaries of its officials, and other heavy expenses upon the League, and only allow it 50 per cent. of the funds collected, is a great injustice, which must be apparent to every intelligent League member who studies the situation.

Our idea of mentioning the balance in the

New York State treasury is to more forcibly contrast the two. The items show that the Divisions are under no very great expense, and that there is no immediate need for money. Mr. Frank A. Egan, the enegetic State Representative, has in view of these facts prepared a mail vote among the Representatives, by which \$100 is to be transferred to the national treasury. The League is in immediate need of funds to successfully carry out its annual championship race meeting. At the last Officer's meeting \$200 was appropriated. How this is to be met, with the present small treasury, is a knotty problem. The Divisions must yield a proportion of their receipts to sustain the organization at large, or else a popular subscription should be started. The editor of this paper is not a League member, but rather than see the League embarrassed for want of funds, will be one of fifty to contribute ten dollars towards restoring the treasury. We know there are other men who will contribute also, and would be pleased to hear from them. Action should be taken at once, as delays are dangerous.

Mr. Gilman's report does not do him credit as an officer. Instead of looking the difficulty square in the face, he shirks the responsibility and strives to throw the blame on the official organ, after securing himself from personal loss by drawing his salary two months in advance. This is decidedly unbusiness like, and we doubt if it will find favor in the eyes of the membership at large. Our small balance is to be deplored, but if we all lend a helping hand we can again bring sunshine where only clouds now exist.

Thursday, April 10th, the polls will close at the office of W. V. Gilman, Corresponding Secretary, *pro tem*. Nashua, N. H. The subject of elections has received considerable attention in these columns, but there are perhaps many who have not yet sent in their ballots, and with this in view we sound the note of warning, lest some should allow the date to go by without casting their ballot.

CONSTITUTION AND RULES L. A. W.

Through all the membership of the League there seems at present a demand for copies of the above, and we have accordingly sent out all in our hands, several hundred in number, to the Division Secretaries, and in many cases to other Division officers, hoping that through such channels all desirous of procuring them might do so with little trouble. There is a sufficient number in certain hands to meet the necessity of the case without incurring further expense to the League. Will all holding them make a special effort to place them within the reach of all, remembering that at this time they are of value to us?

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

APPLICATIONS FOR MEMBERSHIP L. A. W.

The following is a list of applicants for membership received up to date, and published in accordance with Article III., of the Constitution. Any objection must be made to the Corresponding Secretary within two weeks from date of publication, and it will be considered confidential. It is the duty of every League member to examine the names of applicants and see that no objectionable person is admitted to the League. Candidates will please notice if their names and address are correct, and report any error at once to the undersigned. Every name published in this list and in every succeeding list for one year, will be entitled to a membership card good until May 30, 1885, barring objections. All names published and accepted before May 13, ensuing, will receive a membership card marked "Good until May 30, 1884," and later in the season another, and you will confer a great favor by retaining your postal cards, saying your card is wrong, and that it should read "Good until May 30, 1885." It is impossible to issue the new tickets until after the annual election of a new Executive Board, which takes place at Washington, May 19, as the names of the officers for 1884-5 must appear upon them. Please bear in mind the above instructions.

Yours fraternally,
W. V. GILMAN,
Cor. Secretary L. A. W., *pro tem*.

No. 50. Total 36. NASHUA, N. H., April 4, 1884.

Unattached—
193—S. A. Slater, Genoa, Ill.
594—Guy C. Silliman, Carmi, Ill.
597—Frank L. Stewart,

598—Charles E. Bernard, Elgin, Ill.
600—O. H. Johnson, 23 Main street, Galesburg, Ill.
601—E. E. Phillips, 132 Simmons street, Galesburg, Ill.
608—B. W. Hanna, Navy Department, Washington, D. C.
Washington Cycle Club—add 2;
609—M. J. Wine, 929 F street, N. W., Washington, D. C.
610—Harry B. Parker, 319 7th street, Washington, D. C.

CONNECTICUT STATE DIVISION—1.
611—John Knous, 95 Washington street, Hartford, Conn.

KENTUCKY DIVISION 1.
612—John M. Verchoff, 1001 Second street, Louisville, Ky.

OHIO DIVISION—1.
Cleveland Bicycle Club—add 1.
615—J. I. Huntington, 104 Euclid avenue, Cleveland, O.

NEW YORK STATE DIVISION—6.
617—Ed. C. White, 73 Lexington avenue, Albany, N. Y.
622—Wilford P. Hulse, Whitestone, L. I. P. O. Box 402, N. Y. City.
623—William M. Wright, 427 Broadway, New York City.
624—Henry F. Frasse, 62 Chatham street, New York City.
625—Irvin N. Frasse, 62 Chatham street, New York City.
626—C. R. Harrington, Lyons, N. Y.

MASSACHUSETTS DIVISION—6.
Unattached—1:
627—Ellery R. Porter, P. O. Box 106, Amherst, Mass.

Lawrence Bicycle Club—add 1:
628—E. Arthur Dean, 49 Bradford street, Lawrence, Mass.

Hawthorne Bicycle Club—add 4:
629—Henry T. Conant, 8 Federal street, Salem, Mass.
633—Benjamin Bondreau, 3 Fowler street, Salem, Mass.
630—Thomas L. Davis, 63 Essex street, Salem, Mass.
634—Warren A. Gray, 214½ Essex street, Salem, Mass.

PENNSYLVANIA DIVISION—12.
Unattached—10.
637—Frank O. Woodruff, 133 North 18th street, Phila., Pa.
638—F. W. Grugan, 311 North 33d street, Phila., Pa.
640—George W. Adolph, Broad and Spring Garden streets, Phila., Pa.
641—W. A. Goldsmith, Broad and Spring Garden streets, Phila., Pa.
644—J. H. McGinness, Broad and Spring Garden streets, Phila., Pa.
642—William S. Darlington, 1621 Vine street, Phila., Pa.
645—Esmonde Harper, 2035 Wallace street, Phila., Pa.
646—James Harper, 2035 Wallace street, Phila., Pa.
647—Charles Bertsch, Mauch Chunk, Pa.
651—Dr. W. L. Williams, Ridgway, Pa.

Pennsylvania Bicycle Club—add 2:
652—Edward Kohler, 1339 Parrish street, Phila., Pa.
658—Frank Kohler, 1339, Parrish street, Phila., Pa.

OUR BOSTON LETTER.

GREAT INTEREST IN THE FORTHCOMING L. A. W. STATE ELECTION—THE MASSACHUSETTS BICYCLE CLUB INCORPORATION—CLUB AND PERSONAL NOTES, AND GOSSIP.

The chief topic of conversation among Boston wheelmen at the present time is the State election of L. A. W. officers. Chief Consul Hill has sent out a list of the present Representatives, which he recommends for re-election, but mentions no Chief Consul. He has declined to accept the office again, so of course it was necessary to make other nominations. It is understood that the Sprigfield Club have, or are about to have, in the field a ticket with Ducker at its head. I have not as yet, however, seen any of the tickets, so cannot say whether or not this is true. Committees from the Massachusetts and Ramblers Clubs held a joint meeting Saturday evening last, and nominated the following ticket: Chief Consul, M. D. Currier, of Lawrence; Representatives—Boston District, A. D. Claflin and W. I. Harris; Springfield, A. L. Fennessey and Henry E. Ducker; Worcester, Frank P. Kendall; Gloucester, J. S. Webber; Marblehead, George Chinn; Lowell, W. W. Lawson; Brockton, W. M. Pratt; Pittsfield, H. S. Willison; Cambridgeport, A. S. Parsons.

The nominations were, I am told, unanimously made, and from the activity with which the members of both clubs are taking hold of the matter, there seems to be little doubt of its carrying the State by a large majority. Mr. Currier, the head of the ticket, is a gentleman of high social standing in Lawrence, and is universally liked and respected by all who know him. He is the President of the League of Essex County Wheelmen, and it is chiefly to his unceasing

efforts in its behalf that the L. E. C. W. owes its present prosperity. He will, of course, receive all the votes of the members of that association, which will be no inconsiderable number. He is probably as well known to Massachusetts wheelmen as most any gentleman in the State; and where he is unknown, the nomination by two such clubs as the Massachusetts and Ramblers will be sufficient to secure him votes. The Representatives, with possibly one or two exceptions, were also well chosen, and if elected, will do credit to the League and the wheelmen they represent. Copies of the ticket will shortly be mailed to all the League members in the State, and everything possible will be done to ensure its election.

The regular monthly meeting of the Massachusetts Bicycle Club was held last Tuesday evening, when, after the transaction of various matters of business, including the election to membership of three new names, the report of the committee on new headquarters was read and accepted. It was recommended that a stock company be organized for the purpose of erecting a suitable club house, and it was voted that if such a corporation should be organized, on the completion of the building, the club would lease the premises. A subscription paper was at once started, and about \$4,000 subscribed. Most of the balance will be taken by members of the club, and if there is any left over, it will be taken by outside parties. The articles of the incorporation are as follows:

We, the undersigned, hereby associate ourselves with the intention of forming corporation under chap. 115 of the Public Statutes, and other statute laws of Massachusetts, by articles of agreement as follows:

1. The name of the corporation is to be the Massachusetts Bicycle Club Corporation.

2. The purpose for which the corporation is to be formed is this: For encouraging athletic exercises, bicycling, tricycling, and other velocipeding, the accommodation of social and charitable bodies, the prosecution of scientific purposes, the establishment and maintenance of libraries and reading rooms, and for purchasing and holding and disposing of property, real and personal, and doing and transacting any other business, incidental, convenient, or necessary, for carrying out these objects.

3. The corporation is to be located in Boston, in the commonwealth of Massachusetts.

4. The amount of the capital stock is to be \$10,000, and to be divided into 400 shares, of a par value of \$25 each.

A desirable lot of land has been found in the vicinity of Trinity Square, on which it is hoped to erect a three-story brick building 90x25 feet. The wheel and locker rooms will be made particularly convenient, and the gymnasium and baths will be fitted in the most approved manner. When completed, the house will probably be the finest ever erected for a bicycle organization, and the Massachusetts Club will uphold its reputation of the leading cycle club in the country.

The editor of the *Bicycling World* pleasantly remarks in the last issue of his paper that "The Boston correspondent of an esteemed contemporary must travel in a very narrow groove, for a man who says that Boston wheelmen wish the dues raised, that they would like to see THE WHEEL made the organ for another year, or that they are sorry to hear of Mr. Jenkins' expulsion, is only talking for effect, regardless of the true state of things."

It is a well known fact that adverse criticism is oftentimes a good advertisement, and it is probably the intention of the *World* to try and get me to enter into a lengthy controversy with them over the matter, but space in THE WHEEL is too valuable for that, so I will simply state that when reporting the opinions of Boston wheelmen on League affairs, I refer only to members of that organization, and that the opinions I have heard expressed by the majority of those wheelmen are as I have stated them. The *World* is undoubtedly an excellent authority on the opinions of members of the Boston Club (scarcely any of whom belong to the League), but evidently does not think it worth while to find out what the other wheelmen have to say regarding the matter.

NOTES.

A new club is about to be formed in East Boston.

The Wakefield Club has lowered its entrance fee to membership from \$3 to \$2.

The Boston Club are shortly to give a minstrel entertainment at their rooms.

President Hayes, of the Cambridge Bicycle Club, will ride a tricycle this season.

A new club was organized at Dorchester last week.

At the annual meeting of the Cambridge Club, held last Monday evening, the following officers were elected for the ensuing year: President, H. W. Hayes; Secretary, E. B. Coleman; Treasurer, A. L. Bowker; Captain, H. C. Piper; First Lieutenant, E. C. Stevens; Second Lieutenant, W. D. Gooch; Bugler, Sumner A. Brooks; Standard Bearer, H. C. Cilly. Eleven new names were added to the rolls, which makes the total membership sixty-four.

The Ramblers have raised their annual dues from \$8 to \$12, and are now on the lookout for new headquarters.

LEWEE.

OUTING AND THE WHEELMAN

The special feature in the APRIL ISSUE of OUTING is the stirring WHEELMAN'S SONG, by

WILL CARLETON,

the well known author of "Betsy and I Are Out" and other poems. It is illustrated by Hy. Sandham in his best style.

WHEELMEN

Will find several articles of special interest to them:

NOVA SCOTIA AND THE ISLANDS BEYOND, By Karl Kron; illustrated by E. H. Garrett.

THE MORNING RIDE.

(Poem) by Ninon Neckar.

THE ROCKINGHAM'S DOUBLE CENTURY.

By C. A. Hazlett.

BICYCLE AND TRICYCLE RACING RECORDS. Part II. By Abbot Bassett.

OUR MONTHLY RECORD.

Containing the important recent events, as a permanent record, in the wheeling world.

"Outing and The Wheelman" is a periodical which deserves the heartiest welcome at the hands of tired and busy Americans. Its records this month of bicycling trips in this country and abroad are enough to stir the blood of the most persistent cit.—*N. Y. Tribune.*

** We take pleasure in announcing to our friends and wheelmen generally that beginning with April we publish an English edition of OUTING from 98 Fleet St., London, E. C. We are gratified that an appreciative reception of OUTING on the part of our English readers makes this enlargement of our field a

SUCCESS FROM THE START.

** OUTING is for sale by all newsdealers, or will be mailed by the publishers on receipt of price. \$2.00 a year; 20 cents a copy.

THE WHEELMAN COMPANY,
175 Tremont St., Boston, Mass.

FOR SALE AND EXCHANGE.

FOR SALE.—At Woeltze & Cutting's, 115 Pearl street, a 52-inch Standard Columbia Bicycle, with ball bearings, and in prime order. Price \$65.

FOR SALE.—48-inch American Sanspareil; 50-inch Standard Columbia; 55-inch Invincible (light); 56-inch Harvard. Write for particulars: will send anywhere for examination. C. H. D., 102 Franklin street, New York.

FOR SALE.—A 52-inch Standard Columbia Bicycle, full nickel; has not been ridden 50 miles, is in first class order. Sold on account of lack of time to ride. Address P. F. BRAKELEY, Box 309, BORDENTOWN, N. J.

FOR SALE CHEAP.—One 52-inch elecho bronzed Harvard bicycles, balls to both wheels, cradle spring attached, and machine in A1 condition, cost \$145, and will sell for \$110 cash; reason for selling too small for present owner; must sell before the 20th of April. Write for full particulars to HARRY H. BROWN, Wappingers Falls, N. Y.

FOR SALE.—A 50-inch extraordinary Challenge Bicycle, in perfect order; half bright; balls to front wheel; new L. D. saddle, just repainted and looks as good as new, barring a slight wear of the tires. Price \$75. A bargain for some one. Address CHARLES E. DURYEA, Wyoming, Stark Co., Ill.

RACING WHEELS CHEAP.

54-inch Club Racer, built for Robinson, the English amateur. Weight 25 lbs.

55½-inch Eclipse Racer, built by Jack Keene for himself. Weight 23 lbs.

These wheels are the finest, closest, and lightest racers in America, neither of them having been ridden a dozen times. They are comparatively new.

Address L. W. O., WHEEL Office.

New Jersey League Members, Attention!

Cut this Ticket out, sign it and send to the Corresponding Secretary at once if you have not already voted.

FOR CHIEF CONSUL,

DR. G. CARLETON BROWN, Elizabeth, N. J.

FOR REPRESENTATIVES,

HAROLD SERRELL, Plainfield, N. J.
DR. ELLIOTT W. JOHNSON, Jersey City, N. J.
WALTER H. PARSONS, Newark, N. J.
G. N. BUZZBY, Camden, N. J.
DR. EDWIN FIELD, Red Bank, N. J.

Printed ballots have been sent out, and every individual member should be particular to sign it, and return the same to W. V. Gilman, Nashua, N. H., before the tenth of April.

CAMDEN BI. CLUB,
HUDSON CO. WHEELMEN,
MONMOUTH CO. WHEELMEN,
ELIZABETH WHEELMEN,
NEW JERSEY WHEELMEN.

FOR SALE.—A limited amount of stock of THE WHEEL at \$25.00 per share. For particulars, address The Cycling Publishing Co., Box 444, New York.

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

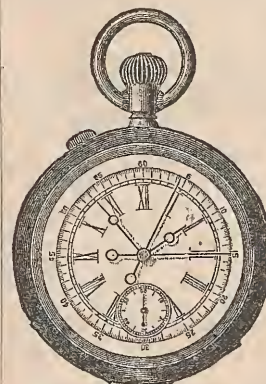
LYRA BICYCLICA.—FORTY POETS ON THE Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets and the most peculiar and audacious humorous verse of the century, by the oldest of the early wheelmen in America. Cloth, 110 pp. Sent post paid for 40 cents, by THE CYCLING PUBLISHING COMPANY, Box 444, N. Y.

FOR SALE.—Singer No. 2 Tricycle in perfect order. Price \$50. Particulars and Photograph will be sent on application. Address THOMAS C. ORNDORFF, Box 501, WORCESTER, MASS. 2t.

FOR SALE.—54-inch Bicycle. Full nickeled, except felloes. Ball bearings. Suspension saddle. Manufactured in Coventry, England. In perfect order. Price \$125. Address "CHALLENGE," Box 444, New York.

Wiley's Bicycle and Sporting Leggings.

A good pair of canvas leggings, 17 inches high, blk, gilt or nickel buttons, sent postage paid to any address, for \$1. In exercising and short runs, riders do not wish to take the trouble of putting on their knickerbockers and club suit, so a pair of light canvas leggings, that will not cause perspiration, are just the thing to keep the dust and oil from soiling the pantaloons. A pair of corduroy (brown or gray), fastened with buckles, buttons, or lace, for \$1.75. Send measure when ordering; diagrams for measurements sent upon application. We sell the best sporting houses and bicycle dealers in the country. Send for one of our "Rink" caps, only 50 cts. WM. H. WILEY, Box 1023, HARTFORD, CONN.



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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.

Wheelmen will do well to send for our circular before purchasing.



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\$1.50 per Single Pair, by Mail 10 cts. extra.

\$13.50 per Dozen Pairs.

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

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

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256 Grand Street, New York, N. Y.

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The Columbia,
The Harvard,
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Second-hand Bicycles constantly on hand, at low prices.
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Riding School attached. Visitors always welcome.

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Acknowledged to be the Best.

Automatic and Instantaneous.

Easily attached or detached, and without injury to the machine.

For sale by all leading dealers.



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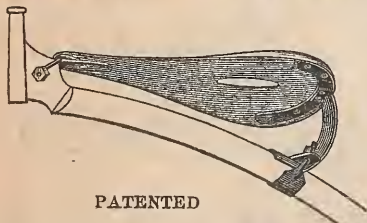
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Duryea's Combined Saddle & Spring

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Read and be Convinced! Buy and be Happy!



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

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

CINCINNATI, November 27, 1883.
I use the Duryea Saddle in all my road rides; also in racing prefer it to all others, and feel confident I can make better time on it than with any saddle made.
(Signed) E. F. LANDY,
Cincinnati Bicycle Club.

THE DURYEA SADDLE.

We rode the Duryea Saddle in the 104 1/2-miles road ride of the Missouri Bicycle Club, November 18th, and completed the distance comfortably, and without chafing, on time.

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MISSOURI WHEEL CO.,

210 & 212 N. 12th St., St. Louis, Mo.

Send postal for list of new and second hand Machines.

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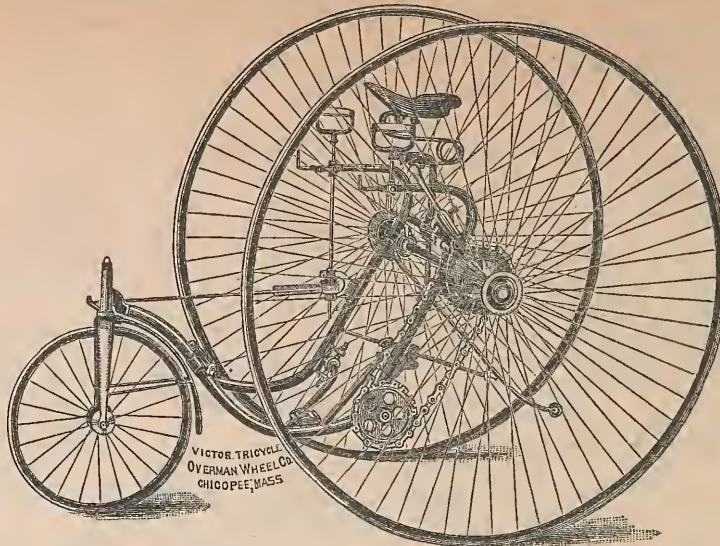
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VICTOR TRICYCLE.

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First, Largest, and Only Exclusive Tricycle Makers in America.

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Each with New King of the Road Lamp. Standard Columbia, 44 in., 46 in., 48 in., 50 in., 52 and 54, in thoroughly good condition. One Star, 50 in.; Special Columbia, 50 inch; Royal Challenge, 56 in.; Mustang, each 36 and 48 in.; Harvard, 54 in.; Matchless, 54 in.; Acme, 46 in.; Expert Columbia, each 50, 52, and 54—each has a New King of the Road Lamp. Shopworn but new, viz.: Yale, 50 in.; Harvard, 50—each with New King of the Road Lamp.

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Second-hand one each, Victor rotary, 50 in., \$110.00; Pope Columbia, \$130.

Bicycles, American and English.

Bicycle shoes with rubber soles from \$1.50. The new model Galway helmets, with corrugated ventilators and patent anti-sweat band. Full line of Columbia and all other makes of bicycles and tricycles; sundries. Fine strong hose, per pair, \$1.50, or \$6.00 for six pairs.

Fishing Tackle, Base-Balls, Lawn Tennis.

CAMERAS,

and all photo materials, outfits for amateurs Fire Arms, Fishing Tackle, Tennis.

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The "American Club" and "Club" Bicycles,

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

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

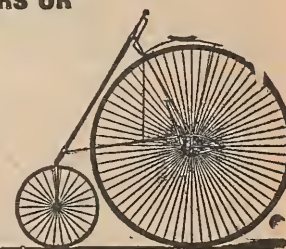
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The workmanship and entire practicability of each and every machine are fully guaranteed.

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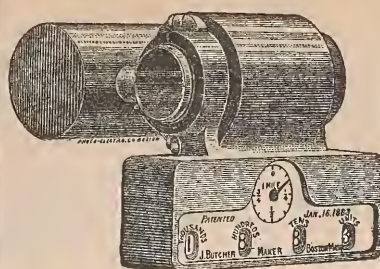
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Registers by a positive action, and is therefore entirely reliable. It can be read from the saddle, so that speed and distance traveled may be readily determined.

It is indispensable to any rider who wishes to keep an accurate record of distance run in a year, for it registers to 10,000 miles.

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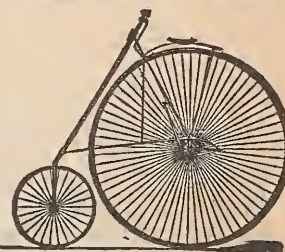
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Whose debility, exhausted powers, premature decay and failure to perform life's duties properly are caused by excesses, errors of youth, etc., will find a perfect and lasting restoration to robust health and vigorous manhood in **THE MARSTON BOLUS.**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

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Second-hand Bicycles Bought and Sold.
Send for Catalogue.

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Are You Insured Against Accident?

NEW YORK, Jan. 7, '84.

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

FRED JENKINS,
Editor of The Wheel.

NEW YORK, Nov. 17, '83.

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

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

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

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

Yours very truly,
N. MALON BECKWITH,
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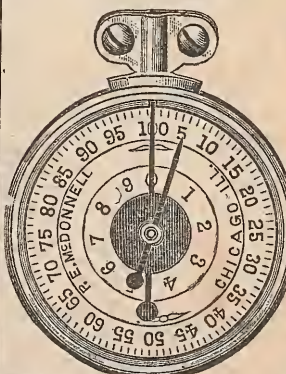
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STORAGE FOR BICYCLES AND TRICYCLES; WITH LOCKER IF DESIRED.

The most Complete Repair Shop in the City. Nickel Plating a Specialty. Second-hand Bicycles at Low Prices

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

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108 Madison Street, CHICAGO.
For Sale by Dealers Generally.

L. A. W. BADGES.



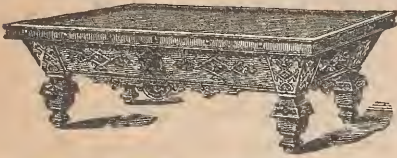
New Design. Handsome Solid Gold Pins, garnet stone centres, \$3.50 and \$5.00 each. The same with extra finished setting, \$7.50 and \$8.00 each. Best 6 young-small diamonds, \$15 to \$20 in suits of ward, (Pat. Sept. 12). As K. O. order, will receive League participation. Send for circular to C. A. F. and perh. land, Me. On sale in New York at M. at the races, and 680 Broadway, and in Philadelphia, of Newton, 811 Arch Street. In Boston 597 Washington Street; in American B. Co., No. 79 C.

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The only quick cushion that is also accurate. War-
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THE LARGEST AND LIGHTEST RUNNING.

*Ball-Bearing Balance Wheel*Anti-friction Movements. New and Elegant design
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Catalogue apply toWEED SEWING MACHINE COMPANY
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CHICAGO, ILL. BOSTON, MASS.

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COLUMBIA

BICYCLES AND TRICYCLES.

TESTIMONIALS.

FROM THE CITIZENS BICYCLE CLUB, OF NEW YORK
CITY.

NEW YORK, February 24, 1884.

THE POPE M'FG CO.

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

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

Yours very truly,

THOS. C. SMITH,
W. A. BRYANT,
GEO. A. WELLS,
PHILIP FONTAINE,
GEO. E. DUNLAP,
JOHN C. GULICK,
GEORGE MARTIN HUSS,
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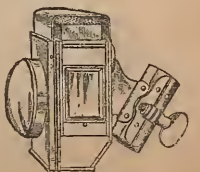
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