

THE WHEEL

A JOURNAL OF CYCLING

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

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MEETING OF THE RACING BOARD L. A. W.

A meeting of the Racing Board L. A. W. was held on Saturday, September 29th, at Philadelphia.

One or two changes were made in racing rules. Rule 4 was made a little more specific, inasmuch as it states that racing costumes must cover both shoulder and knee. As considerable confusion has existed regarding the duties of the referee and the judges, the rules were altered to more particularly separate them, giving to the judges control of the finish, and to the referee the power of deciding fouls and protests. It was decided, after some discussion, to allow League clubs to give race meetings without the sanction of the League, only requiring them to file a report within ten days after the races are run. The following is the resolution as passed:

Privilege is hereby granted to clubs, whose entire membership are members of the League, to give race meetings without making application for sanction to the Racing Board, the only requirement being that the races be run under League rules, and that a report be filed with the Secretary of the Board within ten days after the races are held. Blanks for this purpose can be obtained of any member of the Racing Board. In case these requirements are not lived up to, the privilege may be withdrawn by vote of the Board.

In all other races, members should see that the races are sanctioned as in the past before competing.

The question as to the holding of the championship races of the League was discussed, and the following resolution was passed, which explains itself:

Resolved, That it is the opinion of a majority of the Racing Board that the races for the amateur championships shall be held at the same time and place as the annual meet, and under the management of the League, and that the Board of Officers be requested to appropriate \$200 toward the expenses of the same.

The cases of one or two men who had competed in "open competition" at circus races were referred to the Board for a mail vote before deciding.

The meeting then adjourned at midnight.

We republish the racing rules in full, and commend them to the careful attention of all members of the League and other amateur wheelmen.

RACING RULES, LEAGUE OF AMERICAN WHEELMEN.

1. Entries and awards will be confined strictly to amateurs, and persons entering for these races, who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the Ref-

eree that they are not professionals, either by their own statement in writing, or otherwise. Any wheelman competing in races other than those held under the auspices of the League, or of a League club in good standing, or of an organization whose games have received the written sanction and indorsement of the League RACING BOARD, will be disqualified from competition in future League races, unless this disqualification shall be subsequently removed by the BOARD OF OFFICERS of the League.

2. (a) An amateur is a person who has never competed in an open competition, (b) or for a stake, (c) or for public money, (d) or for gate money, (e) or under a false name, (f) or with a professional for a prize, (g) or with a professional when gate money is charged, (h) nor who is not a paid teacher of bicycling or any other athletic exercise as a means of livelihood.—L. A. W. Rule 25.

3. Any competitor making a false entry will be disqualified.

4. Choice or change of bicycles or tricycles, in their respective races, and choice of costume, are not limited, except that shirt and pants must not bare shoulder or knee.

5. Each competitor will receive from the Clerk of the Course, before the start, a card bearing a number, which must be worn during the race.

6. The position in each race will be drawn by the Games Committee and printed in the programme of entries.

7. All starts will be from a standstill, and the machines are to be held in position by an attendant (the driving wheel touching the starting line) until the signal is given by the Starter. Any contestant starting before the signal is given shall be placed one yard behind the starting line, and an additional yard for each repeated false start. The "pusher-off" shall not be allowed to step over the starting line. In case of an accidental foul resulting in a fall within ten feet of the scratch line, the contestants shall be recalled and the race started over again.

8. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the bicycle in front before taking the inside; the inside man must allow room for his competitor to pass on the outside.

9. Any competitor guilty of foul riding will be disqualified.

10. Any protest against a competitor respecting his qualifications as an amateur must be lodged with the Referee before the start is effected; and any protest respecting foul riding or breach of rules must be made to the Referee immediately after the heat is finished.

11. Competitors may dismount during a race at their pleasure, and may run with their wheels if they wish to; but they must keep to the extreme outside of the path whenever dismounted.

12. The right is reserved to the Referee of refusing or canceling any entry, if necessary, before the start; of adjudicating any questionable entry; of deciding any other point not provided for, and of making any alteration in the programme that they may deem necessary.

13. The decision of the Judges and Referee will, in all cases, be final.

14. All Championship races shall be held under the immediate supervision of the League or its constituent clubs. No trotting, athletic, or other non-League organizations shall be allowed to hold State Bicycle Championships in which League members shall compete, without special sanction of the Racing Board. Privilege to hold State Championships may be granted to League clubs or authorized associations, when the importance of the meeting is sufficient to warrant the Racing Board's special sanction, although it is recommended that not more than one race be offered as a State Championship during the year, and

that meeting must be announced at least one month in advance, in order to give intending contestants ample time for preparation.

15. Championship races shall be run in one heat, or, should the number of starters be too large, in trial heats, and a final in which the winners and seconds in trials shall compete.

16. In handicap races the handicaps must be drawn up by a League member or committee of the same, and written reports of the handicaps and results must be sent to the Secretary of the Racing Board L. A. W. for reference.

17. No League member will be permitted to race under trotting rules; and no prize won or time made with a flying start will receive the sanction of the League. The track shall be measured on a line drawn 18 inches from the pole.

18. The races of the National Association of Amateur Athletes shall be sanctioned by the League, and no League member competing in the games of the Association, or of its associate clubs, shall be debarred from competition in the League races, or from enjoyment of any of its privileges.

19. The Racing Board L. A. W. shall be empowered to appoint, at its discretion, a League handicapper, who shall, for a stated remuneration, frame the handicaps of the League, and of such of its associate clubs as shall desire his services.

REGULATIONS MADE BY RACING BOARD.

Adopted January 10, 1883.

Mr. Fred. Jenkins, 45 West 35th street, New York, has been chosen official Handicapper of the League. A fee of \$1 will be charged for each race for which five or less contestants are entered, and 50 cents for each additional five names. Employment of the official Handicapper is not compulsory.

Ignorance is no excuse for the violation of the League rules, and racing men are warned that if found competing in unauthorized games, they will be debarred from entering any approved races or the championship games of the League and National Association of Amateur Athletes of America.

Application for the sanction of the Racing Board can be made to any member of the Board, indorsed by a League officer, or at least two League members, and a full statement of the character of the proposed races must accompany the application, which should be filed at least ten days previous to the date of the proposed meeting, in order to allow time for investigation.

Should the application be approved, a blank will be forwarded to the parties to whom the same is granted, which report must be filled out and returned to the Secretary, accompanied by a list of field officers, or better still, a printed programme to be filed for reference.

RULES FOR THE GOVERNMENT OF RACE MEETINGS.

I.

OFFICERS.

The officers of a Race Meeting shall be:

One Clerk of the Course, with Assistants if necessary
One Starter.
One Scorer, with Assistants if necessary.
Three Time-keepers.
Three Judges.
One Referee.

II

CLERK OF THE COURSE.

He shall record the name of each competitor who shall report to him.

Shall give him his number for each game in which he is entered, and notify him before the start of every event in which he is engaged.

The Assistants shall do such portion of his work as he may assign to them.

III.

THE STARTER.

He shall have entire control of competitors at their marks, and shall be the sole judge of fact as to whether or no any man has gone over his mark.

IV.

SCORER.

He shall record the laps made by each competitor, and call them aloud when required for the information of the contestants.

He shall record the order of finishing and the time of the competitors in all races.

The Assistants shall do such portion of his work as he may assign to them.

V.

TIME-KEEPERS.

Each of the three Time-keepers shall time every event; and in case of disagreement the average of the three shall be the official time. Second and third men's times should be taken whenever practicable. In case of a record being broken, the slowest time shall be taken.

Time shall be taken from the flash of the pistol.

VI.

JUDGES AT THE FINISH.

Two shall stand at one end of the tape, and the third at the other. One shall note the winner, another the second man, and the other the third man; they shall also note the distances between the first three as they finish.

In case of disagreement the majority shall decide.

Their decision as to the order in which the men finish shall be final and without appeal.

VII.

REFEREE.

He shall, when appealed to, decide all questions whose settlement is not otherwise provided for in these rules. His decision shall be final and without appeal.

VIII.

INNER GROUNDS.

No person whatsoever shall be allowed inside the track, except the officials and properly accredited representatives of the press.

Authorized persons shall wear a badge.

Competitors not engaged in the race actually taking place shall not be allowed inside or upon the track.

IX.

STARTING SIGNALS.

All races (except time handicaps) shall be started by report of pistol—the pistol to be fired that its flash may be visible to the Time-keepers.

A snap cap shall be no start.

There shall be no recall after the pistol is fired, except in case of a foul as provided in Rule 7.

Time handicaps shall be started by the word go.

FINISH.

A thread shall be stretched across the track at the finish, two feet above the ground, which shall be the finish line. It shall be fastened to the finish posts on either side, so that it may always be at right angles to the course and parallel to the ground, or held by the Judges when there are no posts.

The men shall be placed in the order in which they cross the finish line.

League of American Wheelmen.

All applications for membership to the League of American Wheelmen, except in the States where Divisions have been organized, should be sent to Fred Jenkins, Corresponding Secretary, 45 West Thirty-fifth Street, New York.

The admission fee is \$1.00, and should in all cases accompany the application. In case the application is rejected, the fee will be returned. Names of applicants should be written very plainly, with first names in full, giving Post-Office address. Remit by Checks, Drafts, or Post-Office Money Orders, made payable to Fred Jenkins, Cor. Sec'y L. A. W.

Applicants should notice names as published in THE WHEEL, and notify the Corresponding Secretary if any error is made. Members of the League are requested to notice the names also, and inform the Corresponding Secretary (confidentially) if any professional or otherwise objectionable person applies.

THE WHEEL is the official organ of the League, and, apart from all the official notices and news of the League, devotes considerable space to the news of the day.

Circulars, etc., regarding the League will be sent to any address on application to the Corresponding or Division Secretaries.

BOARD OF OFFICERS.

President—Dr. N. M. BECKWITH, 21 West Thirty-Seventh Street, New York.

Vice-President—W. H. MILLER, Box 245, Columbus Ohio.

Cor. Sec'y—FRED. JENKINS, 45 West Thirty-fifth St., New York.

Treasurer—WILLIAM V. GILMAN, Box 1487, Nashua, N. H.

Rec. Secretary—ANGUS S. HIBBARD, Milwaukee, Wis.

STANDING COMMITTEES.

Membership—Stephen Terry, Chairman, Box 1003, Hartford, Conn.; Frank P. Kendall, Box 555, Worcester, Mass. Fred. Jenkins, 45 West Thirty-fifth street N. Y.

Racing—Geo. D. Gideon Chairman, 1725 N. Twenty-first St., Philadelphia, Pa.; Fred. Jenkins, Secretary and Official Handicapper, 45 West Thirty-fifth street, N. Y.; Geo. H. Strong, 252 Market Street, San Francisco, Cal.; Frank E. Yates, 124 Washington Street, Chicago, Ill.; Abbott Ilassett, 8 Pemberton Square, Boston, Mass.; Al. Trego, B. & O. Railroad, Baltimore, Md.

Rules and Regulations—W. H. Miller, Chairman, Box 245 Columbus, Ohio; N. M. Beckwith, 21 West Thirty-seventh street, N. Y.; Chas. D. Standish, Detroit, Mich.

Rights and Privileges—A. S. Parsons, Chairman, Cambridgeport, Mass.; Angus H. Hibbard, Milwaukee, Wis.; W. V. Gilman, Nashua, N. H.

Railroads—Burley B. Ayres, Chairman, Chicago, Ill.

CHIEF CONSULS.

California—George H. Strong, 252 Market Street, San Francisco.

Connecticut—Stephen Terry, Box 1003, 319 Main St., Hartford.

Delaware—Charles H. Kittinger, Wilmington.

District of Columbia—Wm. C. Scribner, 1108 E. Street, N. W. Washington, D. C.

Illinois—J. O. Blake, 68 Wabash Avenue, Chicago.

Indiana—L. M. Wainwright, Noblesville.

Iowa—W. L. Howe, Box 966, Oskaloosa.

Kansas—Orville Anderson, Louisville.

Kentucky—A. M. Hill, New Orleans.

Louisiana—A. M. Hill, New Orleans.

Maine—C. H. Lamson, Portland.

Maryland—Albert Trego, B. & O. R. R., Baltimore.

Massachusetts—E. K. Hill, Worcester.

Michigan—Charles D. Standish, 36 Michigan Grand Ave., Detroit.

Minnesota—Theo. J. Richardson, Minneapolis.

Missouri—Richard Garvey, 407 Chestnut St., St. Louis.

New Hampshire—C. H. Wilkins, 859 Elm Street, Manchester.

New Jersey—L. H. Johnson, Orange.

New York—Dr. N. M. Beckwith, 21 West Thirty-seventh Street, N. Y.

Ohio—H. S. Livingston, Box 466, 443 West Seventh Street, Cincinnati.

Pennsylvania—George Sanderson, Scranton.

Province of Ontario—H. S. Tibbs, Box 1138, Montreal.

Province of Quebec—H. S. Tibbs, Box 1138, Montreal.

Rhode Island—A. G. Carpenter, Providence.

Texas—E. L. Beckwith, 60 West Twenty-second St. Galveston.

Vermont—C. G. Ross, Rutland.

Wisconsin—A. A. Hathaway, Milwaukee.

Wyoming—W. O. Owen, Laramie City.

West Virginia—Charles B. Ott, Wheeling.

REPRESENTATIVES.

California—George J. Hobe, Box 1216, San Francisco.

Connecticut—T. S. Rust, Box 1083, Meriden.

Illinois—H. G. Rouse, Peoria.

Kentucky—Leon Johnson, 1002 Tenth St., Louisville.

Maine—Frank E. Elwell, Portland.

Maryland—Yates Penniman, Baltimore.

Massachusetts—C. L. Clark, 42 Bedford St., Boston;

A. S. Parsons, Cambridgeport; F. P. Kendall, Worcester; J. S. Webber, Jr., 51 Main St., Gloucester.

Michigan—Geo. K. Root, 136 Jefferson ave., Detroit.

Missouri—George C. Oeters, 205 S. Main St., St. Louis.

New Hampshire—E. M. Gilman, Nashua.

New Jersey—H. C. Douglas, 32 Parkhurst Street, Newark.

New York—O. K. Alley, care S. S. Jewett & Co., Buffalo; A. G. Coleman, Canandaigua.

Ohio—Alfred Ely, Jr., 11 Grainger St., Cleveland; W. H. Miller, Box 245, Columbus.

Pennsylvania—George D. Gideon, 1725 N. 21st St., Philadelphia.

Province of Quebec—J. D. Miller, Montreal.

Vermont—Frederick G. Tuttle, Rutland.

Wisconsin—A. Meinecke, Jr., Milwaukee.

Wyoming—C. S. Greenbaum, Laramie City.

DIVISION SECRETARIES.

The following is a list of the Division Secretaries, to whom applications should be sent, or any inquiries concerning the Division addressed:

Indiana—M. F. Robinson, 47 Vance Block, Indianapolis, Ind.

Kentucky—A. S. Dietzman, Louisville.

Massachusetts—Frank P. Kendall, Box 555, Worcester, Mass.

Michigan—W. C. Marvin, Ovid, Mich.

Minnesota—Fred S. Bryant, St. Paul, Minn.

Missouri—L. J. Berger, St. Louis & San Francisco Railway Company, St. Louis, Mo.

New Hampshire—E. A. McQueston, 654 Elm street, Manchester, N. H.

New Jersey—Harold Serrell, Plainfield, N. J.

New York—Benj. G. Sanford, Box 2425, New York, N. Y.

Ohio—C. J. Krag, Columbus, Ohio.

Pennsylvania—Victor M. Haldeman, Marietta, Pa.

DIVISION TREASURERS.

Massachusetts—Charles P. Shillaber, 131 West Chester Park, Boston, Mass.

Michigan—G. E. Gorham, Marshall, Mich.

Minnesota—Capt. Young, Northfield, Minn.

Missouri—Arthur Young, Fifth and Walnut Streets, care Frisco Line, St. Louis, Mo.

New Hampshire—C. H. Sanders, Fisherville, N. H.

New Jersey—Fred. Provost *pro tem.*, New Brunswick, N. J.

New York—Louis H. Brown, 153 Lake Street, Elmira N. Y.

Ohio—D. E. Barnum, Springfield, Ohio.

Pennsylvania—Fred. McOwen, 216 S. Third Street Philadelphia, Pa.

NOTICE TO BICYCLE CLUBS.

Clubs who wish a position in the League parades, or representation at conventions by delegates, should have a clause similar to the following embodied in their by-laws:

League Membership.—This Club, as a whole, shall become members of the League of American Wheelmen, the initiation fees being paid out of the Club Treasury, and each new member not already a member of the League, shall be proposed by the Secretary of the Club. Each member of the Club shall contribute his annual dues of the League to the Club Treasurer, individually; or the annual dues of each member shall be paid out of the Club Treasury.

NUMBERS ON MEMBERSHIP TICKETS.

Some little confusion has arisen from the duplication of numbers upon our cards of membership for this year, due to the mistake of the lithographers in stamping red figures upon the left of the card contrary to orders. Those figures amount to nothing, the true one being found in the lower centre, preceded by the letter D, indicating the fourth year of our existence.

It is impossible to use these numbered tickets, so many of them having been dropped that it would have necessitated issuing many more than we now have, since the numbers already far exceed the whole number of tickets ordered. The entire lot would have been rejected but for the delay in securing others, which, at this season of the League year, would prove a very serious affair.

Yours fraternally,

W. V. GILMAN,
Treasurer.

TRANSPORTATION.

The following Railroads have issued instructions to carry bicycles free, at owners' risk, in baggage cars, when accompanied by owners and upon presentation of first-class tickets: Baltimore & Ohio; Grand Trunk; Chicago & Grand Trunk; Wabash, St. Louis & Pacific; Illinois Central; Chicago, Alton & St. Louis; Wheeling & Lake Erie; Cleveland & Marietta; Ohio Central, New York, Chicago & St. Louis; Lake Erie & Western; Cleveland, Lorain & Wheeling; Chicago, Burlington & Quincy; Chicago & Iowa; Kansas City, St. Joseph & Council Bluffs; Flint & Pere Marquette; Grand Rapids & Indiana; Cleveland, Tuscarawas Valley & Wheeling; Indiana, Bloomington & Western; Valley Railway; Cleveland, Akron & Canton; Pennsylvania Company; Pittsburg, Ft. Wayne & Chicago; Pittsburg, Cincinnati & St. Louis (C. St. L. & P.); New Castle & Beaver Valley; Lawrence; Ashtabula & Pittsburg; Erie & Pittsburg; Cleveland & Pittsburg; N. W. Ohio; Meadville; Alliance, Niles & Ashtabula; Jeffersonville, Madison & Indianapolis; Indianapolis & Vincennes; Chicago, Milwaukee & St. Paul; Ohio & Mississippi; Cincinnati, Hamilton & Dayton; Cleveland, Columbus, Cincinnati & Indianapolis; Indianapolis & St. Louis; Chicago & West Michigan; Michigan Central (including Canada Southern); Louisville, New Albany & Chicago; Cincinnati, Indianapolis, St. Louis & Chicago (Kankakee Line); Lehigh Valley; Toledo, Ann Arbor & Grand Trunk; Chicago & Eastern Illinois; Cleveland, Lorain & Wheeling; Vandalia Line; Chicago, St. Louis & Pittsburg; Detroit, Lansing & Northern; Port Huron & North Western; Maine Central; Portland & Ogdensburg; Chicago & Alton; Chicago, Burlington & Quincy; Wabash, St. Louis & Pacific; Chicago, Milwaukee & St. Paul; Chesapeake & Ohio; Columbus, Hocking Valley & Toledo; Montrose Railway; Buffalo, N. Y., and Philadelphia; Chicago & Atlantic R'y; Missouri Pacific; International & Great Northern; Texas & Pacific; St. Louis, Iron Mountain & Southern; St. Louis & San Francisco; St. Louis, Alton & Terre Haute R'y; New London and Northern; Portland & Wooster; Louisville & Nashville; Atchison, Topeka & Santa Fe; Chicago, Rock Island & Pacific (by special permit only. Address J. D. Marston, General Baggage Agent, Chicago); Chicago & Northwestern (by special permit only. Address N. A. Phillips, General Baggage Agent, Chicago).

TRANSPORTATION CHARGES.

Boston & Albany charge one cent per mile; minimum charge fifty cents.

Boston & Majoe charge twenty-five cents any distance, Pennsylvania; Philadelphia & Reading, 25 cents for 50 miles or less, and half cent per mile over fifty.

Eastern Railroads—One-half cent, per mile, minimum charge of twenty-five cents, owner's risk.

APPLICATIONS FOR MEMBERSHIP I. A. W.

No. 39. Total, 168. NEW YORK, Oct. 12, 1883.

The following is a list of applicants for membership received up to date and published in accordance with Article III. of the Constitution. Any objection must be made to the Corresponding Secretary within two weeks from date of publication, and it will be considered confidential. It is the duty of every League member to examine the names of applicants and see that no objectionable person is admitted to the League. Candidates will please notice if their names and addresses are correct, and report any error at once to

Unattached—21:

- 1360—E. O. Hawkes, 371 Cumberland street, Portland, Maine.
- 1370—J. H. Lamson, 7 Temple street, Portland, Maine.
- 1371—F. E. Du Bois, West Randolph, Vt.
- 1372—C. R. Palmer, 404 Pearl street, Burlington, Vt.
- 1375—George F. Updegraff, 79 12th street, Wheeling, W. Va.
- 1376—A. A. Wheat, Wheeling, W. Va.
- 1377—Frank E. Prior, care G. C. & Santa Fe Railroad, Galveston, Texas.
- 1394—E. Corydon Prescott, Marinette, Wis.
- 1405—Louis R. Holt, Oskaloosa, Iowa.
- 1410—Charles S. Denman, Des Moines, Iowa.
- 1412—T. J. Baird, Albion, Iowa.
- 1417—W. K. Hardenbrook, Albion, Iowa.
- 1423—Wm. J. Wernli, Le Mars.
- 1450—Charles D. Howell, Winterset, Iowa.
- 1484—John R. Clark, 918 Ninth street, Des Moines, Iowa.
- 1486—R. F. Billings, Sioux Rapids, Iowa.
- 1496—Edwin Wilbur Rice, Jr., Thomson, Houston Electric Co., New Britain, Conn.
- 1499—William H. Allen, 138 Collins street, Hartford, Conn.
- 1500—Charles Clinton Rossherg, 165 Main street, New Britain, Conn.
- 1502—Henry H. Whitehouse, 167 Temple street, New Haven, Conn.
- 1509—Edward Boyd, 112 Dwight street, New Haven, Conn.

Derby Wheel Club—add. 1:

- 1501—John S. Young, Birmingham, Conn.

Pequonnock Wheel Club—add. 1:

- 1150—Louis B. Curtis, Southport, Conn.

Branford Bi. Club—5:

- 1517—Thomas E. Crouch, Branford, Conn.
- 1520—Wilfred L. Moore, " "
- 1548—Isaac P. Beach, " "
- 1543—Valdemar T. Hammer, " "
- 1551—Elmer Farnham, " "

Nashville Bi. Club—add. 1:

- 1487—J. Hill Thompson, care Phillips, Buttofi Manufacturing Co., Nashville, Tenn.

La Fayette Wheelmen—add. 4:

- 1556—A. E. Mealy, 452 Mulberry street, Baltimore, Md.
- 1574—Chas. B. Ludwig, 150 North Howard street, Baltimore, Md.
- 1576—Charles B. Ellis, Eutaw Place and McMechen street, Baltimore, Md.
- 1579—J. Frank Baetzer, 341 W. Baltimore street, Baltimore, Md.

Rockford Bi. Club—5:

- 1591—A. E. Thompson, Rockford, Ill.
- 1591—N. A. Lyman, " "
- 1594—Frank L. Lake, " "
- 1600—Jas. S. Gibson, " "
- 1601—Geo. S. Hart, " "

INDIANA DIVISION—3.

Unattached—3

- 1625—Earnest Rognon, Jeffersonville, Ind.
- 1637—Ernest Mullings, Jeffersonville, Ind.
- 1638—William Welburn, Jeffersonville, Ind.

KENTUCKY DIVISION—5.

Falls City Bi. Club—add. 5

- 1613—Percy Bethson, City Hall, Louisville, Ky.
- 1617—Chas. Monsch, 424 E. Main street, Louisville, Ky.
- 1622—Wm. Schultz, City Hall, Louisville, Ky.
- 1623—P. D. Logan, Bremaker, Moore Paper Co., Louisville, Ky.
- 1624—Wm. Stuber, 530 Washington street, Louisville, Ky.

MASSACHUSETTS DIVISION—11.

Unattached—12:

- 1645—Wm. A. Bond, Blossom street, Lynn, Mass.
- 1660—N. C. Nash, Arlington, Mass.
- 1661—Frank B. Towne, Box 206, Holyoke, Mass.
- 1663—Fred M. Sargent, Merrimac, Mass.
- 1690—A. A. Ballard, Brighton, Mass.
- 1691—Henry D. Stone, Westboro, Mass.
- 1705—Wm. Shakespeare, Waltham, Mass.
- 1707—Geo. F. Walters, Waltham, Mass.
- 1711—Hugh Duddleston, Waltham, Mass.
- 1715—R. M. Ferris, Longwood avenue, Brookline, Mass.
- 1718—G. A. Witherell, 55 E. Springfield street, Boston, Mass.
- 1720—W. E. Smith, 120 Essex street, Lynn, Mass.

Worcester Acolus Bi. Club—add. 1:

- 1710—C. T. Snow, 17 Mechanic street, Worcester, Mass.

MICHIGAN DIVISION—11.

Ann Arbor Bi. Club—add. 1:

- 1748—C. J. Scroogs, Ann Arbor, Mich.

Maple City Cyclists—7:

- 1750—Geo. J. Bourrind, Adrian, Mich.
- 1751—Henry M. Judge, " "
- 1752—F. L. Nixon, " "
- 1753—W. B. Mumford, " "
- 1754—C. G. Weisinger, " "
- 1758—Chas. Myerhufer, " "
- 1760—J. H. Finch, " "

Marshall Bi. Club—add. 2:

- 1762—Louis Miller, Marshall, Mich.
- 1771—Chas. O. Miller, Marshall, Mich.

Unattached—1:

- 1761—James Heath, Big Rapids, Mich.

MISSOURI DIVISION—4.

Missouri Bi. Club—add. 1:

- 1775—Ben Wasserman, 407 Chestnut street, St. Louis, Mo.

Frisco Wheelmen—add. 1:

- 1780—Jno. S. Rogers, care Frisco Line, St. Louis, Mo.

Unattached—2:

- 1778—Jas. W. Neill, Mine La Motte, Mo.
- 1779—Chas. Deguire, Fredericktown, Mo.

NEW HAMPSHIRE DIVISION—4.

Penacook Bi. Club—add. 3:

- 1785—Eddie C. Durgin, Fisherville N. H.
- 1791—Eulie A. Ketchum, Fisherville, N. H.
- 1801—William E. Morrill, Fisherville, N. H.

Unattached—1:

- 1783—F. H. Goss, Milford, N. H.

NEW JERSEY DIVISION—15.

Monmouth Wheelmen—2:

- 1806—Whitall S. Hill, Red Bank, N. J.
- 1810—John H. Raymond, Red Bank, N. J.

Essex Bi. Club—add. 3:

- 1811—E. R. Bellman, 584 High street, Newark, N. J.
- 1815—R. Foster, Box 3404, New York, N. Y.
- 1817—Austin Booth, 517 Washington street, Newark, N. J.

Acolus Bi. Club—1:

- 1818—C. L. Jackson, Rutherford, N. J.

Unattached—4:

- 1819—William Toney Baird, Orange, N. J.
- 1820—John S. Duston, 60 Fifth avenue, Newark, N. J.
- 1824—George D. Burr, Moorestown, N. J.
- 1829—E. A. Gould, Vineland, N. J.

OHIO DIVISION—8.

Unattached—7:

- 1836—D. J. Snyder, Reynoldsburg, Ohio.
- 1837—John B. Tylus, Jr., Middletown, Ohio.
- 1841—Dr. L. M. Early, Ripley, Ohio.
- 1842—S. A. Potter, Cincinnati, Ohio.
- 1847—A. I. Nicholas, Youngstown, Ohio.
- 1857—G. A. Rhodes, Canal Dover, Ohio.
- 1865—W. R. Warnick, Massillon, Ohio.

College Hill Bi. Club—1:

- 1874—C. H. Avery, College Hill, Ohio.

PENNSYLVANIA DIVISION—72.

Unattached—26:

- 1877—Walter E. Smith, 1213 Walnut street Philadelphia, Pa.

- 1878—John C. Price, 879 N. 27th street, Philadelphia, Pa.

- 1188—Chas. L. Filbert, Columbia, Pa.
- 1803—John S. Musser, Columbia, Pa.
- 1900—Robert C. Selden, Titusville, Pa.
- 1909—Simon C. Levy, 1817 Ridge avenue, Philadelphia, Pa.
- 1914—George R. Kite, Norristown, Pa.
- 1932—Willis R. Roberts, Norristown, Pa.
- 1935—Chas. A. Ashburner, 907 Walnut street, Philadelphia, Pa.
- 1938—Harold E. Gillingham, 4664 Knox street, Germantown, Philadelphia, Pa.
- 1941—D. D. Grant, Franklin, Pa.
- 1948—Rowland W. Moth, 1737 N. 22d street, Philadelphia, Pa.
- 1952—H. Warren Terry, New Castle, Pa.
- 1954—H. E. Smith, Haverford, Pa.
- 1956—J. W. Huber, Ashland, Pa.
- 1996—Edward B. Forney, Columbia, Pa.
- 1222—George A. Gorgas, Harrisburg, Pa.
- 1223—Wm. H. Middleton, Harrisburg, Pa.
- 2236—James L. Sproul, Norristown, Pa.
- 2245—A. L. Phillips, Pottsville, Pa.
- 2252—John G. Brown, Danville, Pa.
- 2259—E. C. Lufkin, Titusville, Pa.
- 2260—W. Dosh Holloway, Danville, Pa.
- 2266—B. S. Thorp, 4624 Main street, Frankfort-Philadelphia, Pa.
- 2267—Joseph H. Walley, Eddystone, Delaware County, Pa.
- 2269—Ed. Moberg Cooper, 306 North street, Harrisburg, Pa.

Haverford College Bi. Club—5:

- 1987—Frederic H. Strawbridge, Haverford, Pa.
- 1998—Frederick Newbold Trotter, " "
- 1999—Thomas Herbert Chase, " "
- 1822—Alfred Chase, " "
- 1823—Lloyd Logan Smith, " "

Alpha Bi. Club—add. 3:

- 2003—Christian C. Knauss, Bethlehem, Pa.
- 2003—Edward French, " "
- 2006—William Weiss, " "

Lehigh University Bi. Club—11:

- 2007—A. P. Smith, South Bethlehem, Pa.
- 2015—P. D. Millholland, South Bethlehem, Pa.
- 2032—H. O. Koller, " "
- 2044—R. W. Lee, " "
- 2050—G. R. Booth, " "
- 2067—F. B. Price, " "
- 2068—W. H. Sayre, Jr., " "
- 2072—Parry Searle, " "
- 2076—E. S. Stackhouse, " "
- 2078—F. R. Engelbert, " "
- 2079—Robert Stinson, " "

Montrose Bi. Club—add. 2:

- 2090—W. C. Cruser, Montrose, Pa.
- 2097—F. J. Lott, " "

Wilkesbarre Bi. Club—add. 14:

- 2098—Edward G. Mercier, Wilkesbarre, Pa.
- 2099—J. G. Carpenter, " "
- 2100—Edward W. Sturdevant, " "
- 2104—Geo. R. Wright, " "
- 2123—C. H. Carpenter, " "
- 2132—R. L. Ayres, " "
- 2135—John S. Kulp, " "
- 2140—M. F. Cyphers, " "
- 2141—Shepherd Ayars, " "
- 2142—W. W. Lee, " "
- 2146—John D. Farnham, " "
- 2149—Chas. H. Sturdevant, " "
- 2163—Chas. W. Bixby, " "
- 2164—Gilbert B. Pfouts, 1319 South Broad street, Philadelphia, Pa.

American Star Bi. Club—add. 8:

- 2172—C. P. Twaddell, 70 Pashal avenue, West Philadelphia, Pa.
- 2174—C. F. Stafford, 313 Pine street, Philadelphia, Pa.
- 2175—Robt. P. Schellenger, 616 Federal street, Philadelphia, Pa.
- 2176—Chas. R. Paul, 1838 Seybort street, Philadelphia, Pa.
- 2179—Ascera W. Potts, 2638 Fairhill street, Philadelphia, Pa.
- 2203—E. S. Keefer, 2008 Columbia avenue, Philadelphia, Pa.
- 2204—Albert A. Norris, 525 S. Broad street, Philadelphia, Pa.
- 2220—L. Eshner, 511 Market street, Philadelphia, Pa.

Williamsport Wheel Club—add. 1:

- 2180—W. H. Bloom, Williamsport, Pa.

Philadelphia Bi. Club—add. 1:

- 2184—Morris P. Janney, Pottstown, Pa.

Pennsylvania Bi. Club—add. 1:

- 2196—Frank T. Field, southeast corner Thirty-sixth street and Powelton avenue, West Philadelphia, Pa.

Annual League Races

MARYLAND BICYCLE CLUB,
ORIOLE PARK, BALTIMORE,

OCTOBER 20TH, 2.30 P.M.

9 EVENTS, 2 CHAMPIONSHIP RACES.

GOLD MEDALS FIRST, SILVER MEDALS SECOND.

Five Mile Club Championship.
Half Mile Ride and Run, Open.
One Mile State Championship, for residents of State only.
Two Mile, Open.
One Mile Club Handicap.
One Mile Capitol Club, Washington, Handicap.
Three Mile Handicap, Open.
One Mile Lafayette Wheelmen.
One Mile Consolation, Members who never won.

Entries \$1.00 to E. A. GRIFFITH,
MARYLAND BICYCLE CLUB.

FOR SALE Club racer, 54-inch, weight
25 lbs. Price \$135. This machine took prize at Stanley Show, London.
Owner, 4 E. 59th Street, New York.

APPOINTMENTS.

Board of Officers L. A. W.—I have this day appointed the following Chief Consuls: Indiana—L. M. Wainwright, Noblesville, Ind. Minnesota—Theo. J. Richardson, Minneapolis, Minn.

N. MALON BECKWITH,
Pres. L. A. W.

NEW YORK, Oct. 3, 1883.

EXPULSION FROM THE L. A. W.

Editor of The Wheel: The Membership Committee, having carefully examined the protest and other papers in the case, find that Mr. Frank Lamkin, of Norwalk, Ohio, competed for a money prize in a bicycle race at a county fair in Mt. Gilead, Ohio, in October, 1882, while a member of the L. A. W., and thus violated the conditions of membership. On account whereof, this committee, subject to the approval of the Board of Officers, declare him a professional, and, therefore, expelled from membership in the L. A. W.

STEPHEN TERRY,
Chairman Membership Committee.

HARTFORD, Conn., Sept. 27, 1883.

Since our leader was written we have heard from Boston the interesting fact that Mr. Bassett admitted the complaint to the Post-office was made by E. C. Hodges & Co., while Mr. Jo. Dean denies that the *World* had anything to do with it. Evidently these two cherubs have not compared notes.

BROCKTON'S BIG TOURNAMENT.

Bicycling has numerous devotees in this city, and the three clubs—the Brockton, the City, and the Union—have worked unitedly to plan and carry out a tournament, in which well-known wheelmen should participate, for prizes aggregating \$800. To-day's event has amply justified their endeavors. The visiting cyclists arrived early in the forenoon, making their headquarters at the rooms of the City Club, which were thrown open for their reception, where Captains Swasey, of the Brocktons, Briggs, of the City, and Johnson, of the Unions, acted as a reception committee. Chief Marshal F. H. Johnson reports the following clubs represented by the visiting wheelmen: Bostons, 8; Ramblers, Massachusetts, and Eagles, of Boston, 9, 10, and 11 men each; Newtons, 8; Brooklines, 4; Pawtuckets, 6; Cambridge, 4; Worcesters, 6; Millburys, 5; East Bridgewater Wheelmen, 10; Lowells, 6; Naticks, 7; Attleboros, 10; Lynn, 3; Waltham, 8; Scotland, 5; Weymouths, 8; Crescents, of

Boston, 6; Salem, 8; Taunton, 7; Springfield, 5; Hawthorns, of Salem, 9; Tremont, 2; Brockton, City, and Union Clubs, of this city, 10, 18, and 16 men respectively; total, 209. At 12:30 P.M. the wheelmen gathered in Brockton Theatre to partake of dinner, previous to which brief remarks were made by Mayor Packard and Hon. H. W. Robinson, President of the Agricultural Society. The eatables having been disposed of, machines were mounted, and a line was formed under the direction of Chief Marshal Johnson, and, after a brief parade through some of the principal streets, the track was reached, where a large crowd had assembled on the grand stand and in carriages to witness the races of the afternoon. The track was in the best of condition, and there was no wind of consequence. Mr. W. M. Pratt, of the City Club (Brockton), officiated as starter.

The opening event was a five-mile dash for the championship of Plymouth County and a \$75 gold medal. The contestants were H. A. Carr and Silas Howe, both of the City Club, of this city. Carr won in 19m. 47½s. The two-mile race, best two in three, for three prizes (Star bicycle, silver chronograph, and Auburndale timer), brought out six starters of the nine who entered. E. P. Burnham, of Newton, won in 6m. 12½s. and 6m. 25s.; Charles Frazier, of Smithville, N. J., second, and A. H. Robinson, of West Kensington, Eng., third. The latter rider took a bad header near the close of the second heat, resulting in some severe scratches and bruises, which, however, did not cause the plucky rider to leave the track. The one-mile handicap, best two in three, for a gold watch, a chronograph, and an Auburndale timer, had fourteen starters. H. Edgerly, of Cambridge, won in 2m. 55s. and 2m. 50s.; Frank L. Dean, of Worcester, second; and J. W. Wattles, Jr., of Canton, third. Five wheelmen started in the half-mile race, best two in three, for a silver chronograph, a watch, and a set of ball pedals. Robinson, of England, won in 1m. 30½s. and 1m. 28s.; E. P. Burnham, of Newton, second; and Charles Frazier, of Smithville, N. J., third. The two-mile dash for Star bicycles, for a chronograph, a watch, and an Auburndale timer, had four starters, and was won by Frazier in 7m. 8s.; Bert Pressy, of Hammoncton, N. J., second; and N. G. Norcross, of Lowell, third. The one mile tricycle race, best two in three, for a gold watch, a chronograph, and a silver watch, was won by Burnham in 3m. 40 4-5s. and 3m. 35s.; W. W. Stall, of Boston, second; and Frelon Morris, of Boston, third. Six starters came into line for the half-mile dash without hands, for a chronograph and two silver watches. Pressy won in 1m 37s., Fred B. Brigham, of North Attleboro, second; and George E. Cain, of Lynn, third. In the consolation race, half-mile dash, there were five prizes: Silver watch, Auburndale timer, ball pedals, hub lanterns, and L. A. W. badge. There was a starter for each prize, and they came in in the order named, the winner's time being 1m. 30s.: G. Fred Crosby, of Newton; E. P. Marshall, of Brockton; Wallace Finley, of Eagle Club, Boston; L. B. Gould, of City Club, Brockton; Gus Freeze, of Eagle Club, Boston.

The closing event was a local club race, one-mile dash. The prizes were: To the winning club, set of club colors; to first three men, gold club badges. The representatives of the City Club won, as follows:

CITY CLUB.

H. A. Carr	2
Charles Chevigney	2
Silas Howe	4

UNION CLUB.

J. W. Wattles, Jr.	5
Fred. F. Seavey	6
W. F. Thomas	1

Time—2m. 11 3-4s.

This evening a ball was given by the City Club in the Brockton Theatre, which was largely attended by local and visiting wheelmen. Previous to the dancing, the successful competitors of the afternoon were presented with their prizes, and an exhibition of fancy riding was given.—*Boston Herald*.

THE CENTURY ROAD RACE.

The long-looked-for 100-mile road race of the Boston Bicycling Club took place yesterday. Being the first long bicycle race ever held in this country, it has created much interest among wheelmen, and speculations as to what time would be made, the condition of the men at the finish, etc., were rife among wheelmen all over the country. In England bicycle road races are very popular, and, indeed, are of so frequent occurrence that the police sometimes interfere to prevent the public highways from being blocked. There is, however, no danger of anything of that kind happening in this country for some time to come, as it will probably be several years before wheelmen will be so numerous as to interfere in any way with the public traffic. Taken as a whole, the race run yesterday was a complete success, and the Boston Bicycle Club deserve much credit for the able manner in which everything appertaining to the race was conducted. There were a few accidents to some of the competitors, but none of a very serious nature, and, with the exception of these few accidents, nothing whatever happened to mar the success of the event.

All the competitors, together with their trainers and starters, rode to South Natick, Friday evening, so as to be ready for the start the next morning. The next morning they were called up at about 5 o'clock, and at 6.30 were ranged in line and started from in front of Bailey's Hotel. There were ten starters, as follows: Walter F. Morse, Norwood, Mass.; Thomas Midgley, Worcester, Mass.; H. T. Wheeler, Worcester, Mass.; Theodore Rothe, Boston, Mass.; C. F. Frazier, Smithville, N. J.; C. C. Wing, East Bridgewater, Mass.; H. T. Packard, East Bridgewater, Mass.; J. F. McClure, Boston; L. A. Peabody, Marblehead, Mass.; J. E. Wood, Beverly, Mass.

They started off well together at a very fair pace, and stuck close together for the first few miles, when some of the poorer riders dropped slowly behind, the rest continuing on at a constantly increasing pace. At Wellesley, H. T. Packard, of East Bridgewater, and L. A. Peabody, of Marblehead, both took a bad "header." The former was so badly injured that he was obliged to retire from the contest. Peabody, however, pluckily remounted, and although his machine was injured by the fall, continued on after the others, and soon caught up with them.

The ladies arrived at Newton at 7.05, where they were joined by several members of the Boston Bicycle Club, among whom was Mr. W. W. Stall, on his American Star bicycle. He set the pace for the next twenty-one miles, which was made in the remarkably quick time of eighty-five minutes. This fast pace of course left most of the riders far in the rear, and when Lynn was reached the only riders near the front were Thomas Midgley, Theodore Rothe, C. H. Frazier, J. F. McClure and L. A. Peabody, the others being way behind, some nearly an hour.

No change was made in the position of the riders from there on to Salem, where they were checked as they passed by the City Hall. At Ipswich, Midgley and Frazier made a short stop for Rothe, who received a bad fall and sprained his wrist. Continuing on, they rode together to the turning point, four miles and a half beyond Rowley, where they arrived at 12.15. Returning to Rowley, they stopped there about twenty

minutes for dinner, and then rode on together for a few miles, when Midgley and Frazier drew away from Rothe. Midgley and Frazier rode together for a few miles, when Midgley went off by himself, and was not afterwards caught up with by any of the other competitors, and finished an easy winner in 9 hours 47 minutes. He was perfectly fresh at the finish and could, without doubt, have made much faster time if he had been pushed.

Theodore Rothe finished second in 10 hours and 44 minutes; L. A. Peabody, 11 hours 25 minutes; J. F. McClure, 12 hours 40 minutes. The others retired from the race at different points along the route, but it is impossible to say just where they gave out, as many did not return to the city last night.

The roads were very good for most of the distance, but a very heavy wind blew against them going out. The prizes were a gold medal to the winner and a silver medal to the second man. A time medal was offered to any who made the distance inside of ten hours, but, as none but the winner covered the distance in the specified time, the medals were not required.—*Boston Globe*.

RACING AT THE CAPITAL.

The Capital Club of Washington held their annual fall races last Thursday and Friday, October 4th and 5th, on the Washington Athletic Grounds. The weather was in the main very fair, though a little too windy to admit of any record breaking. The quarter mile cinder track, however, was not in good condition, being so soft as to be cut up by the first race, and then, too, it should be raised at least two feet at the turns to render it safe. The attendance was very good, there being at least two thousand people in the stands each day, a fair proportion of whom were ladies. Many of the government officials were present, including Secretary Folger, of the Treasury. The management is to be commended. All the events came off promptly and on time, nor was there any crowding on to the track in moments of excitement. The races were called at 4.15 P. M., and at 3.45 P. M. the Capital Club and the visiting wheelmen mounted their machines at the club headquarters in the LeDroit Building, and paraded through the principal streets of Washington, to the Athletic Grounds. There were about sixty in line.

The first event was a five-mile handicap, open to all amateurs. To this there were eight entries. A. B. Prince, of Pittsfield, Mass., and A. H. Robinson, the English flyer, were unable to reach Washington, having raced at Brockton the day before. The remainder were on the track and were handicapped as follows: J. McK. Borden, Capital Club, 30 seconds; B. W. Hanna, Capital Club, 30 seconds; J. C. Smith, England, 40 seconds; R. F. Foster, Baltimore, Md., 40 seconds; A. B. Harrison, Baltimore, Md., 45 seconds; F. S. Fisher, Baltimore, Md., 45 seconds. It soon became evident that the race lay between Hanna and McK. Borden, of the Capital, as they at once went to reducing the lead and passed Foster on the second lap. At the beginning of the fourth lap they spurred ahead of J. C. Smith. On the fifth lap Harrison and Fisher were left in the rear, and the handicaps were made up. The rest of the race was a good fight, there being enough spurts to make it interesting, and the lead was constantly changing; but on the eighteenth lap Hanna spurred by Borden for the last time, and held the lead to the finish, winning by a few yards, in 17m. 39 1-2s. Borden's time was 17m. 40s. Prizes, gold medal, \$30, to first, and silver medal, \$3, to second.

The second event—prizes, gold medal to first and silver to second—was a mile novices' race, for which there were three entries. E. A. Newman,

Capital Club, first; 3m. 40 7-8s. E. H. Bond, second; 3m. 42 1-4s.

This race was not particularly interesting, as Newman drew away at the start and held his lead until the finish.

The third event, a professional three-mile race, was perhaps the most important of the day, as it was pretty well known that the *misunderstandings* at Springfield would necessitate a square trial of speed on the part of the participants. The entries were, Robert James, Birmingham, Eng.; John Keen, Surbiton, Eng.; J. S. Prince and H. W. Higham, both of Washington. The men came promptly to scratch, James winning the pole.

James made the pace at the start, and held it for two laps, when Keen passed him. It was evident that James was not in riding form, and from this time on he was out of the race, withdrawing on the completion of two miles. Keen held the lead until the beginning of the seventh lap, when Higham spurred to the front and made the pace, closely followed by Keen and Prince, until the eleventh lap. Prince here, by a splendid burst of speed, passed Higham and Keen, and kept ahead until the last quarter of the last lap, and then came one of the most hotly contested finishes we have ever seen, and the veteran Keen showed his metal and, won by half a wheel, in 9m. 48 1-2s. Prince's time was 9m. 48 3-4s., and Higham's 9m. 49.

In the fourth event, a half-mile scratch, Hanna, Fisher and Foster were at the start. Hanna drew right away, with Fisher second, and Foster third, and in this order the finish was made. On the second lap Foster tried hard, but did not succeed in spurring by Fisher. Hanna's time, 1m. 43 1-4s.; and Fisher's, 1m. 46 1-8s.

Prizes, gold and silver medals.

The fifth event, the second heat of the three-mile professional, was another victory for Keen, who, as before, passed Prince at the finish. The men were bunched most of the time, and alternated in the lead enough to keep the audience excited. James did a little better than in the first heat, but was never in the race. Keen's time was 10m. 13s., and his prize \$100; Prince's time, 10m. 13 1-8s., and his money \$75; and Higham's, 10m. 13 1-4s., and prize \$25.

The last event, a mile handicap to Capital Club men only, had two entries, B. W. Hanna at scratch, and E. A. Newman with twenty seconds start. Newman had it all his own way apparently, and won easily in 3m. 21s. actual running time. Hanna's time was 3m. 47 1-4s.

Prizes, gold medal to first, and silver to second.

Thursday evening all the visiting wheelmen were nicely entertained at the Capital Club rooms. The irrepressible Sam. T. Clark, he who carries so much good fellowship in a small physique, was on hand. Singing was indulged in to a considerable extent, and Mr. Noyes, and President Howard showed us how to lead a chorus of lusty voices. Later on we were given a neat little spread at a restaurant opposite.

Friday's races were well contested for the most part, and fully up to Thursday's precedent. The attendance was about the same, and weather better, if anything. Robinson, the English crack, had arrived during the night, and was at the scratch of the two-mile handicap, as were R. F. Foster, with 24 seconds, J. C. Smith, with 24 seconds, and F. S. Fisher, with 30 seconds. Robinson went to work at once to reduce the gaps, passed his opponent, on the seventh lap, and won easily by 1-2 a lap.

Actual time, 6m. 45 1-4s. Fisher was second in 7m. 32 3-8s.

Gold medal to first, silver to second.

In the quarter-mile handicap, restricted to Capital Club members, J. McK. Borden got the best of the start, and held it easily until the finish. Time, 49 3-4 seconds.

E. A. Newman's time was 50 seconds. Gold medal to first, silver to second.

In the ONE-MILE PROFESSIONAL race the same contestants participated as the day before. Higham took lead at the start, followed by Prince, James and Keen in a bunch. The second lap was unchanged, but in the third Prince made a strong spurt, supposing, he said, it was the last lap, and at the fourth slowed up a little, when Keen rushed to the front and won in 3m. 33-8s.; Prince second, 3m. 45-8s.; Higham third, in 3m. 6s.

The fourth race was very interesting to the local audience, as it was for the Capital Club five-mile challenge cup, which had to be won three times, and was then in the possession of J. McK. Borden, who had won it last spring. His only competitor was B. W. Hanna, who took the lead and was not headed by McK. Borden until the seventeenth lap. Borden, however, was not up to Hanna on the spurt, and was easily passed by the latter on the twentieth lap.

Hanna's time, 16m. 47 3-8s.

Borden's time, 16m. 47 1-2s.

A funny incident occurred here, which seemed to amuse the crowd. President Leland Howard, in his haste to congratulate Mr. Hanna, took a ridiculous header in jumping the ropes separating the track from the enclosure.

The second heat of the professional mile was won by Prince with one of his old-time spurts. Jack evidently intended to redeem himself, and we were glad to see him come to the front.

Keen led at the start with Prince and Higham pushing him hard. This order was continued until the finish, when Prince spurred and won in 3m. 7 3-4s.; Keen second in 3m. 8 2-4s.; Higham, 3m. 6s. Of course, the crowd were overjoyed to see their favorite win.

The sixth event was a novel feature in cycling—a ring tournament run under same rules as the well-known horse tournament. There were four entries:

Seward Beall, Capital Bicycle Club.

T. C. Tipton, " "

J. McK. Borden, " "

R. F. Foster, Incurables of Baltimore.

Borden was well up in practice, and won the \$15 prize. It was very amusing to see the boys miss the rings, and we have no hesitation in pronouncing this new departure a success.

In the one-mile handicap which followed, Robinson, scratch; Hanna, 12s.; Foster, 16s.; Smith, 16s.; Newman, 20s.; and Fisher, 22s., were ready at the pistol shot. On the second lap Hanna passed Foster and Smith, and on the third he was ahead of Newman. Foster got by Newman, but could not get by Smith. Hanna won easily, Smith second. We neglected to get the time of this race, and as the racing returns have not yet come in, we will have to defer giving it until next week. Robinson was too severely handicapped, and as the track was not in condition for fast time, he had no show.

Prizes, gold and silver medals.

The third heat of the professional mile race was won with no apparent effort by Prince. Higham started ahead, and kept the lead until the fourth lap, when Prince went ahead. Time, 3m. 6 3-8s.; Keen second, 3m. 6 1-2s.; and Higham, 3m. 7s.

Prince won \$75, Keen \$50, and Higham \$25.

The last race was a half-mile ride and run. Three entries—Seward Beall, R. F. Foster and A. H. Robinson. Beall seemed to make the best mounts, but Robinson got to work so much more quickly he had no trouble in winning. The prize was a silver medal.

The officers were as follows:

Judges—Edwin Oliver, Citizens' Club; W. J. Kenderdine, Washington Cycle Club; P. T. Dodge, Capital Club.

Referee—C. E. Hawley.

Starter—Max Hansman.

Clerks of Course—J. E. Leaming, W. F. Crossman.

Scorer—S. P. Hollingsworth.

Timers—S. P. Moses, Jr., J. W. Wagner, W. C. Scribner.

We had a very enjoyable time in Washington, and are under obligations to the Capital boys for the courteous way in which we were treated by them, and that they will accept our sincere thanks for trust same.



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

FRED. JENKINS, Cor. Sec'y L. A. W., - - - EDITOR.
45 West Thirty-fifth Street, N. Y.

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W. V. GILMAN, Treas. L. A. W. {
C. J. HOWARD, { Artistic Contributors.
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To League Members and Correspondents.

All communications for the Editor and Corresponding Secretary of the League of American Wheelmen must be addressed to Fred. Jenkins, 45 West Thirty-fifth Street, and not to the office of this paper.

League members must be particular to notify the Corresponding Secretary promptly of any change in their address, and should in all cases quote their League number. 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 firm. Make all Checks and Money Orders payable to OLIVER & JENKINS.

THE REASON "THE WHEEL" WAS DELAYED.

Our mail for the past three weeks has been the largest in the history of THE WHEEL. It consisted mostly of postal cards, all of which were of about the same tenor, viz.: "Why have we not received our WHEEL since September 14th?" The officers of the L. A. W. also report that the answering of the additional correspondence occasioned by the non-appearance of THE WHEEL consumed considerably more time than they could afford to spend. A few of these communications were insolent in tone and imputed motives by no means complimentary, but the great majority of them were cordial and sympathetic, and presumed the blame rested where it would more likely belong. This mass of correspondence, while very unpleasant on account of the causes which lead to it, has been a source of satisfaction in this way: it has shown us how necessary THE WHEEL is to its subscribers, and that our endeavors to give the cycling public a good newspaper at a reasonable price have not been in vain. Perhaps the best apology we can make for this inexcusable delay will be to narrate the facts of the case, as near as we have been able to learn them. When our edition of Sept. 21st was sent to the New York Post-office to mail,

the superintendent refused to receive it. As it was then late in the evening, we were not notified at the editorial and business offices, until the next morning when we received a letter from the postmaster asking us "to send up someone in authority to furnish information concerning our business." Of course we were not long in presenting ourselves to the auditor, and our surprise can doubtless be imagined when the gentleman informed us that the Department at Washington had notified the New York Office that THE WHEEL was apparently being mailed contrary to regulations, and had ordered THE WHEEL discontinued, pending an investigation. We found it would be impossible to mail THE WHEEL at second-class rates, and by the advice of the auditor, who, by the way, extended us every courtesy in his power, we deferred mailing our paper until a decision was reached, and hence our editions of September 21st and 28th were mailed about two weeks late, and the edition of October 5th, on the 6th instead of the 4th. During this investigation we were not idle ourselves, but did considerable detective work, and we think we have arrived at the truth. We first discovered that the question would not have arisen unless instigated by some one on the outside, as the Post-office, with its enormous business, has no time to look into the private affairs of a firm doing a business so comparatively small as ours. The next point to discover was the person or persons sufficiently interested to prefer charges against us. After canvassing the entire field, we settled upon E. C. Hodges & Co., of Boston, the publishers of our contemporary, *The Bicycling World*, and the Post-office officials were unable to deny that such was the fact; and, to make a long story short, we have come to the following diagnosis of the case. E. C. Hodges & Co., we suppose, wrote a letter to the Boston postmaster substantially as follows: "There is a paper published in New York, called THE WHEEL, which is sold for less than the cost of manufacture (for proof of which see clipping stating subscription price is merely nominal)." and intimating that our circulation was very large in Boston, and was therefore seriously cutting into the circulation of the *Bi. World*. In answer to this, we offered our books, a double entry set of which we keep, and they showed conclusively that THE WHEEL was not published for fun, but paid us a fair profit.

The other charges of our accusers were met with equal ease in establishing the fact that THE WHEEL was a successful publication for several years before it became the organ of the League, and only last May had succeeded the *Bi. World* in that capacity, that we received a paying rate for every subscription, and having long thought our price \$1.50 too high to insure a healthy circulation, we should in future put it at 75 cents a year. This letter of E. C. Hodges & Co., we suppose, was forwarded to the Department at Washington by the Boston postmaster, together with a letter from himself, and then re-

forwarded from Washington to the New York Postmaster, with a third letter from headquarters ordering him to stop THE WHEEL. We put our answers in the form of a letter to the N. Y. P. M., and it was forwarded by him to Washington. We waited the result for several days, but no word came, and we were finally compelled to go to Washington ourselves. Once on the ground, we were soon in communication with the chiefs of the Post-office Department, and it needed but a brief exposé of the facts to convince the gentlemen that THE WHEEL was a valuable paper to wheelmen, and did not evade the law and was entitled to admission at second-class rates, and the N. Y. postmaster was instructed to admit it if such was the case. It is needless to say that THE WHEEL was admitted the next day. One of the *peculiarly wise* moves on the part of E. C. Hodges & Co. was the sending of a specimen copy of the *Bicycling World*, enclosing a subscription blank, to the members of the League as soon as it was discovered that THE WHEEL of September 21st did not appear; and then, too, they selected a most *auspicious* time, the week of the Springfield meet, when the whole wheel world was anxious to get our official reports of it. This whole move has cost us considerable money, besides the time lost in bringing the crisis to a successful issue. Of our attitude towards the *Bicycling World*, we would say that since we were made the official organ of the League we have not said one word about it that could offend the most delicately constructed mind, unless our compliment (WHEEL, Sept. 21) to its editor, Mr. Jo. Dean, on the success of his exhibition, at Springfield may be so considered. We do not believe this move would have been made by E. C. Hodges & Co., had they thought for one moment that their plot would be discovered. We are perfectly willing to be crushed by any open, fair, and journalistic means the publishers of the *Bicycling World* can devise, but we decidedly object to being assassinated in the dark. In conclusion we would only state that if E. C. Hodges & Co. had brought their scheme to a successful issue, we should, for aught they knew, have been financially ruined. We trust, however, we are not foreordained to destruction by such weapons, and doubtless our readers and friends will bear this episode in mind when sending their subscriptions to *The Bicycling World*.

Since writing the above, the allegations contained therein have been confirmed by information direct from Boston.

THE NEW HAVEN TOURNAMENT.

THE PARADE.

Fortune has indeed been kind to the wheelmen this year, and the great meets have been blessed with almost universally good weather. Starting with New York, and continuing through Springfield, brings us down to New Haven, October 10th, which has also a perfect record, and triumphantly closes the season.

Wednesday morning was as lovely an autumn day as one could desire, and as the sun rose high in the heavens, the spirits of the New Haven men kept pace with the mercury. About ten o'clock, knots of wheelmen congregated on Church street, opposite the Tontine Hotel, in the basement of which can

always be found the genial Dr. Tyler, consul for City of Elms. The line was soon formed, with the right resting on Chapel street, and at 11 o'clock moved up Church street in the following order.

Mounted police; Robert Christie, of New Haven, and E. K. Bradley, of Meriden, pace makers; Chief Marshal N. Malon Beckwith, with Frank Egan, Ixion Bi. Club and F. H. Benton as aids; American Brass Band in Barge Columbia, drawn by four horses, and a carriage containing his Honor Mayor Lewis, Chief of Police Webster and M. Frank Tyler, Pres. N. H. B. C. First Division—Stephen Terry, Commander, with aids, followed by New Haven Club, 18 men, Lieut. W. M. Wellman; Connecticut Club, 20 men, Capt. Chas. E. Chase; Ixion Club, 3 men, Capt. Will R. Pitman; Springfield Club, 16 men, Capt. W. N. Winans. Second Division—Capt. T. S. Rust, of Meriden, Commander, with aids; Meriden Wheel Club, 16 men; New Haven Ramblers, 22 men, Capt. T. R. Ackrill; Bridgeport Club, 6 men, Capt. Leslie Holt; Derby Wheel Club, 12 men, Capt. Lester Hickok; Brass City of Waterbury, 5 men, Capt. T. M. White; Crescents, of Bradford, 5 men, Capt. T. H. Crouch; Knickerbockers, 5 boys, Capt. James R. Lyons; Stamford, 3 men, Capt. W. H. Hurlbutt; New Haven Tricycle Club, 7 men, and unattached riders completed the parade, which numbered in all 157 wheels.

The line of march led through some of the most beautiful streets of a beautiful city. Throngs of spectators lined the thoroughfares and appreciated what was evidently a novel sight in New Haven. Good form was maintained throughout the parade, and the steady improvement in the riding of clubs amply compensated for the lack in numbers.

THE RACES.

The parade in the morning showed its good effects as an advertising medium, and toward two in the afternoon, about three thousand people on foot, in carriages and in crowded horse cars wended their way toward Hamilton Park which is located about two miles from the city. The track is a half-mile circuit and was in excellent condition, as shown by another reduction of records, only second to Springfield. Indeed, the familiar appearance of such men as Hendee, Burnham, Frazier, Palmer and Fisk, that have been identified with fast time would be apt to lead one to think it was an extra day of Springfield transplanted to New Haven. The weather was well suited for record cutting, hardly a breath of wind impeding the racers. The reappearance of Hendee and his fine performances showed that the champion was still in form. Robinson was missing, although entered, and Corey was also absent. The prizes were handsome and costly enough to promote the keenest competition. A band of music discoursed sweet airs, while the flashing wheels and exciting spurts keep the large audience of ladies and gentlemen on their feet continually. Only one accident occurred to mar the pleasure of a most successful race meeting, and that was caused by the irrepressible small boy who wiggled between the legs of a stalwart policeman, and crossed the track just in time to throw Fisk in the ten-mile race. The handicaps had been made up on short notice, the entries reaching the handicapper's hands only two hours previous to his leaving for the scene of action. As the last number of the *New Haven Cycling Herald* contained a rather severe article on handicapping, we would remind the committee that it was hardly courteous to allow such a short time for their preparation.

The management was good, but neglected to provide badges for the officials, or even to publish their names on the programme, and it was a rather difficult matter to determine who was who. The races were promptly started and run through satisfactorily, under the following set of field officials: Referee and Handicapper, Fred. Jenkins, in place of Mr. S. T. Clark; Judges, Dr. N. M. Beckwith, Frank Egan and A. L. Fennessy; Starter, Fred H. Benton; Timers, F. A. Jackson, Dr. T. S. Rust and Frank Fowler; Scorer, Robert Christie; Clerk of the Course, Dr. N. P. Tyler. The first race was:

One-mile, 3:20 class—Robert F. Way, first; time, 3m. 35. Wm. Maxwell, second; 3m. 34-55 Wm. A. Hurlbutt, third; 3m. 32 3-45. A. H. Bradley, 4; Albert Heinze, 5; E. M. Willis, 6; J. F. Lynch, 7. The men got away well at the start, but before 100 yards had been run a collision occurred, leaving the first three men to fight it out. Way, who is a comparatively new man, showed a surprising burst of speed, and landed a sure winner, although Maxwell pushed him to the finish.

Two-mile Club Championship—L. B. Hamilton, first; time, 6m. 34 3-45. N. P. Tyler broke a spoke at the finish of the mile, and was forced to retire. Hamilton set a good pace, with Tyler on his heels, crossing the mile line in 3m. 6 3-45. On the second mile Cylei was forced to stop, and Hamilton trotted around alone.

One-mile Scratch—Geo. M. Hendee, first; time, 2m. 50s. Chas. F. Frazier, second; 2m. 50 3-45. Robinson was the only other entry, but it was a race for a lifetime. At the crack of the pistol Hendee sprang for the lead, and was leading at the half mile, completing the distance in 1m. 22 3-45, breaking his own record made at Springfield Sept. 20th. On the back stretch Frazier drew up level, but could not pass. Round they came, neck and neck, Hendee spurting under the wire in another best on record.

Two-mile Tricycle Race.—E. P. Burnham, first; time, 7m. 51-45. George H. Fowler, 2. Burnham set out to lower the record, and reached the mile post in 3m. 31 3-45, and riding the last mile alone, coming under the wire with a well sustained spurt, he succeeded in cutting the one and two mile record.

Two-mile Handicap.—S. J. Miles, (30s), first; time, 6m. 29 1-25. Wm. Maxwell (25s), second; time, 6m. 31 1-25. Chas. S. Fisk (10s), third; time, 6m. 30 1-45. Chas. F. Frazier (scratch) stopped. Mills and Maxwell had a pretty fight for first place, one and then the other alternating in the lead. Way laid back until the last lap, when he went to the front with a well timed spurt. Fisk gained in the first mile, completing the distance in 3m. He fell off in the last mile, evidently intending to save himself for the ten-mile handicap.

One-mile Combination Race.—Will R. Pitman, first; W. C. Smith, second; John T. Kennedy, third. This was a very amusing combination, the contestants being required to run, ride, push their machines forward, and with the little wheel in the air, finally carry their machines the last eighth of a mile. Judges were stationed at each eighth of a mile and instructed the competitors as to their duties. Pitman started in with the lead and forged ahead, gaining both in the rides and runs. On the last lap he buckled his wheel, but succeeded in reaching home an easy winner. The congratulations that followed upon his winning a first prize quite overcame him.

Five-mile Scratch.—George M. Hendee, first; time, 15m. 26 3-45. Charles F. Frazier, second. As in the mile race, the two cracks were the only competitors. Frazier started with the lead, finishing the mile in 3m. 15s. Hendee then went to the front, and covered the next mile in 2m. 58s., making a total of 6m. 13s. for the distance. From there on the pace was a cracker, the time at three miles being 9.20 1-2, lowering the record of Corey for that distance. No change was made in the positions, the fourth mile being covered in 12m. 30s. The last mile was a series of brilliant spurts, but the Springfield man maintained his fast pace to the close, winning a brilliant and exciting race. The times for the third, fourth and fifth mile constituted the best on record. The three-mile figures were altered, however, in the very next race.

Three-mile State Championship—Wm. C. Palmer, first; time, 9m. 17s. Robt. F. Way, 9m. 19s. S. J. Mills, one mile, 3m. 05s.; stopped. This was a rattling race from start to finish. Palmer cut the pace from the first, making the mile in 3m. 5 3-45, with Way close at his heels. On the next mile the positions were unchanged, the watch showing 51.1 1-4. At two and a half miles Way went to the front, and looked a winner, but Palmer had enough left to spurt on the home stretch, and won the race and a record medal. Way is a remarkable rider for a green hand, and it is the first season also for Palmer, who has been somewhat unfortunate on the track.

Ten-mile Handicap—E. P. Burnham (scratch), first; time, 31m. 32 1-25. L. B. Hamilton, second (1m. 30s.); time, 33m. 4 4-55. Chas. S. Fisk (60s.), third; time, 33m. 49s. J. F. Ives, fourth; Charles F. Frazier, scratch, stopped at four miles. The men were pretty well strung out at the start, and Ives and Hamilton gained a half a mile before the scratch men started. The only feature worthy of note was the retirement of Frazier at four miles, the effects of the two hard races proving too well that no man is made of iron. Burnham in the meantime was not idle, and at five miles was level with the former Springfield record (15m. 40s.). Fisk was cutting a fine pace, and gradually closing upon Hamilton, who was riding finely. His chances, however, were completely spoiled by a severe header caused by a small boy running in front of him. The men were gradually working together in a manner satisfactory

to the handicapper, as the record made by Corey began to yield at the eighth mile. On the ninth mile, Burnham drew up near to Hamilton, passing him on the last lap. The Waterbury man made a game effort and stuck close to his rear wheel, and on entering the home stretch, Lewis spurred and lost his pedals, although it is doubtful that he could have beaten Burnham as that gentleman seemed to have plenty left, in spite of his severe exertions.

The following table, above five miles, will doubtless be of interest.

	BURNHAM.	HAMILTON.	FISK.	IVES.
5.	15.40	16.25	16.18	16.30
6.	19.07	19.50	20.07	19.45
7.	22.06	23.12	23.33	23.24 1-2
8.	*25.15	26.30	27.03	27.
9.	*28.24	29.48	30.35	30.58
10.	*31.32 1-2	33.04 4-5	33.49	34.08

* Best on record in America.

Corey's record for six and seven miles still holds good.

One-half-mile Consolation Race—It was somewhat of a surprise to see a more costly prize given in this event than such a punishing race as the mile combination. When consolation races were first instituted by THE WHEEL at the Philadelphia meet last year, the idea was to give some trifle that would serve to console the beaten men, but it looks as if this idea would perish, as they grow costlier every meet, and the "consolation" idea is lost, especially if the prizes are to be handsomer than those in regular competitions.

E. M. Willis, first; time 1m. 32s. Albert Heinze, second; time 1m. 38s. The victims of headers in the 3.20 class were the only ones to be consoled, and dashed away at the fire of the pistol, Willis taking the lead and winning easily. This concluded the very successful race meeting, which we trust resulted in a financial success.

WHEEL GOSSIP.

Here we are again!

Entered at the Post-Office at second-class rates.

We make no charge to the *Bicycling World* for their advertisement this week.

In language which the publisher will doubtless understand, we failed to be knocked out in the final round, and are still on hand.

If we were compelled to stamp each paper, the difference between that and second-class rates would amount to over thirty-five dollars a week.

What a fine President of the League that gentleman would have made. Chicago wheelmen deserve a monument for their efforts in securing his defeat.

What a record, anyway! Defeated for Commander in Boston, 1881; defeated at Chicago as president, 1882; defeated in the race with THE WHEEL, New York, 1883, and finally defeated in the attempt to muzzle an independent newspaper.

In our issue of the 21st September we said that we had taken a little vacation; we did not intend it to cover over thirty-six hours, and it must have had a peculiar meaning when read two weeks later.

Our mail has been peculiar. One indignant League member wants to know why the secretary does not stay at home and publish his paper instead of attending all the race meetings at various points of the compass.

My dear fellow, we prefer to write accounts of the great meets from personal observation, rather than use the scissors.

While all this struggle has been going on, the League has been gradually growing stronger and stronger. The paid-up membership at the present writing, including the list published to-day, is 3,125, which is 994 more than the highest number ever attained by the League.

Every member should strive to secure a recruit. We want our membership doubled, and we hope to see 5,000 names at least on the roll at the next League meet.

The wheelmen who have been competing in circus races think it hard that they should be denied admission to the League on account of having raced in an "open competition."

It is all right, Mr. *Globe*, and we presume you will be among the first to congratulate us on our "return to grace."

FOR SALE AND EXCHANGE.

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

FOR SALE Full Nickered, 50-inch Special Harvard, dropped bars, cut leg guard, long distance saddle, rubber handles, and King road lantern. Ridden two months. Price \$135. CASH, WHEEL office.

FOR SALE A 56-inch American Club Bicycle, full nickel with felloes and spokes painted. Dropped handle bar, with soft rubber handles. Will sell for \$130, cash. Or, with /Eolus ball pedals, Excelsior cyclometer, King of the Road lamp, and automatic bell, \$150. All in excellent order. Reason for selling, owner has a 60-inch. Address, H. H. STULTS, 95 5th Ave., Brooklyn, N. Y.

FOR SALE A 62-inch full nickered Expert. Has not been ridden 10 miles. Reason for selling, owner wishes a tricycle. Will exchange for a Columbia trike. Address GEO. W. GOULD, care of Gill Car Mfg. Co., Columbus, O.

FOR SALE 52-inch full nickered Expert. Used since June. Owner going to California on account of ill health. Address FRED. W. FLOWERS, Columbus, O.

ARE YOU INSURED AGAINST ACCIDENT?

Many a man asks: "What good can Accident Insurance be to me?" We answer: Simply because it meets a mass of unexpected cases. Every man can plan for the certain events, but the very uncertainty of casualties renders protection necessary through the laws of average. How many will be hurt in a million is well understood, although who they will be is unknown. The experience of eighteen years' Accident Insurance in England and America proves the wisdom of its methods, and the prudence of division into classes of risk, so that each man pays according to the hazard of his special occupation.

What is covered by Accident Insurance? In its provisions it somewhat resembles fire insurance of property. It is a direct provision for indemnity for loss of time or life from accident.

Some of the daily papers group together the accidents reported in the twenty-four hours from all parts of the country, and they form a serious number. Still it must be remembered thousands of other cases daily occur which never enter into the reports.

The prudent and careful man who avoids anger and stays at home may slip on a banana-skin or such a trivial thing as a piece of orange-peel, which may result in death. Danger is so easily hidden in such little things that the City of New York has a special ordinance upon throwing remnants of fruit on the sidewalk, and the police constantly watch the fruit-stands lest the sellers neglect to post up the law in bold letters.

Are you better provided against danger than others? Have you any greater security against accidents than have all other people? Do you know how soon you may encounter one of a thousand causes of injury? Accident Insurance takes advantage of the laws of average in disaster, and distributes the expense of indemnity over the community. The same principle is well understood in fire insurance. Every good business man hopes, and is almost certain, that fire will not start on his premises; yet his business reputation would be seriously impaired, if not destroyed, could it be discovered in the hour of disaster that he had neglected to provide against the loss which came unexpectedly, and perhaps resulting from the negligence or carelessness of others.

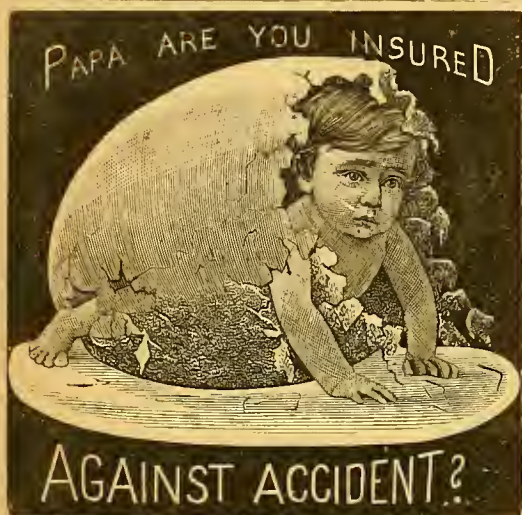
All Desirable Forms of Accident Insurance can be obtained of the

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NEW YORK, NEW JERSEY & PENNSYLVANIA.

OFFICE, 149 BROADWAY, N. Y.



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JOHN M. CRANE, Secretary.

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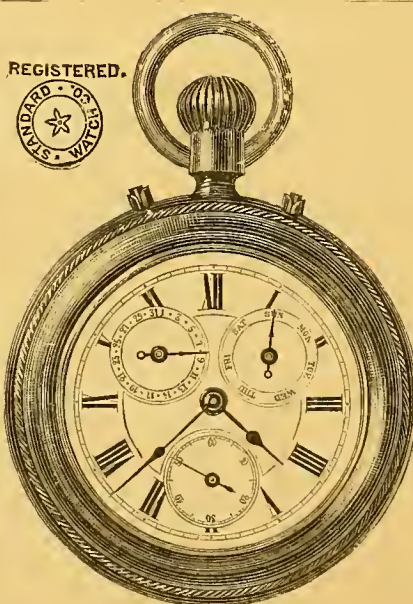
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The Wheel, 75 Cents a Year.



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STANDARD CALENDAR.

Twenty Ligne, Open Face, in Nickel and Silver, showing the Date and Day of the Week. Full Jeweled. Finished Movement. The latest novelty out.

Ask your Jeweler for this and other Standard Watches.

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SOLE AGENTS, NEW YORK.

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WERE ALL WON ON

VICTOR TRICYCLES.

ONE MILE CHAMPIONSHIP RACE:

W. W. Stall, riding a "Victor," 3 min. 33 sec.

A. G. Powell, riding a "Victor," 3 min. 34 1-5 sec.

L. H. Johnson, riding a "Victor," 3 min. 34 3-5 sec.

C. D. Vesey, riding a "Coventry Rotary," 3 min. 48 sec.

Wood, riding an "American Roadster," -----

FIVE MILE RACE:

L. H. Johnson, riding a "Victor," 18 min. 35 sec.

A. G. Powell, riding a "Victor," 18 min. 38 sec.

T. Midgely, riding a "Columbia," 18 min. 51 sec.

Illustrated Catalogue 3 Cents.

Overman Wheel Company, MAKERS:

First and only exclusive tricycle makers in America.

HARTFORD, CONN.

To the Wheelmen of America.

THEODORE GOETZE & CO.,

256 Grand Street,

NEW YORK, N. Y.

Respectfully announce that they are prepared to furnish first-class German Knitting-yarn Stockings in any color, worked in ribbed patterns, at the unprecedented price of

\$1.50 per single pair; by mail, 10 cents extra,
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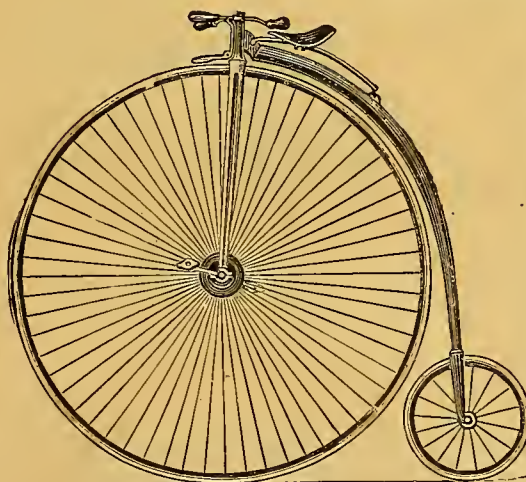
Clubs furnished with Stockings from original designs. Correspondence with the trade solicited. Send for circular.

Messrs. THEO. GOETZE & CO.,

Gentlemen—We find your Stockings to be all that they are described. OLIVER & JENKINS.

The American Sanspareil Roadster,

MADE BY WM. ANDREWS, BIRMINGHAM, ENGLAND.



The Strongest, Most Rigid and Handsomest Bicycle in America.

Andrews' patent head, with 5 in. centres, elliptical steel backbone, fluted front and semi-tubular back forks, 26 in. dropped handle bar, gun metal hubs, direct spokes, detachable cranks, parallel pedals with Hancock rubbers, dust-proof adjustable ball bearings, double-to-front single-to-back wheel. Fitted with handy tool bag, finish all-bright parts nicked on copper, balance finely, coach-painted and lined in gold and vermillion. Price, - - - \$125.00
Or, full nickled, except felloes, - - - \$137.50

Send 15 cents for cabinet photo, or 3 cent stamp for 32 page illustrated catalogue.

The "AMERICAN," with balls to both wheels and hollow forks, all bright, \$100.00

The British, Sp. British, and Extraordinary Challenges, and all parts of the above machines, constantly in stock. A full line of accessories. Every wheelman should have our catalogue.

SAM'L T. CLARK & CO.,

Importers of Bicycles, Tricycles and Accessories
FRANKLIN BUILDING, BALTIMORE.



To the Wheelmen of New York and Vicinity.

COME TO ORATON HALL,

(BROAD STREET NEAR MORRIS AND ESSEX R. R. STATION), NEWARK, N. J.,

And give the American Star, the "new favorite," a trial. Cars leave foot of Barclay and Christopher Streets about every ten to twenty minutes.

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Zacharias & Smith.

A. L. ESTABROOK, Artist Tailor, 4 East 50th Street, Official Tailor to the League of American Wheelmen and Cyclist Touring Club, by appointment. Bicycle suits a specialty. Estimates furnished to clubs.

Attention, Bicycle Dealers!

WE WANT YOU TO SELL THE

Perfection Bicycle Alarm,

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Send for terms and sample alarm. Money refunded if bell is not satisfactory.



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CO.,
161 & 163 Clymer St.
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the pioneer tricycle manufactured in America. Price, boxed ready for shipment, \$160. And is now prepared to fill orders for same at short notice.

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A full line of sundries and all the latest novelties at lowest cash prices. Send for illustrated catalogues.

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unable to perform life's du-
ties properly, can be certain-
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&c., is wholly superseded by
THE MARSTON BOLLUS.
Even hopeless cases as-
sured of certain restoration
to full and perfect man-
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cleanly, pleasant. Send for
treatise. Consultation with
physician free.
MARSTON REMEDY CO.
46 W. 14th St., New York.

M. J. GLEASON,

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FASHIONABLE FOOT AND SHOE MAKER,

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Fine Shoes a Specialty. Special Reduction to Bicyclers

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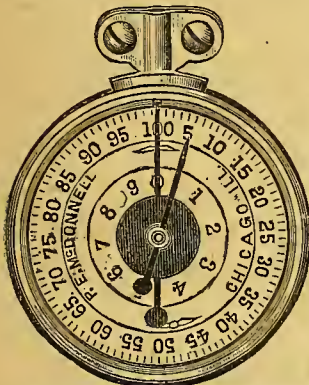
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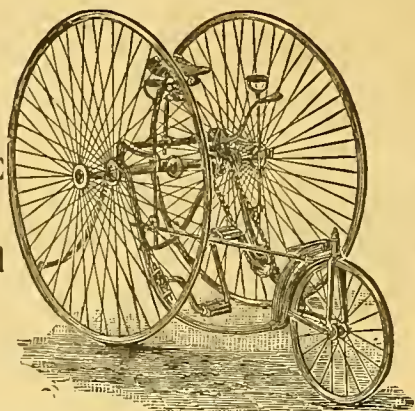
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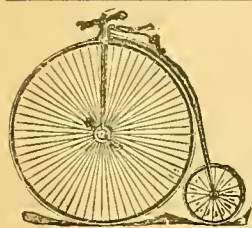
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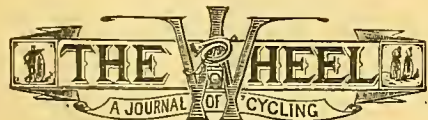
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