

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

VOL. V.—No. 26.—WHOLE NUMBER 130.]

NEW YORK, MARCH 28, 1884.

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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 NICKED 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.



## TO THE L. A. W.

The Washington Cycle Club has already inaugurated the preliminaries for the meet, and is alive to its work. Monday, March 3d, 7.30 P. M., a meeting was called at the club rooms, to which all the League men of the district were invited. There are but three or four of these outside of this club, and the burden of the whole arrangements and work devolves upon this organization. The men cheerfully put their shoulder to the wheel, and work all together. We have reason to believe that as far as the Washington Cycle Club is concerned, this is going to be a most successful meet in every respect.

In justice to the cause, the club effected an organization, independent of the Cycle Club, to admit the vote and voice of League members not in connection with the club. Nevertheless, the committees, with two exceptions, are confined to the members of this Cycle Club, business and other reasons being presented as the excuses of the others from serving on committees.

The Chief Consul, Wm. C. Scribner, was elected President; Rev. Louis H. Schneider, Secretary and Correspondent; E. F. Pettengill, Treasurer.

The following committees were appointed:

*Parade:* Captain J. I. Brereton, R. P. Barbour, H. E. Holdridge, T. W. Scott, A. B. Proctor.

*Storage:* W. D. Doremus, F. B. Brock, E. H. Talbott, H. D. Maynadier, L. M. Kruger.

*Finance:* Wm. C. Scribner, E. T. Pettengill, W. J. Wine, A. A. Duly, H. H. Bliss, W. J. Kenderline.

*Correspondence:* Rev. L. H. Schneider, H. J. Browne, F. H. Pelouze, Jno. P. Clum, Louis C. Solyom, T. J. Putnam.

*Transportation:* Amos W. Hart, S. I. Brown, Lewis Flemer, A. S. Ellery, H. F. Lyon, M. B. White, J. B. Hotchkiss.

*Hotel and Banquet:* Howell Stewart, J. R. Ash, W. T. Fizer, T. A. Newman.

I append the addresses of the chairmen of these committees, and invite immediate correspondence with them in relation to all and any matters falling in their respective lines of work. Questions will be cheerfully answered, suggestions, information, etc., thankfully received. Do not delay your correspondence until the eleventh hour, if you can do it now. Other committees will be appointed.

J. I. Brereton, Chairman Parade Committee, 810 S. A street.

W. D. Doremus, Chairman Storage Committee, U. S. Treasury Department.

Wm. C. Scribner, Chairman Finance Committee, 1108 E street, N. W.

Rev. L. H. Schneider, Chairman Correspondence and Press Committee, 611 20th street, N. W.

Amos W. Hart, Chairman Transportation Committee, 1112 New York avenue.

Howell Stewart, Chairman Hotel and Banquet Committee, 1420 Q street, N. W.

President, Wm. C. Scribner, 1108 E street. Secretary, Rev. L. H. Schneider, 611 20th street.

Treasurer, E. T. Pettengill, 2036 G street, N. W.

If you destroy your copies of THE WHEEL after having read them, be sure to cut this out and paste it in your note book, or your uniform cap. The press of Washington eagerly seizes on all obtainable items in relation to the League. The Correspondence and Press Committee is in constant need of

items. Send as many as you can concerning the part your organizations are going to take, and this committee will arrange, compile, and publish such items immediately on receipt.

Let me add, as a final incentive, that it has been proposed, and is earnestly advocated, to give clubs precedence in the parade, not according to age of existence, but according to numerical representation here.

LOUIS H. SCHNEIDER.

WASHINGTON, D. C., March 4, 1884.

## LEAGUE OF AMERICAN WHEELMEN.

TO THE MEMBERS OF THE OHIO DIVISION:

I would earnestly request each and every member who may receive communications from any officer of the Ohio Division, not to consign said letter to the waste basket, but answer it as early as possible and thereby save the writer the trouble and vexation of not receiving your reply. As an officer of the League and your division he is entitled to have some consideration paid his communications; it is extremely discouraging, to say the least, to have his letters ignored and no attention paid them; you must remember that his office is not a sinecure; his work is gratuitous, and in most cases his position is one that requires a large amount of labor, especially in the States where there is a large membership; consequently it would be a discourtesy not to lend what aid you can to help him in his line of duty. I have been led to publish this request from the fact that as one of the Representatives of the Ohio Division I have sent circulars to members of it requesting them to act as Consuls. Fully twenty-five per cent. of the number written to have failed to reply to the communication; this makes double work for your Representative, as in the above case he must write to other members. An answer, either Yes or No, would relieve him of the uncertainty as to whether his communication had been received.

I would also call the attention of Consuls to Rule 8, as follows: Consuls shall acquire and give any information as to roads, hotels, laws, and other matters of interest in their localities, to members of the League calling on them in person or by letter; keep their own State officers informed from time to time by reports, perform such duties as the latter may require of them, and generally promote the interests of the League and its members.

I would request every Consul to do his part of the work; give your Chief Consul the information required at as early date as possible to enable him to make up his report. In accepting the office of Consul, you practically agree to do your part of the work; you were not appointed for the purpose of being a Consul in name only, but for work. Now, my Brother Wheelmen, brace up and do your part of the work, and I assure you that the State officers will be only too glad to receive your hearty co-operation.

Having been appointed on the committee to investigate the subject of the League organ, I would be glad to receive any suggestions from members of the League; will consider it a favor to have you write me on the subject.

Yours fraternally,

W. H. MILLER,

Representative Ohio Division, L. A. W.

Box 245, Columbus.

COLUMBUS, OHIO, March 10th, 1884.

## A PROTEST FROM PLAINFIELD.

To the Editor of The Wheel:

The following resolutions were adopted at a meeting of the P. Bi. C., held March 11th, and ordered sent to you for publication,

WHEREAS, A circular has been addressed to the wheelmen of New Jersey, and published in the Official organ of the L. A. W., wherein the Plainfield Bicycle Club is represented as endorsing a certain "ticket" for Chief Consul and Representatives from this State, and

WHEREAS, The Plainfield Bicycle Club has never by any action nor in any way endorsed such ticket; therefore, be it

Resolved, That while not reflecting upon the possible merits of the nominees, nor doubting the possible fitness of each for the office designated, the Plainfield Bicycle Club protest against the use of its name as specially approving of the particular ticket referred to, as the same was not the action of the club as a body, and be it

Resolved, That the Secretary be directed to forward a copy of these resolutions to THE WHEEL, requesting as prominent a publication as has been given the circular spoken of.

I certify the above to be a full and correct copy.

ROBINSON POUND,

Sec'y P. Bi. C.

## THE MASSACHUSETTS ELECTION.

Editor of The Wheel: Will you kindly allow us a short space in the columns of your paper to enter our protest against the action of the Boston Bicycle Clubs, in nominating Representatives of the L. A. W., to be elected at the coming election, April 10th 1884. We received from the Chief Consul a notice that this district was entitled to a Representative, and asking us to nominate a candidate. In accordance with that notice we nominated H. O. Edgerton; he was approved by President Beckwith, and received an official notice of his appointment, which was also published in your paper. We are a League club, and number about thirty men; and we decidedly object to being squelched in this manner.

We appeal to all League members in the State to help us elect our present Representative, H. O. Edgerton.

Respectfully,

G. H. KAULBACK,

Sec'y for the "Greenfield Wheel Club."

## APPOINTMENT.

I take great pleasure in appointing as Chief Consul for the L. A. W. Mr. Aubrey Richardson, 25 Manchester Sq., London, England.

N. MALON BECKWITH,

Pres. L. A. W.

NEW YORK, March 8, 1884.

## MR. STANDISH DECLINES.

Editor of The Wheel: In reply to some inquiries, I would say that my business is such as will not allow me again to accept the office of Chief Consul. I shall still be happy to aid in promoting the interests of the L. A. W., but positively cannot serve longer.

CHAS. D. STANDISH,

C. C. Mich.

DEROIT, March 8, 1884.

## RE-INSTATED.

W. V. GILMAN, COR. SEC., *pro tem.*

The Membership Committee have had under careful consideration the application for membership of Mr. John Brooks, of



Blossburg, Pa., and in view of the suspicions against him have made inquiry, through the courteous assistance of the Cyclists' Touring Club, near his former home in England, and can learn nothing against his standing as an amateur; we therefore respectfully report in favor of his admission to the L. A. W.

For the committee,

STEPHEN TERRY,  
Chairman.

HARTFORD, CONN., March 12, 1884.

#### CONSULS APPOINTED.

*Editor of The Wheel:* We herewith give notice of the appointment of the following Consuls in Pennsylvania:

- No. 28—H. R. Wilson, Clarion.
- " 29—Barry Searle, Montrose.
- " 30—John T. Gifford, Lock Haven.
- " 31—D. B. Landis, Landisville.
- " 32—D. D. Grant, Franklin.
- " 33—John H. Cilley, Lebanon.
- " 34—Charles H. Small, Harrisburg.
- " 35—W. C. Pray, Bristol.
- " 36—John L. Brower, Phoenixville.
- " 37—W. Sidney Ramsey, Danville.
- " 38—James Cockburn, Mansfield.

These appointments expire July 1, 1884.

W. V. GILMAN,

Cor. Secretary L. A. W., *pro tem.*  
NASHUA, N. H., March 13, 1884.

#### HOTEL APPOINTED.

*Editor of The Wheel:* The United States Hotel, Easton, Pa., is hereby designated as a League hotel. It is first class in every particular, and the runs around Easton very pretty. Terms to wheelmen \$2.50 per day.

GEO. SANDERSON,

Chief Consul, Pa.

SCRANTON, March 18, 1884.

#### A WARNING.

*Editor of The Wheel:* W. O. Faulkner and A. E. Davidson, of Lynn, Mass., (both well known bicyclers), are declared *professionals*, on the strength of protests received through Mr. Bassett. This is simply a warning to wheelmen of that locality, as neither of the above are members of the L. A. W.

Very truly,

GEO. D. GIDEON,  
Chairman R. B.

#### THE ESSEX CLUB EXPLAINS.

*Editor of The Wheel:* Allow me to take exception to the statement in your issue of the 14th inst., that the "Essex" is a non-League club.

As a League club its position is No. 4. It has at present fifteen League members. They will soon be increased to forty by recent additions to the club. League membership is compulsory.

If fifteen League members do not constitute a League club, perhaps forty will. The "Essex" has taken no action binding its members in support of any candidate.

Yours, etc.,

League No. 3,823,

Captain Essex Bicycle Club.

NEWARK, N. J., March 19, 1884.

#### CONSULS APPOINTED.

*Editor of The Wheel:* The following Consuls have been appointed by W. L. Howe, Chief Consul of Iowa, and their names are herewith sent you for publication in WHEEL: J. P. Baird, Albia; Charles D. Howell, Winterset; Robert L. Thompson, Muscatine; Charles M. Waite, Burlington; John Pallis-

ter, Ottumwa; George H. Beebe, Marshalltown; H. M. North, Des Moines. All of Iowa.

Yours very respectfully,

W. V. GILMAN,

Cor. Secretary *pro tem.*

NASHUA, N. H., March 20, 1884.

#### MARYLAND BICYCLE CLUB.

A VISION.

What a wonderful thing is motion! A veritable magician's wand. Who can but marvel at it, when he thinks of its wonderfulness? Yesterday we were there. To-day we are here. To-morrow, where? Two hours ago I stood on a porch, a warm, trusting hand was clasped in mine. I was gazing in her eyes, and from their luminous depth there shone—what? Ah! what'er it was, there it shone with a sweetness ineffable.

"Good bye." The words came slowly. "Be careful how you ride." Afar down the road I look back, and the bright moonlight reveals her dark, shadowy outlines where she stands on the porch, watching the twinkling of my lantern, and thinking—what? "Be careful how you ride." I constantly repeat her words, and at each repetition waves of exquisite ecstasy surge through me, and I think of their possible hidden meaning. And I ride carefully. Who would not?

Now I lay on my bed, looking out through the open window, at the great golden moon, and in my thoughts wander through the rugged fastnesses of its great barren mountains, when, to my surprise, I am in their midst, dressed in my uniform, and in the act of mounting my machine to ride up the hard lava road that winds to their top.

The end of a lively struggle and a hard pull brings me to the summit, and I look down on a sight no mortal e'er before saw. The other side of the moon. There thousands of feet below me lay a world, its cities and its countries. A broad roadway led to them. Settling myself for a long coast, I raised the brake and downward we journeyed. Past pastures green and meadows fair we sped, and ran into a large city, which I was not surprised to learn was Washington. It was the evening of the 19th of May. Stopping at a restaurant, I entered to order supper. Perceiving a bicyclist sitting alone at a table, I made toward him, and, nodding pleasantly, sat down.

"Excuse me," he said. "Are you a Leaguer?" "Yes," I answered.

"Excuse me, but non-League members are not good enough to associate with League members." And he arose, sought another table, and sat down with his back to me.

I recollected then the decision of the officers of the League, prohibiting non-League clubs participating in its annual parades. And his action was one of the outcomes I dreaded.

So it was everywhere I went. There were two parties of bicyclers in Washington, the Leaguers and non-Leaguers. And there was a universal feeling of depression. Old friends of former meets passed each other in silence. We went in a party to the theatre. A non-League party sat on the other side, and there wasn't a courtesy interchanged.

So it was everywhere. At the hotels, on the streets, it was League and non-League.

The morning of the 20th dawned clear and pleasant. The parade was to start at 10 A. M., and, after countermarching through the streets was, to traverse Pennsylvania avenue, and, climbing the hill, pass around the Capitol and there be reviewed by the President, Cabinet, Senators, Repre-

sentatives, and other distinguished spectators, including the foreign embassies.

There was no enthusiasm along the line. People flocked to see us, but there were no cheers. I could hear such remarks as "Why don't they all parade together." "What is the object of two different parades." "Oh! you see, these fellows have a sort of a society, and won't let the others join them." "Too high toned, hey!" "I guess so."

Finally we reach the foot of the hill leading to the Capitol. As we begin the ascent, the wind wafts to our ears a terrific outburst of applause, prolonged and with bugle calls, and, looking up, we see the other parade beginning the descent of the hill. I feel a pre-sentiment of coming disaster. They are led by a stout, full whiskered man, dressed in a suit of white flannel, and wearing a white helmet. He rides a 46-inch wheel. He and our Chief Marshal collide, and as he is coming down the hill at a "2.34" gait, the shock is so great that, after a momentary swinging of arms and legs, they lay prostrate on the roadway. Then there is complete confusion, and intermixing of machines, and in five minutes everything is so thoroughly mixed that the parade is over.

More and more dim my sight seems to become as, amidst shouts and cries for friends, League and non-League clubs disentangle themselves and their machines. Some one says: "There is no use continuing the parade, as the President and the rest have gone, thinking the parade of the non-League clubs was the one they were to witness. Fainter, fainter grows the view; there is nothing left but a misty blur that slowly condenses, and with wide open eyes I stare through the open window at the great golden moon.

SECRETARY.

#### STANLEY SHOW REPORT FOR "THE WHEEL."

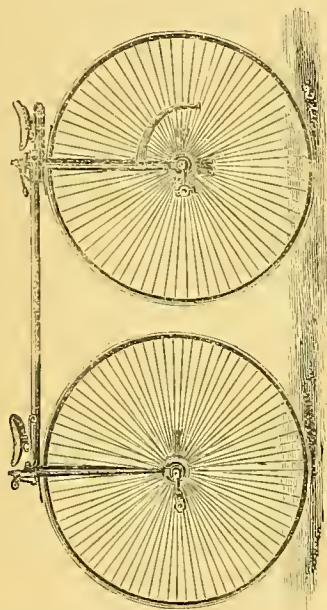
The annual show of bicycles and tricycles promoted by the Stanley Bicycle Club has somewhat enlivened the wheel world over here. On the whole it was a great success. What struck one most was, first, the uniform improvement in the workmanship of all machines exhibited, the whole standard of which has been raised immensely; secondly, the enormous reduction of weight, tricycles being often reduced to sixty pounds for the road and to thirty-eight pounds for the path; thirdly, the number of firms building machines of the Humber type. We noticed them among the exhibits of the following firms: The Coventry Machinists Company, J. Carver, J. Devey & Co., H. J. Pauseg, the Metropolitan Machinists Company, the National Cycle Works, the South Soudon Machinists Company, and Humber, Marriott & Cooper. We noticed also the absence of anything very outrageous in the way of inventions. Messrs. Humber, Marriott & Cooper exhibited perhaps the finest finished machines in the show; all their well known patterns were to be seen, and, as a novelty, a Tandem Humber tricycle. It is expected that this machine will make some wonderful records this year; in fact, one well known authority goes so far as to say that twenty miles will be ridden on it in an hour. The beautiful racing machines attracted universal attention—the 57-inch racing bicycle on which F. Wood rode one mile in 2 min. 31 sec., flying start, and a semi-racer tricycle on which Mr. Marriott rode 218½ miles in 24 hours.

The Coventry Machinists Company had a truly splendid cluster of machines. First, the "Imperial Club" tricycle, if possible,



still more improved, and fitted with a spring frame, which must be a great save from vibration. Then the new "Sandringham Club" (after Humber), a most perfect imitation, and fitted with their own rubber spring. Their bicycles were quite up to the company's well known standard, and included a very light racer for Mr. Gaskell, 22½ pounds in weight. There was also a racing tricycle for the same gentleman (front steerer), and ditto à la Humber.

At the stand of Messrs. M. D. Rucker & Co., the greatest novelty of the show was exhibited, namely, the Tandem bicycle. It consists of the two front wheels of two bicycles (any size will answer) joined by a straight backbone.



The machine is, of course, ridden by two gentlemen, and has been thoroughly tested and found to answer perfectly. It has been claimed for it that it is faster than an ordinary bicycle on a give and take road, the absence of a little wheel lessening the vibration exceedingly. It is very possible that the Tandem bicycle will become popular for touring purposes, as it has good facilities for carrying luggage, and is specially safe down hill. Any two bicycles can be converted into a Tandem in a few minutes by means of the connecting backbone, etc., the price of which is £7 10s. The same firm shows also a very light racing tricycle, 21 pounds for a 60-in. It is stated that 1,000 machines were sold at the Stanley show during the week, representing something like £20,000.

Early in March another show is to be held at the Agricultural Hall, where nearly a thousand machines will be on view.

BERRETTA.

#### CONNECTICUT'S TICKET.

*Editor of The Wheel:* Will you kindly allow me the use of your columns, after having consulted some of the most active and interested wheelmen in this State, to place in nomination the following ticket for League officers in Connecticut?

For Chief Consul, N. P. Tyler, M. D., of New Haven. For Representatives, T. S. Rust, of Meriden; F. H. Benton, of New Haven; Stephen Terry, of Hartford; Char-

les W. Spooner, of Bridgeport, and William A. Hurlbut, of Stamford.

Every member is entitled to vote for Chief Consul and five Representatives.

Respectfully yours,

STEPHEN TERRY,  
Chief Consul.

HARTFORD, CONN., March 11, 1884.

#### UNIVERSAL BUGLE CALLS.

*Editor of The Wheel:* It seems to me it would be very desirable if the L. A. W. would adopt a code of bugle and whistle calls, or signals for general use by clubs and individual wheelmen. If this was done, wheelmen meeting, or riding in company, or singly, or on parade—although strangers to each other—would understand the directions given, and in time would be understood by the public in general, and horsemen in particular, which might prevent, to a great extent, numbers of accidents.

I think a large number of wheelmen everywhere would approve of such a plan, and would be willing to assist a committee, which could be appointed at the annual meeting in May, to make up and publish a desirable code from signals already in use by various clubs.

EDWARD A. CANER.

NEW YORK, March 11, 1884.

#### THE FIRST LADIES' TRICYCLE CLUB.

That cycling has charms even for the feminine mind is abundantly proven by the organization on February 16, 1884, of the "Ladies Tricycle Club," of New York city. This is, we believe, the first association in America formed by ladies for developing the pleasures of tricycling, and judging by the interest and enthusiasm of its members, it bids fair to become in time quite a large and flourishing club.

The officers for 1884-'85 are: Mrs. Fred G. Bourne, President; Mrs. Elliott Mason, Vice-President; Miss Anna Babetta Huss, Secretary-Treasurer. The Club Committee consists of the above named officers and two other members, Mrs. S. A. Drewry and Miss May Bristol.

At present writing the club has no fixed meeting room, but there is under discussion a proposition to hire a room, which is now fitted up with lockers, etc., and connected with which is ample space for storage of machines.

It may not be improper to state that the President of the L. T. C. is the wife of the genial Vice-President of the Citizens B. Club.

The club has now on its roll ten active members.

ANNA BABETTA HUSS,  
Secretary-Treasurer Ladies' Tricycle Club.

#### OUR BOSTON LETTER.

CAMBRIDGE CLUB MINSTRELS—INTEREST IN THE L. A. W. ON THE INCREASE—RACING MEN BEGINNING THEIR TRAINING FOR COMING EVENTS—NOTES AND GOSSIP.

For some time past we have each week been treated to some kind of a cycle club social entertainment. The last of these, and probably the most enjoyable, was the minstrels given by the members of the Cambridge Bicycle Club at Union Hall, Cambridge. The hall, which is the largest in Cambridge, was completely filled, and it is estimated that between three and four hundred dollars was cleared. All the parts were well taken, but those of Messrs. J. J. Todd and H. W. Pattee were especially good, and fairly convuls-

ed the audience with the excellence of their work. The company was composed of the following members of the club: Interlocutor, H. W. Hayes; bones, J. J. Todd; tambo, H. W. Pattee; circle, A. A. Hesseltine, R. N. Lister, G. W. Whitney, H. Bullard, C. R. Teele, F. R. Hummiston, G. Bullard, A. S. Kendall, L. L. Powers, A. W. Blackman, E. B. Coleman, R. H. Sawyer, W. Shaw, W. H. McKee. The overture by Messer's Orchestra was followed by the opening chorus, "We're Glad to greet you, Friends," sung by the entire company. Mr. Hesseltine rendered, in an excellent manner, "The Banjo Hangs High on the Door," as also did Mr. Todd his end song, entitled "Good-Bye Liza Jane." The quartette, Messrs. R. N. Lister, G. W. Whitney, A. A. Hesseltine and H. Bullard, sang "Echoes from the Lake," followed by a solo from Mr. Lister. Solos by Messrs. Pattee and Bullard and a final concided the first part. Part second opened with a song and dance by Mr. Colman, who did so well that he was encored several times. Mr. Todd gave a very amusing representation of the character sketch, "Uncle Rufe," and the swell darky, as portrayed by Mr. L. L. Powers, caused much mirth. Mr. Pattee performed several pleasing selections on the banjo, and the "Cambridge Blues," under command of Captain Todd, went through some astonishingly funny evolutions. A genuine college hornpipe was danced in an admirable manner by Messrs. Edgerly and Bowker; the whole concluding with a capital farce entitled "A Manager's Troubles," showing the many trials and tribulations a manager has to contend with in engaging a company.

Wheelmen here are taking increased interest in the League, reports to the contrary notwithstanding, as is proved by the rapid growth of the Massachusetts Division, we this year being entitled to eleven Representatives, while last year we had but five. There are still, of course, a few chronic growlers, but I think the majority of wheelmen are beginning to appreciate the advantages to be derived from such an organization as the L. A. W., and will, in the future, give it their support. I hope that this year the local Consuls will put more life in their work than they did last year, and see that the guide boards are put up along the roads. There are many places near the city where guide boards could be advantageously placed to the benefit of riders. The guide boards would also benefit the League itself, by showing to non-members one of the advantages to be derived from the prosperous condition of an organization of that kind. Voting blanks have been sent out to members, and I feel confident that the returns will be largely in excess of those last spring. There has not as yet been any nomination made for candidates for the offices of Chief Consul and Representatives, and I do not imagine there will be much controversy over the matter, as the present officers have discharged their duties in an eminently satisfactory manner, and if they will consent to run again, there will be but little doubt of their re-election.

Like League matters, interest in racing is also on the increase in Boston, and many are beginning to get themselves in trim for coming events. Corey, Claffin, Ahl, and Burnham are all hard at work training, and will probably make a good showing at the first races hereabouts. There will probably be a number of new men on the track next year, but at this early date it is impossible to state just who they will be. Mr. J. J. Gilligan, of the Massachusetts Club, I understand, will



try his fortunes on the path next year, and I am also informed that the Ramblers have one or two good men in training. Our neighboring clubs, too, have some promising men, among whom may be mentioned Bicksford, of the Somerville Club, and Piper and Edgerly, of the Cambridge. The latter has competed in but one race; his time then, however, was so good that one is led to expect much from him the coming season.

It is said that the Boston Bicycle Club will shortly hold another tricycle race from Canton to Boston, in which case a very interesting contest will probably be the result, and it is also likely that a Columbia will be near the front at the finish. We also have the promise of other tricycling events in the near future; the Boston Tricycle Club is soon to hold a meeting, when either a run or race meeting will be arranged for. There will also probably be a large increase in the number of tricycle riders this spring; so altogether the coming season promises to be a lively one for tricyclists.

Wilmot and Sewell gave an exhibition at Winslow's skating rink, which was witnessed by one of the largest audiences ever assembled there. They have not ridden before in Boston for several months, and they will not again for some time, as they left immediately for a tour in the Western States as far as San Francisco. The Ramblers, until recently, were quite active in club drilling, but for some weeks past I have heard nothing of them in that line. One of the members told me a few days since, that two or three weeks ago they were trying the "stand still act," which resulted so disastrously that several of the members declared they would never drill again; this is probably the reason they have not been heard from. If the club is not active in club drilling matters, they make up for it in social affairs. They recently gave a german, and also that they have a long list ahead, which will last until the riding season opens.

The Notman Photograph Company has presented Colonel Pope with one of the large group photographs of the Massachusetts Bicycle Club, similar to the one on exhibition recently at the store of Shreve, Crump & Low, on Washington street. Mr. Charles Hopkins, of the Massachusetts and Citizens Club, stopped a short time in Boston, last week, on his way to Concord, where he was to be wedded to a Miss Surrutte, of that town. He has the best wishes of his club mates in this city, as he no doubt has in New York.

LEWEE.

SUBSCRIPTION FOR THE WHEEL, 1884-85.

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THE 'CYCLING PUBLISHING CO.,

BOX 444, NEW YORK.

*I hereby agree to subscribe to THE WHEEL for One Year from June 1st, and will forward One Dollar upon receipt of the issue of June 6th, 1884.*

Name, .....

P. O. Address, .....

State, .....

**R. V. R. SCHUYLER,****189 BROADWAY, NEW YORK,**

— AGENT FOR THE —

The "American Club" and "Club" Bicycles,

The "Cheylesmore," "Imperial" and "Club Sociable" Tricycles,

Manufactured by Coventry Machinist Co.,

The "American Sanspareil" Roadster,

Manufactured by Wm. Andrews, Birmingham, England,

And The "American" Roadster.

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THE OFFICIAL ORGAN OF THE LEAGUE  
OF AMERICAN WHEELMEN.

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

Published every Friday Morning, by  
THE 'CYCLING PUBLISHING COMPANY,  
Box 444, 22 New Church Street, N. Y.,  
and entered at the Post-Office at second-class rates.

New York, March 28, 1884.

#### To League Members and Correspondents.

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

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

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

#### THE CITIZENS' RACE MEETING.

The Citizens Club of New York needs hardly an introduction to the cycling public, as in its career it has been more or less connected with the great cycling events of the wheel world. Organized in June, 1882, with thirteen members, its growth has been a matter of surprise even to its warmest friends. The beginning of the riding season in 1883 found its roll increased to forty active members, and at the present writing it has a membership of seventy-five, placing it at the head of the list of clubs in New York State, and the second largest in the United States.

The restriction as to the age of its members, admitting none but what were twenty-one or over, has drawn into its ranks representative business and professional men, who have thus given the club the substantial position it now occupies, and has done more to firmly establish the bicycle in New York than anything else. In the spring of 1883 the club foresaw the importance of selecting New York as the place for the Annual League Meet, and accordingly sent two delegates to the Officers' meeting at Worcester, backed by a cordial invitation to visit the city. The results that followed are now matters of history, and the success of the Third Annual Meet of the League of American Wheelmen stands as a permanent monument to the executive ability of the members of the club, who were largely represented in the Committee of Arrangements.

Later on the increase of membership necessitated a change in quarters; the club became incorporated, and have just completed the first and only building of its kind exclu-

sively devoted to bicycling, which will be thrown open for public inspection about the middle of April. Only lately negotiations have been pending with the managers of the Olympian Roller Skating Rink, and on Friday evening, April 25, one of the finest indoor race meetings will be given under the exclusive management of the Citizens Bicycle Club.

The American Institute is one of the largest buildings in New York city, provided with a track nine laps to the mile, that has been laid on a hard, smooth maple floor, at an expense of twenty thousand dollars. The programme consists of a one mile race for the club championship, two-mile scratch and three-mile handicap races, and a special five mile scratch race to beat the American Amateur record at that distance. Handsome gold and silver medals will be offered, and a special prize of a full-nickel Expert Columbia bicycle will be given to the winner of the five-mile race, if the record is broken. There will also be single and double fancy riding, club drills, exhibition of fancy roller skating, etc., and a most enjoyable entertainment is promised. At the conclusion of the races, the floor will be cleared for roller skating, which will last until midnight. During the evening the Olympian Club orchestra will render choice selections of popular airs. The building is large and commodious, with a seating capacity of upwards of four thousand, a large proportion of which will be reserved.

The committees consist of those who figured prominently in the management of the League Meet, and with such men as President Beckwith, Secretary Clapp, J. C. Gullick, and W. A. Bryant at the helm, the success of the affair is already guaranteed. Already the demand for tickets is large, and those requiring reserved seats should secure them at once.

Entries are promised from nearly all the noted flyers, and the races promise to be exciting and close. In fact, the races will be the virtual opening of the racing season, and we trust that out of town men will at once go into training. The club have always maintained a public spirited policy, and we trust they will receive the hearty support of wheelmen in general. Further details will be published from time to time, or particulars may be obtained by addressing the Secretary, Mr. Knight L. Clapp, 57 Broadway, New York.

With this number of THE WHEEL we close the fifth volume, and, as customary in such cases, desire to say a few words of our future career. There are many in the League who have received THE WHEEL from the date of their joining the organization, without actually knowing why it was sent to them, except that it was the Official Organ of the League of American Wheelmen. To those we will say in brief that a contract was made between the former publishers of this paper and the

officers of the L. A. W., at the time of the annual meeting, by which THE WHEEL was to be sent to every member of the League from the time of his joining until the end of the League year, May 30th, 1884, for fifty cents per man. This contract has been faithfully carried out, and THE WHEEL has been the means of intercommunication between the officers and its members, and has awakened an active interest in the organization, as shown in its largely increased membership.

Although we have received assurances of support from a very large portion of the present membership, we have decided to make no effort to renew our contract after June 1st, when it expires. After that date we shall conduct the paper on a purely business basis, relying solely on subscriptions and advertising patronage for its support. While we have always maintained a kindly feeling towards the League, we have been at considerable expense in publishing the official notices, which necessarily crowded out interesting and valuable news to the cycling community at large.

Our next number begins Vol. VI., and we shall enlarge its size, to accommodate our increasing list of subscribers and advertisers. In order to ascertain the feeling of our readers as far as financial support is concerned, we have printed a subscription form, which we ask those who desire THE WHEEL for another year to fill out and send to us at their convenience. We have placed our price at one dollar, a popular figure, and, like Karl Kron, we desire a large number of replies. We think we give to wheelmen the full value of their investment, and, while we cannot always please every one, we shall do our best to produce a bright, interesting chronicle of events, as they transpire in this growing world of wheels.

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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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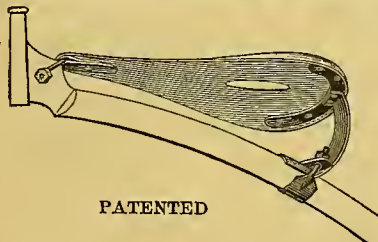
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the ordinary, thus lessening the reach, without lessening the spring-play. Being purely suspended and supported at one end by a spring, it yields to every motion of the body, and distributes the weight evenly. Any sag in the leather may be taken up and any desired tension given it by sliding the foot down the backbone. It is more comfortable than any other saddle spring made, and yet has no tendency to throw one over the handles. There are no projecting clips or corners to render it unsightly or injure clothing or person. Has no loose parts to wear or rattle. 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.

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Send postal for list of new and second hand Machines.

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**FOR SALE.**—48-inch Am. Sanspareil, 50 and 52 inch Std Columbia, 55-inch Invincible, 56-inch Harvard. Write for particulars; will send for examination. Cheap for cash. P. O. Box 444, New York.

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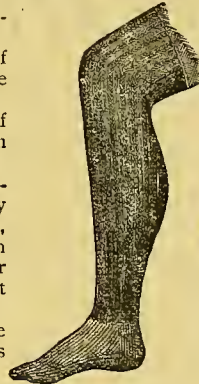
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Having recently enlarged our factory, we shall be able to fill the increased demand of the season of 1884 promptly and in a workmanlike manner.

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

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



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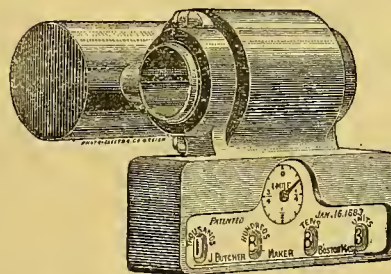
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**Special Patterns are made for the American Star and for Tricycles.**

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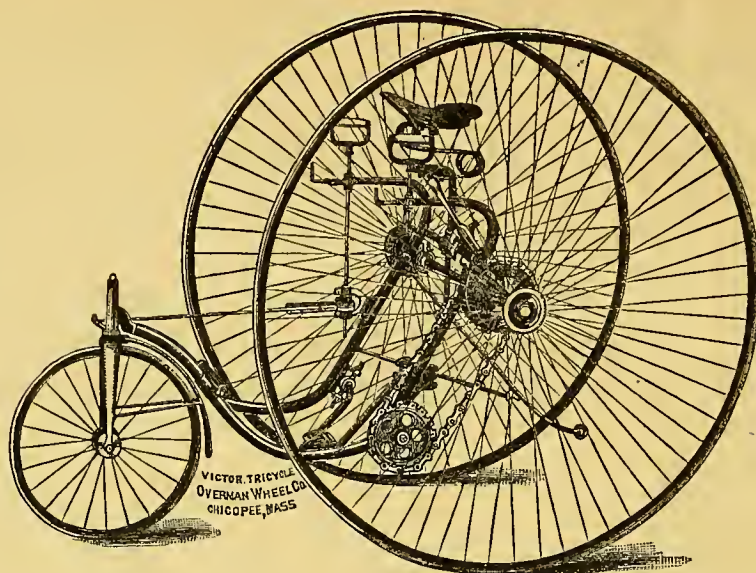
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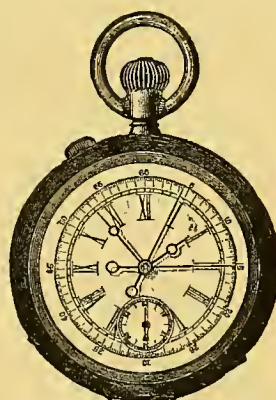
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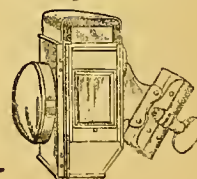
**Star Lamp** is made expressly for the Star. Will not blow out, nor will it shake out; gives a clear, bright light. It is well made, and cannot fail to please all who wish a first-class lamp.

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

**"CLUB" BICYCLES and TRICYCLES,**

And, knowing the demand for these favorite machines, they have now in stock and in transit a larger number of the Famous

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

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These Bicycles are universally admitted to be the most elegant machines now on the American Market, and gentlemen contemplating purchasing new mounts are recommended to consider the sterling merits of the AMERICAN CLUB.

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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.

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

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

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Automatic and Instantaneous.

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Send for Circular.

## THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

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

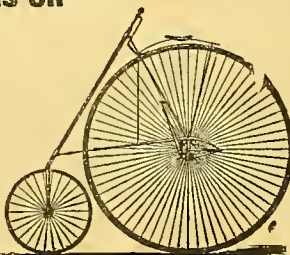
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedalling are excluded from any other similar vehicle."

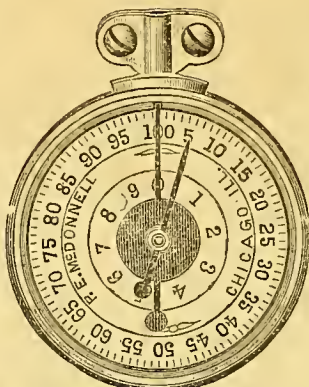
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For further particulars address,

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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

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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

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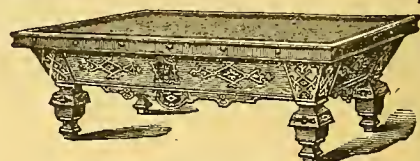
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THE LARGEST AND LIGHTEST RUNNING.

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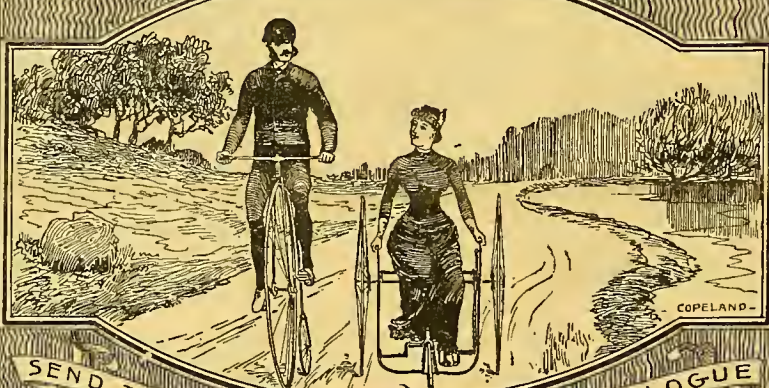
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