

THE WHEEL

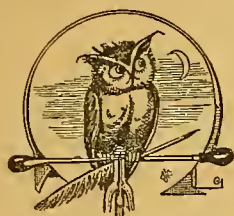
A JOURNAL OF CYCLING

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

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One who stands in thoughtful mood upon the pinnacle of the present and gazes with careful scrutiny down the valley of the past, finds absorbing interest in each of the factors which have contributed to the marvelous progress reached during the last five years in cycling institutions.

I understand arrangements are on foot for a prominent English house to open a branch in this city with extensive repair shops in connection with it. If true the news will indeed be good news to many who have long felt the need of this.

A new combination has been formed, and now the infant, the captain of ye President, will jointly own and ride a "Dual" convertible sociable.

A new juvenile club has been organized, with quarters in palatial but hospitable number four.

A very amusing thing occurred the other day while I was in Schuyler's. Jno. Prince the champion (blower) came in from Chicago, and after praising himself, &c., went on to narrate how he had \$200 laying in the office of the *Clipper* to bind a match with Jack Keene, and how he had been unable to find him, and a lot more of bosh, when I walked Keene himself. The look that came over Prince's face, was not entirely that of a champion or a truthful man, and the way he ate humble pie and retracted previous statements convinced me he was neither one nor the other.

"Campanini" Newman, that "mite"-y giant of the Ixions, thinks little of driving his 43-inch Humber over forty to fifty miles of hill and dale on a Sunday's quiet run.

There seems to be a growing inclination among some of the newer riders to introduce into bicycling, certain feminine adornments, such as rows of ribbon upon their handle bars, &c., that are better omitted than copied. We older riders cannot forget the comments, always unfavorable, that greeted our knee breeches when we first mounted a wheel, and now that we are just

convincing the public that bicycles are not toys or their riders aught else but men, we do not desire injudicious action on the part of our less experienced brethren to offset our labors by their feminine adornment of wheel and person. It should at all times be a cyclist's endeavor to be, both on and off the wheel, as unobtrusively dressed as possible.

The Ixion's new club dog is named "Beauty." The name is very appropriate since Pit is her guardian, and we all know what a discerning eye he has at all times for beauty.

There is shortly to be a severe contest to take place for the position of club liar. The present holder declares he cannot longer retain the honor in the face of the overwhelming talent possessed by the other members of the club.

I am sorry indeed to have to record my absence from the entertainment of the Connecticut club at Hartford on the night of the 21st, for too well I know the good time I missed from any affair given by this club, who have a host of such good fellows as Day, Terry and Belden.

"Castle Trundle," the new serial in *The Wheelman*, is by far the best cycling story I have ever read, and successfully solves the problem of how to write a narrative concerning and appertaining to cycling without making the wheel paramount to the exclusion of all else.

Louis Hamilton of the New Haven and Yale clubs has deserted his 60-inch Yale racer for a Star. Another good man astronomically stricken.

While the city of New York is celebrating the Evacuation of the British from its streets one hundred years ago, wouldn't it be a good idea for the anglo-maniacs, who in attempting to "tool" tandems, dog carts, etc., over the avenues become a danger to cyclists and others to take the hint and evacuate?

The funny man sat in great solitude in the club below, while the noisy ones above made Rome howl; finally becoming exasperated he remarked, "I think I will have a noise stir, too," and proceeding to the café Coulter soon accomplished his dire threat.

"The Sunday Journal" contains a story entitled "The Girl of his Choice, or a Panic Among the Slims of Murray Hill," in which the hero is a bicyclist named F. DeWitt McGolden, in the course of which the following

dialogue takes place between the colored servant and her mistress:

"Yo' friend have come," replied Julia, exhibiting through her smiles two rows of faultlessly white teeth.

"Which one?" asked Florence Langtide, rising with a painful effort and hurrying towards the mirror.

"De gemmin' wif de black eyes" and de long, black, black mustache, what alhis gibs me a quarter when I opensde do' fo' him," replied the girl.

"Ah, it is that horrible McGolden, the bicycle rider. How I hate the fellow. He thinks of nothing but developing the calves of his legs, and rides his bicycle before my window every day that I may gaze upon and worship his shape. Tell him I will be down in a moment!"

Several prominent metropolitan wheelmen will no doubt institute libel suits in consequence, each thinking himself the person referred to.

I was a little premature last week in designating the new club cat of the Citizens as "him." I was wrong in the gender but right on the fact and name.

THE SPRINGFIELD MEET.

The first great "camp, meet, and tournament" in America has come and gone, and our readers have, ere this, been made fully acquainted with the results of the meeting, from which more, perhaps, is to be learned of the present state and position of cycling in America than from anything else. Reports from a large number of sources are to hand, so that on the principle that "in the multitude of councillors there is wisdom," we are enabled by this time to form a fairly accurate idea of what took place in September. The fact of all American records being beaten, shows the racing to have been of the highest order, though it also speaks well for the shape and condition of the track, and we believe we are right in saying that with a hard path and a mile circuit, as was the case at Springfield, riders in the States had a better opportunity offered them for doing fast times than they ever had before. The times themselves show that our Yankee cousins are improving fast, and now have some really fast men who are a credit to their country, and may well be considered by our own cracks as "foemen worthy of their—wheel," though our friends across the water must not attach too much importance to Robinson's defeat; for, although "Doodle" is, undoubtedly, a fast and plucky rider—and a most astonishing one withal,

when his appearance in training is considered—with Liles, Sutton, Gaskell, Illston, and close on a dozen others in this country, we have men who can give him a start and a beating any day; whilst as far as the professional contests are concerned, Prince, who poses as the American champion and the representative of her rights, appeared to make plenty of noise, but whilst he never did much in this country before he left it, Jack Keen is getting old, and is not so good as he was, whilst neither he, James nor Higham can "show a candle" in speed or endurance to either Fred Wood, Lees or Howell, either of whom, had they been present, would have placed it conclusively beyond all dispute whether Prince had any chance or no, even had he not been "put in a pocket," as he complained. The fact of 44,000 persons having assembled from all parts of the States to witness such magnificent racing as undoubtedly took place, will, we fancy, fairly count as the foundation stone of wheel sport in America, for such a large concourse of people, showing such an amount of enthusiasm as we are told they did, cannot disperse to their homes without a lively and pleasant recollection of the days' doings, and a resolution that when next the wheelmen race in their vicinity, they will be there to see. We are told the whole affair was a grand financial success, save the camp and dinner, by which the Springfield club lost more than they made out of the other parts of the programme; and, in short, although the affair generally was on so much larger a scale, the number of riders who "camped out" only exceeded that at Harrogate by a dozen or two. What is the reason for this? Is it that Americans are not so enthusiastic as ourselves, except in a moment of excitement? or is it that their ideas are more luxurious, and they don't care to rough it in cold blood for a day or two? One of our exchanges speaks of parties from the camp parading the town *en masse*, of bugle-blowing all night, and of raids on several tents, the inmates of which were pulled out and their bedding arrangements "scattered to the winds," and adds, with a *naïveté* perfectly charming, "but there was no rowdyism." This phase of "quiet" camp life may perhaps account for the paucity of campers, as, despite the "rowdyism" which Mr. Tanner deprecated so much at the Yorkshire meeting, we think Harrogate must have been quiet as the grave compared with Springfield.—*The Cyclist*.

PEORIA POINTS.

Just at present bicycling interests in the Central City are more flourishing than ever before. Our club was a little disheartened last summer, when, after employing Armaindo and Eck to form the principal attraction of its first attempt at public entertainment, it was found at the close of the three days' exhibitions that accounts were short to such an extent as to necessitate a going down into the pockets of every member to the tune of over seven dollars. However, we soon rallied, and as the days began to shorten and the rains to descend, a want of comfortable winter quarters was felt, which soon led to the renting of several fine rooms in the third floor of Nos. 213 and 215 South Adams street, which were formerly used as a conservatory of music. Here we have two rooms fitted up as a gymnasium, having purchased a complete outfit for this purpose, so that the boys will have facilities enough to keep their physical development up to the highest standard.

Next we have a large room elegantly fitted up as an office and reception room, where our evenings may be spent in discussing plans for the future or in pleasant confab on the experiences of the past. This room is furnished with a hard coal heater, so as to be always cheerful, and contains a piano, tables, chairs, games, etc. One of the attractions in this room is a large-sized oil painting representing a bicycle wheel, which was painted to order for this purpose and presented to the club by one of its members.

In addition to this we have a wheel room, which was formerly used as a concert hall, and is large enough to admit of practice riding.

These rooms were formally thrown open on Thursday, November 15th, on which occasion they were comfortably filled with a very pleasant gathering of ladies and gentlemen, who manifested much interest in the proceedings, and left, no doubt, with elevated opinions of bicycling in general and the Peoria Club in particular.

The programme carried out was as follows:

The President, Mr. W. T. Irwin, opened with an address, giving a history of bicycling here and elsewhere, calling attention to the obstacles that had been overcome and the satisfactory progress which wheeling was making.

The Glee Club then rendered a bicycling song, after which six of our boys paraded on their wheels, the hall not being large enough to admit of more than this number occupying the floor at one time, in addition to the audience.

Harry G. Rouse and John Lindsay then gave an exhibition of fancy riding, which, considering their experience, was very fine, and received the hearty plaudits of the entire assembly.

August W. Koch followed with an exhibition of the Star Bicycle, which, while it was no extraordinary performance on that machine, yet "brought down the house."

Miss Minnie Wharn produced the sensation of the evening by appearing jauntily clad on a Victor Rotary Tricycle, this being the first instance of a lady appearing in public alone on a tricycle in this fair city of ours. She managed the three-wheeler well and excited the envy of many of the fair ones present.

Mr. Geo. Ives showed up the Coventry Convertible Sociable, and after manipulating it alone for awhile, induced two reverend gentlemen who were present to perch in turn beside him.

The Glee Club rendered another selection, and the balance of the evening was spent in tripping the light fantastic toe. All those present declared a more enjoyable evening had never been passed, and look forward with pleasure to the next reception of the P. Bi. C.

Since one lady braved public opinion by appearing on a tri, a score of others are ready to follow, and several of them have tried it for themselves so far under cover of darkness, but we have the promise that should the weather admit, Peorians will soon be edified by the sight of the fair sex on wheels in broad daylight. "So mote it be."

The ladies' great bugaboo seemed to be, at first, the Victor saddle. With an expression of incredibility the fair ones would ask if they were expected to sit on "that thing." However, one trial was enough to convince them all that sit on it they could, and gracefully they sat too.

BLITT.

Peoria, Ill., Nov. 20, 1883.

CONSTITUTION OF THE LEAGUE

1. This organization shall be known as the "LEAGUE OF AMERICAN WHEELMEN."

2. Its objects are to promote the general interests of bicycling; to ascertain, defend, and protect the rights of Wheelmen; to encourage and facilitate touring.

3. Any amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of \$1.00, and approval by the board of officers, or a committee thereof, after the publication of his name in a list of candidates in the official organ of the League at least two weeks previously.

4. Its officers shall be a President, a Vice-President, a Corresponding Secretary, a Recording Secretary, a Treasurer, Chief Consuls, one from each State and each State with a membership of fifty shall be entitled to one Representative and one additional Representative for every additional fifty members. No State with a membership of less than fifty shall be entitled to a Representative, and these officers shall form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this Constitution, and shall have power to fill vacancies.

Each State in which there are twenty-five or more members, shall organize a State Division, with a code of by-laws, in keeping with the Constitution of the L. A. W. Its Executive Board shall comprise the Chief Consul and Representatives, together with a Secretary and Treasurer, who may be chosen at large by a vote of the Division.

[The above is published in response to many requests as to the present Constitution, which was not in shape to be embodied in the last circular issued by the Corresponding Secretary.—Ed.]

ROADS.

In England, as everybody knows, it pays to manufacture the bicycle and tricycle, to ride them and to publish journals in their interest. The *Cyclist*, for example, still lacking several months of being a two year old, is much fatter than journalistic infants of that age often are. A year ago it had eight pages of ads; now it has sixteen. Comparisons are—a great many things; it is only as illustrating how different a basis the wheel is now on in England from its American basis, that the fatness of our excellent and distant neighbor, rotund with £. S. D., is referred to.

In England, however, it is not alone the publisher who is joyous; the maker, the dealer, and the user rejoice together. Only the youth or adult who lacks physical ability or disposition, or has no money at all, lacks a wheel to carry him: the article is supplied to suit all purses—and, it might be added, all degrees of knowledge and judgment on the subject; for the range of quality takes in some of the vilest wheels that ever rolled. If he cannot buy, he must be poor indeed; and if ready money is scarce, he can pay by installments. The wheel is literally everybody's vehicle. It is the servant of all classes. Saturday to Monday takes it in: the tourist uses it; the mechanic goes on it to and from his daily work, carrying his kit of tools; all ages have it, from that of the ante-breeches and frock ages to the last age which allows use of any members; the postman to an increasing extent, and the "cop" and the fireman somewhat, do their duty

with it; the sheriff and the dun chase with it the hapless culprit and the debtor who are running away on it; the physician and the clergyman have already adopted it as an improvement on the horse; *femina* borrows from it an attractiveness, while lending one to it; the crushed youth rides on it with his sister, or with some other fellow's sister, proves to her how strong he is to take the heavy end of all life's labors and steer clear of all its bumps: soberer couples, longer used to their own companionship, jog along comfortably on it; Father Time races with it, often getting beaten—but the list would spin out interminably before it would be complete. Nobody can look carefully at the extent of the trade in England without perceiving that the wheel is there for an indefinite time—probably for all time, as far as can be foreseen.

The remark above, about the comparative basis of the wheel there and here, used an unstudied word, but one suggestive of the whole case. The wheel abroad is on on a sound basis of good roads, extending all over the tight little island; they are the growth of centuries, constructed for permanence, and so everywhere that is scarcely an exaggeration to say one might mount at any spot in England and ride to any other without dismounting. There, it is true, the wheel is over ten years old; in America, it is not yet four in any real sense, and might be called hardly three. During this time it has made most remarkable and encouraging progress, especially as it had to overcome the prejudice left by the ridiculous old "bone-shaker" failure. It is far from our intention to draw any discouragement from the contrast, or to intimate that the wheel has attained its growth here, or to treat the case in any respect as concluded. The intention goes no further than a survey of the conditions, and the desire to start the process of removing existing obstacles to the rolling of the wheel, by the first step of mapping those difficulties out. One of them—the fact that there are so many cobblestones borne about on the shoulders of professedly living men as well as lying in the city streets, and that the horse is so commonly (more's the pity) driven by that less worthy animal which speaks through his nose—has been already discussed in these columns; a more serious one is the lack of good roads.

Nobody will dispute that we have in this country enough men, and enough physical vigor, and enjoyment of what is rationally enjoyable and useful, and money enough and all else needful, to make the country a new world indeed for the wheel and a bigger one than it now has. Some believe there are now 8,000 bicycles in this country; suppose there are and that there are 200,000 in Great Britain; this country surely has a capacity for thrice as many as that. As an implement of amateur athletics and exercise and as a club centre, the wheel has its place; but if it is confined to the largest cities and to a restricted use as such an implement, it cannot attain a very important place here, and perhaps may not retain any place permanently. Have we got now, for any reasons, merely a revived and vastly improved toy, or have we a really practical vehicle? The vehicle may itself be all right, as it is conceded to be, but have we the conditions for it; is this country ready to be possessed and retained by it?

This subject of roads is one in which the writer hereof has always hammered somewhat, because it has seemed to him that in

it is involved the future of the wheel in America. Without ridable roads—as if, let us suppose, this country were "cobbled" over every foot of its available surface—the wheel would be as much out of place as the finest fishing tackle in a dry horse-trough. One can ride over cobble, just as he can hop on one foot, or possibly (by practice) could stand on it in competition with any other goose; but who on earth would, or wants to? Who wants to walk a mile to borrow a horse to ride a quarter of a mile? Nothing is more aggravating than the possession of a bicycle where it can't be used, just as no sick baby was more plague-some than the machine when the rider (as Sir Boyle Roche would have said, had he the opportunity) must walk, and not only that but must carry his horse. Cobble and worse roads are really not fit for horses, but the horse has reserve strength to bang along with, and four wheels allow a division of the weight and a multiplication of springs. We may tax the resources of steel and rubber to the last, yet the weight of the steel must be concentrated on one wheel and cannot have a system of crossed springs. The laws of construction will forever keep the wheel we love dependent upon the character of the surface it has to traverse.

It is therefore to be for us Americans "so near and yet so far?" This is a subject of consequence not only to every wheelman who cares for the spread of the wheel, but to every rider who takes no concern beyond keeping and using his wheel, as he does his hat, and lets the wheel world outside of him wag for itself. Too large a number of the "unattached," it is to be feared, are of this class, but union is strength, and they have an interest (as well as the most wide-awake of wheel propagandists) in smoothing the way. What are we going to do about it?

Only one thing, of course. Since we cannot conform the wheel to the roads, much more than it already is, we must tackle the other side of the case, and conform the roads to the wheel. If we have not good roads now, we must *make* them—we *must* do it.

This must be done by making more of ourselves, in numbers, position, and influence. Were the majority wheelmen, how long would the beastly—no, the not beastly, the humanly bad roads be tolerated? How long would the broad difference between a road that really carries you over with "safety, speed, and comfort," and one that can be got over without breaking neck or harness, be unknown, and how long would the economical value of good roads remain unrecognized? Not long, surely.

We must, therefore, come together, at least for this common end, and stay together. Let Jack Horner take his pie to the corner, and put his thumb in by himself, but let him not do so with the wheel. The first step is to find out the dimensions and character of the problem. The facts about the roads in this country are wanted, and we call for this information distinctly and as loudly as we know how. We appeal to wheelmen in every part of it not to wait for somebody else, but to send this information in a compact, trustworthy, and available shape. It is not enough to characterize roads in a given section as "good," "fair," or the like; their character and construction should also be stated. The country is so big that no one person can have personal knowledge of very much of it, and as that is the kind of knowledge wanted, the co-operation of many is required. From Halifax to San Antonio, from Boston—about which we all know—to

San Francisco, and from all the places that lie between, the facts are wanted. Bear in mind that this article is not written to magnify difficulties, or to assume them, or to beg the question, pro or con, but to further discovery of the actual facts.

Now, then, ALL TOGETHER!

J. W., in *The Wheel*, July 6th, 1881.

[Although this article was written when the future of 'cycling was not as bright as at the present moment, the solid facts presented should command the attention of League members, who should endeavor to comply with the request for information concerning the roads in the United States. We are only too happy to repeat the invitation extended, and trust that it will meet with a ready response.—ED.]

MARYLAND BICYCLE CLUB.

At the last regular meeting Nov. 12th, Albert Trego resigned as member-at-large of Executive Committee, on account of stress of other business; Wm. Spurgeon from secretaryship, from same reason; and J. Day Flack, as Bugler, he being away pursuing a course of study at the Massachusetts Polytechnic School. Whilst regretting the action of the above gentlemen, the club was compelled to accept their resignations, and then elected the following: First Lieutenant, E. R. Jones, as member-at-large of Executive Committee; Albert C. Kenly, Secretary; and Dr. H. W. Hoopes, Bugler.

As an officer of the club cannot hold two positions at once, Jos. D. Chesney was elected First Lieutenant, *vice* E. R. Jones, resigned, to go on Executive Committee.

In response to a call from Captain King, for the regular monthly November club supper, to be held at Smedley House, Towson, about seven miles from club house, fifteen members lighted their lanterns and followed the Captain, through Boundary avenue's sand and Oak street's cobbles. The supper hour was 9 P. M., Nov. 16th.

The hungry fifteen were there a few minutes a head of time. The fat boy and his chum, the new member, arriving as supper was announced. Captain King presided, with the "Parson" and the Lord (J. W. Jr.) on either side. Amidst jokes and reminiscences of former suppers, the cheer of Mine Host Irving disappeared as fast as Hendee down a race course, although the club eater was indisposed. In the smoke of the cigars a member arose midst waves of applause, and read an essay on Bicycles. And this is what he said—After his opening remarks, he continued:

"The theories of Darwin grant us the power of evolving the cycle from a machine to a living creature, to a biped." He said: "After you tri (a) cycle, you want to bi (a) cycle, and when you have paid for your bi, it becomes a bi-ped—for—" (groans)

"Now," said he, "it must have sex. And we place it with the feminine gender, because it has a fellow. (Louder groans.) And it must be married, because it has a hnb-by. (Howls from the newly married member.) It belongs to the feathered tribe and is a chicken, because you have to pull-et through sand." (Sad, sickening moans.) The Captain here moved up close to the fire, as cold chills were creeping through him.

He continued: "Don't mistake your wheel for a strap, because you can buckle it. (The Parson fell down in a fit, and the Lord

(J. W. Jr.) cussed.) When the commotion had subsided, he continued: "But the most paradoxical peculiarity of the machine is, if you ride the improved saddle, altho' it keeps you in suspension, it does not cause you any anxiety." (Three members here warned him to quit.) Continuing, he continued: "If you wait a little wheel longer"—(Seven shots were here fired in rapid succession, and the conclusion of the sentence was lost, but as each marksman aimed at his cheek, no damage was accomplished, save the breaking of a few pieces of glass ware, by glancing bullets.)

Lighting a fresh cigar, he read on, informing us that June 21, 188—, found him in St. Louis as agent of Hercules Magnetizing Company. A most wonderful composition, of such power that a magnetized piece of metal, coming in contact with another piece of metal, adhered so tightly to it that it would break in another place first (wails of woe).

"Having sold \$800,000 worth in St. Louis that day (plain language expressing disbelief from the drummer—interval—drummer suppressed). I decided to ride my byke across the great iron bridge suspending the Mississippi river. About one quarter way across a tremendous storm broke forth. The great clouds rolled and staggered in their confusion. The thunder bellowed, the dazzling lightning hissed and the rain fell in streams, and the bridge trembled as the wind gusts struck it. (Snores from fat member.) I knew the express train was due. I had but five minutes to cross the bridge. Dismounting, I hastily magnetized the rims of my wheels, intending to finish my ride across the bridge on the steel rails, arguing that whilst the magnetized rims would keep the wind from blowing me off, or my wheels from running off the rails, the intervention of the rubber tire would break the force of the magnetism sufficiently to allow the wheels to revolve and move forward. (Sanguinary winks and nods exchanged between members.)

"Mounting, I found to my delight my idea perfectly practical. Suddenly I saw the headlight of the locomotive. Resolved to fight for my life, I dismounted, and, leaving my machine standing on the rails, I crawled back a dozen feet and thoroughly magnetized the rails on each side for a distance of two feet. As I finished, the block of composition slipped from my hand and fell in the water of the river below, which had risen very much and was roaring sullenly. The wind nearly tore me from the bridge as I crawled back to my machine. (Mutterings of discontent.) Scarcely had I mounted my machine ere there came a terrific gust of wind that tore the rail I was riding over from its fastenings, hurled us all against the bridge, and left us tangled, rail, machine, and self, on the other track. (Riotous behavior.) There we lay. I was unable to extricate myself and could look down on the muddy water a few feet below. As agent of the company I must admit that I watched the approaching train with curiosity. As the wheels of the engine struck the magnetized place there was a sudden stop, jar and rattle of couplings, and then the momentum of the train carried it forward about ten feet, and the train came to a halt—the wheels of the tender held fast. (Incipient riot.) Hearing the whistling of another engine, I saw to my horror a train rushing down the track I was on. I was so imprisoned that I could only escape by dropping to the river below and drowning. And the question arose which

had I better do, drop and drown at once, or let the cowcatcher mangle my body and toss its bleeding fragments far out to fall one by one in the muddy water to disappear forever. It was a horrible question, and being unable to decide it myself, I leave it to you." They decided to put three lumps of ice on his breast, tangle molasses in his hair, sprinkle salt down his back, gag him with a bunch of celery and send him home under a strong guard, warning him that if he ever did it again—death.

The ride home was full of charms. Bright moon, twinkling stars, and just enough frost in the air to make the spokes hum an accompaniment to the songs of the riders.

Riding is pretty well over with us for the season. We have had quite a boom in bicycling this year, the season bringing out two new clubs, giving us four now, namely, Maryland, Lafayette Wheelmen, Whirling Wheelmen, and another club composed of a man named Fortesque, or Forrester, or something like that. Very truly, SECRETARY.

To the Editor of the Wheel:

DEAR SIR—In your last issue of THE WHEEL I noticed an article by "Phil Moore," in answer to one of November 2d, by "Hanna C.," comparing the Expert with English machines. "Phil Moore" makes an onslaught on the Expert, because, while coasting, the backbone broke. He certainly takes poor ground to sustain his point. Is it not just as likely that the backbone of an English machine will break? I know of more than one case where the English backbone has succumbed, and given the rider an enviable introduction to "mother earth." "Phil Moore" evidently writes more from what he has heard than from real personal knowledge. I do not ride an Expert, but from personal observation on the road, and in conversation with gentlemen who have ridden (and with gentlemen who are now riding Experts) that the machine is, in all respects, what is claimed for it by "Hannah C.," who had an unexceptionably good chance to observe the qualities of the Expert on the recent Canadian tour of the Chicago Bicycle Club.

I am inclined to think that "Phil Moore" is a little prejudiced in his letter and does not give the subject he started out on, that broad liberal view which "Hannah C." does; the former tries to cover his prejudices by letting us into the secret that he is an American. This fact does not make the English machines any better, and does not materially hurt the American machine. I fail to see where in his letter "Hannah C." has alluded to racing machines, yet "Phil Moore" touches on this question. He should remember that the Expert Racer has not had the chances that the Rudge and Sanspareil Racers have had, and that when they are as many years on the track as either of the two named machines, he may have occasion to change his opinion. "Phil Moore" attacks "Hannah C." for putting up his opinion against the experience of English manufacturers. Would it not be well for him to follow the same rule in regard to the manufacturers of the Expert, who, I have no doubt, have spent years of hard work in their endeavors to present to the American riders a machine that would prove itself worthy of their patronage, and I can have little doubt that it must be a source of satisfaction to them to see that the result of their labors is proving such a success. Of course there is yet room for improvement on the bicycle, but to say that the Expert cannot hold its own with English machines is, to say the least, not doing it justice. MURUS.

RACES AT THE SUNNY SOUTH.

Editor of the Wheel:—The races of the Columbia Bi. Club, as published in your issue of Nov. 2d, were held here on Nov. 14th and 15th.

By request of the S. C. State Fair Association, which held their annual fair here then, the races were run in their grounds, on a track which had been prepared for us by them; work on the track had been unavoidably delayed, and it was feared that the races would have to be postponed on account of its not being completed; but by rushing it on at the last, it was finished on the day before the races, though it was still too uneven, and too short to permit any fast time being made; for this reason some wheelmen declined to run, thereby decreasing the prospects for an interesting race.

The wheelmen from points in S. C. and N. C. began to arrive on Tuesday 13th, and on Tuesday night, after stacking wheels at Club wheelroom, the visitors were taken by a squad of the Columbia Club to an informal supper served in the dining-hall of one of our best caterers.

After supper we took a short moonlight run around the city and through the suburbs to the bridge over the Congaree river, which we crossed, and after halting a few minutes in our neighboring county, we returned to the city, and before retiring exercised our muscles on the mile hill to the west of the Capitol.

Next morning we were up early, polishing up for the parade, which took place at eleven o'clock, and at which, by the way, we first aired our new flag, just purchased in Chicago. After a run through the principal streets we repaired to the race track, where the races commenced at 12.30 M. The piazzas of the exhibition building and the seats commanding a view of the track were filled by some 5,000 spectators.

The first race was one mile, and the prizes were won by T. T. Gilmer, of Charlotte, N. C., in 3 min. 45 sec., and Wm. Maxwell, of Charlotte, in 3.48. This race was well contested, Gilmer holding back at first, but finishing with a spurt three seconds in advance of Maxwell.

The three-mile race was next called, the prizes being won by W. L. Pharr, of Charlotte, N. C., in 12.16; second, P. F. Utsey, of Georges, S. C.; third, G. B. Green of Columbia. Pharr is one of the fastest men in this section, and the race was a walk-over on his part; he gained two laps on the other contestants, riding part of the time with hands off.

The third race was one mile, open only to members of the Columbia Bi. Club, and was won by D. A. Childs in 4.9, with M. H. Brennan second. This closed the races for the first day.

Thursday morning opened cold and cloudy, and though it rained slightly before the races it was not enough to injure the track.

The first race was a half-mile race in three heats, won by Gilmer; fastest time 1.45, and P. B. Sanford, of Greenville, S. C., a close second in 1.45½. This was a very interesting race, Sanford being a "dark horse." The second race was two miles, won by Pharr in 8 min., with Maxwell second in 8.12, and Utsey third in 8.15. Early in the race Pharr took the lead, and kept it in the same manner in which he had won the three-mile race; Maxwell also ran well, but the interest was centered in Utsey and Green, who were well matched. Green took a place near Utsey's hind wheel, and stuck there all through, in spite of Utsey's efforts to shake him off, un-

til the last lap, when they spurted, and Green closed up the space between them; they came round the home-stretch neck and neck, and Utsey crossed the line $\frac{1}{2}$ second in advance of Green.

The last was the consolation race, won by C. R. Query, of Charlotte, and S. B. Abbott, of Georges, second.

This closed the first attempt at a bicycle meet ever held in this State, though it was not as largely attended as we had hoped, (many who had announced their intention of coming not doing so), yet we think that all present considered it a success, and it served, as such meetings always do, to promote social intercourse between our wheelmen, and it was the beginning of friendship among our neighboring cyclers. We, at the South, are at a disadvantage with which our Northern cousins do not have to contend. In the first place, our country roads are very poor and sandy, and long runs are out of the question; this confines us principally to the city. And to some extent the wheel is still looked on as a boy's toy, and unworthy of a man, and the waste (?) of money necessary to get a good one is regarded as a terrible extravagance; but these prejudices must be conquered in time, and if they are not, it won't be our fault.

LE SECRETAIRE.

Columbia, S. C., Nov. 23d.

FROM THE CLUBS.

JUNIOR WHEELMEN.—At the annual election of officers of the Junior Wheelmen of Baltimore, held Saturday evening, November 3d, the following were elected for the ensuing year: J. C. Guggenheimer, President; C. P. Brigham, Secretary and Treasurer; Chas. L. Flack, Captain; Wm P. Hall, Lieutenant; Harry Kingsland, Color Bearer. Not having heard anything in regard to the sanctioning of our races heretofore spoken of, I ask if you can give me any information of the same.

Yours truly,

C. PLINY BRIGHAM, Sec.

WORCESTER AEOLUS.—At the annual meeting of the "Worcester Aeolus Wheelmen," held November 20th, the following officers were elected: President, Fred. S. Pratt; Secretary and Treasurer, Burton H. Wright; Captain, Chas. H. Banister; 1st Lieutenant, Frank E. Higgins; 2d Lieutenant, Harry W. Smith. Buglers, Geo. A. Booker, Lincoln Holland. Executive Committee, Fred. S. Pratt, Burton H. Wright, Chas. H. Banister, Stephen E. Greene, Edward F. Soloman.

Yours truly,

B. H. WRIGHT, Sec.

HARLEM WHEELMEN.—At the last meeting of the Harlem Wheelmen Mr. Andrew A. Knowles resigned the Secretaryship, and the undersigned was elected to fill the vacancy. If you will kindly insert this notice in your paper, you will greatly oblige

CHAS. M. PHELPS, Sec.

No. 25 Broad street.

PROVIDENCE.—At the annual meeting of the Providence Bicycle Club, held on November 19th inst., the following officers were elected: President, Albert G. Carpenter; Secretary, H. P. Morgan; Treasurer, E. G. Farmer, Jr.; Captain, E. C. Danforth; Guide, Wm. Thurber; Bugler, H. P. Morgan; Executive Committee, J. S. DeMunn and H. P. Morgan.

Very respct. yours,

H. P. MORGAN, Sec.

League of American Wheelmen.

APPLICATIONS FOR MEMBERSHIP L. A. W.
No. 46. Total, 46. New York, Nov. 30, 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 address are correct, and report any error at once to.

FRED. JENKINS,

Cor. Sec'y, L. A. W.

Unattached—5:

- 3228—Arthur Munson, Stamford, Conn.
- 3229—Lyman H. Johnson, 86 Dwight st., New Haven, Conn.
- 3230—Pardon B. Sanford, Box 161 Greenville, South Carolina.
- 3232—Geo. M. Young, El Paso, Ill.
- 3234—Rufus Stanley, Lake Forest, Ill.

Nashville Bi. Club—add 1:

- 3235—Chas. Duncan, First National Bank, Nashville, Tenn.

Pine Tree Wheel Club—1:

- 3238—Chas. D. Crosby, 23 Grove street, Bangor, Me.

Washington Cycling Club—add 4:

- 3240—James I. Bereton, 810 S. A. Street, Washington, D. C.
- 3241—Lewis Fiemer, 416 S. A. street, Washington D. C.
- 3242—Louis C. Solyon, Congressional Library, Washington, D. C.
- 3243—Rev. Louis H. Schneider, 611 Twentieth street, Washington, D. C.

Belleville Bi. Club.—add 2.

- 3245—William Grateris, Belleville, Ont., Can.
- 3246—William E. Hogg,

MASSACHUSETTS DIVISION—2.

Charlestown Bi. Club—1:

- 3249—Chas. W. Howard, 21 Milk street, Boston, Mass.

Boston Ramblers—add 1:

- 3253—E. B. Cole, 118 Summer street, Boston, Mass.

MISSOURI DIVISION—1.

- 4073—W. F. Ohear, Jr., Grand ave., near McRee, St. Louis, Mo.

NEW JERSEY DIVISION—7.

New Jersey Wheelmen—add 4:

- 3258—W. H. Parsons, 119 Belleville ave., Newark, N. J.
- 3259—C. W. Northrop, 25 Cedar st., Newark, N. J.
- 3261—A. O. Lemeris, 19 Academy st., " "
- 3285—W. O. Pierson, P. O. box "D," " "

Aeolus Bi. Club—add 1:

- 3287—Reuben Ryle, Paterson, N. J.

Morris Wanderers—add 1:

- 3297—Godfrey P. Farley, Morristown, N. J.

Brunswick Bi. Club—add 1:

- 3260—Prof. Peter T. Austin, New Brunswick, N. J.

NEW YORK DIVISION—8.

Unattached—4:

- 3254—J. B. Griffiths, 62 Witesboro street, Utica, N. Y.
- 3305—Frank Talcott, 7 West 57th st., New York.
- 3306—Dr. P. F. Chambers, 596 Lexington ave., New York.
- 3307—F. Seaman, 200 East 27th st., New York.

Harlem Wheelman—add 1:

- 3313—Chas. P. Sackett, 1406 6th ave., New York.

Citizen's Bi. Club—add 3:

- 3321—Simeon Ford, Grand Union Hotel, N. Y.
- 3325—C. A. Dusenbury, 830 7th ave., N. Y.
- 3343—James C. Gulick, 331 W. 22d st., N. Y.

OHIO DIVISION—1:

Mansfield Bi. Club—add 1:

- 3352—Theo. J. Campbell, Box 178, Mansfield, Ohio.

PENNSYLVANIA DIVISION—14.

Unattached—5.

- 3353—H. E. Randall, Millersville, Pa.
- 3355—N. F. Cressman, Chestnut Hill, Phila., Pa.
- 3359—L. M. Scott, 1321 Walnut street, " "
- 3361—H. W. Potter, Reading, Pa.
- 3373—W. D. Supplee, 2037 Walnut street, Phila. Pa.

Reading Bi. Club—add 2:

- 3374—John Milholland, Reading, Pa.
- 3390—Geo. P. Connard, Reading, Pa.

Lancaster Bi. Club—add 1:

- 3392—M. T. Garvin, Lancaster, Pa.

Pennsylvania Bi. Club—add 6:

- 3402—Chas. H. Mann, 529 Market st., Philadelphia, Pa.
- 3413—Dr. J. W. Thatcher, 3,500 Hamilton street, Phila., Pa.
- 3420—Frank Maris, 3,508 Hamilton st., Phila., Pa.
- 3445—W. Di hl, 7 Strawberry street, " "
- 3460—G. H. Faine, Strawberry street, " "
- 3468—W. P. Mariam, 1,631 Poplar st., " "

CYCLISTS' TOURING CLUB.

APPOINTMENTS.

Consul for New Haven, Conn., Dr. N. P. Tyler under Linton Hotel.

Hotel Headquarters, Bethlehem, The Eagle Hotel. Place for repairs Bethlehem, Pa., Brunner & Kauss, 145 S. Main st.

Hotel Headquarters, Marietta, Pa., Millers's Hotel. Hotel Headquarters, Stockport, N. Y., Brookside Hotel.

APPLICATIONS FOR MEMBERSHIP.

(To date from 31st Dec. next, 1883.)

- F. B. DeGolyer, Fifth street, Troy N. Y.
- A. W. Friese, Milwaukee, Wis.
- C. C. Blarsdell, Belpna street, Concord, Mass.
- J. M. Kees, Concord, Mass.
- E. P. Newhall, 228 Washington ave., S., Minneapolis, Minn.
- J. S. Pratt, Concord, Mass.

RACES UNDER COVER.

The Cincinnati Bicycle Club opened its Winter Riding Hall and School, on Thursday evening, Nov. 15th, 1883, with a series of one-mile club championship races, fancy riding on the Star Bicycle, and a five-mile championship race for the "Enquirer" medal. The one-mile races were run in teams of four each. The first two in each team to form teams in the second heat, and so on. Following was the programme and result:

1st team—J. F. Meader, Jr., 1st, time, 4.29½; B. F. Hoyt, 2d, time, 4.32¼; A. A. Bennett, S. F. Jennings.

2nd team—Jno. Barclay, 1st, time, 3.51¾; J. C. Hosea, 2nd, time, 3.57½; Geo. K. Brady, W. G. Miles.

3d team—P. G. Hammar, 1st, time, 3.56½; W. A. Whiting, 2nd, time, 4.00; E. Amann, E. E. Kugemann.

Fancy Riding on Star Bicycle by Mr. Thos. Finlay.

4th team—H. S. Livingston, 1st, time, 4.22½; C. H. Allen, Jr., 2nd, time, 4.25; John Innes; J. H. Walters.

5th team—J. T. Hodge, 1st, time, 4.06½; H. B. Cox, 2nd; O. G. Brown, C. J. Jennings.

6th team—E. F. Landy, 1st, time, 3.48½; J. G. Kitchell, 2nd, time, 3.49½; H. N. Kitchell, F. L. Sargent.

Fancy Riding on Star Bicycle. Five-mile championship race between Mr N. K. Pierson and Mr. W. E. Galway resulted in a tie, time, 19.24½.

2ND HEAT.

7th team—E. F. Landy, 1st, time, 3.50. 8th team—J. T. Hodges, J. C. Hosea, tied, time, 4.01.

9th team—H. B. Cox, 1st, time, 4.10.

3D HEAT.

E. F. Landy, 1st, time, 4.02½; J. T. Hodge, 2nd, time, 4.04; J. C. Hosea, 3d, time, 4.06.

Very respectfully,

C. M. GALWAY, Sec'y.

CINCINNATI, Nov. 24th, 1883.



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.
N. M. BECKWITH, Pres. L. A. W. } Editorial
W. V. GILMAN, Treas. L. A. W. } Contributors.

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New York, November 30, 1883.

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.

AGE IN THE LEAGUE.

When our forefathers, we were about to say, drafted the Constitution of the League at Newport in 1880, they were careful to make it concise, and limit it to the fundamental principles of the organization, leaving the minor details to the rules, which have been more or less altered to suit that mode of government which the experience of years has taught us is the best. As it stands to-day, the third article reads that "any amateur wheelman in good standing, may become a member of this League, etc." We stop there—in fact, we do not propose to go beyond the third word. Does the term wheelman cover every male rider of the wheel, of all ages, or does it, in the strict sense of the word, only apply to those who have attained their majority? There are, no doubt, many in the League who are far from being of age, and in some cases are mere children. In the past there has been no objection raised to their admittance, but, as the organization is now on such a firm footing numerically and otherwise, would it not be as well in the future to discriminate?

The most troublesome cases that have come before the Membership Committee are

those of boys, in the actual sense of the word, who "didn't know it was loaded," and have at some time violated the rules, and are, consequently, protested. These cases are, as a rule, the most troublesome to investigate. The plea of youthfulness is introduced as an excuse, and we hardly think it consistent with the dignity of the League to be compelled to deal with children, who are apt, through ignorance, to violate the rules and thereby cause as much, if not more, trouble than the cases of those of an older growth.

We should like to see the minimum age at which candidates are admitted to the League fixed at, say, sixteen, which is about the age that most boys begin to comprehend and look forward to the duties and responsibilities of manhood.

We do not think the League should be held responsible for the conduct of youngsters, which is more or less attended with recklessness in the use of the wheel; and while we welcome them as the future generation of riders, we think the League would be better off, should it close its ranks to all below a certain limit of age.

There are a number of clubs who make it a rule to exclude all who are not above twenty-one, and many more are placing the clause in their by-laws. It has a good effect, as it certainly tends to preserve the dignity of cycling, and encourages men of maturer years to take to the wheel who would not otherwise attempt it, were they compelled to intimately associate with the very young class of riders that have so rapidly sprung up. We want the older heads to join both our clubs and the League, just as much as we want the public to understand that all wheelmen are not "boys." We must draw the line somewhere, and we trust we will see the word "wheelman" more definitely defined in Article III. of the Constitution in the future.

WHEEL GOSSIP.

Getting better.

There were a good many wheelmen on foot Evacuation Day.

It was amusing to see the President of the League as the "end man" of Co. B., Seventh Regiment.

There are still some intelligent League members, who refuse to accept their papers, under the impression that they will be compelled to pay for them.

Thanksgiving rolls around very quickly, and when we look back a year on the struggles of the past, we have indeed, much to be thankful for.

America has indeed to be thankful in drawing upon the experience of the English, without going through the tedious experimental age.

Representative Fred. H. Benton, is the next member of the Board of Officers, to enter into the sociable stage of wheeling. We wish him all success.

The Chicago Bicycle Club entertained its friends at their club house, 185 Michigan Boulevard, last Tuesday.

The citizens have filled the limit of seventy-five active members, and hereafter, the initiation fee will be twenty-five dollars. Work on the club-house is being rapidly pushed, and the concrete foundation is now the absorbing topic of conversation.

Bargains in wheels are often introduced in our advertisements, but the splendid offers of Messrs. S. T. Clark & Co., surpass anything we have ever heard or read of. Many are debating what they shall choose for a mount next spring, but by buying now, a good many pennies can be saved, and consequently earned.

ANSWERS TO CORRESPONDENTS.

E. K. Austin—Your number is 2852.

Rhys.—A timely hint, for which accept thanks.

3906.—Address changed as requested.

R. Van V.—When stated, the club name is put on the ticket.

H. Serrell.—There have been so many removals from your State, that it has pulled the figures down slightly.

Blit.—Your excellent notes are always welcome.

J. M. Harmon—Corrections received.—O. K.

Kathleen Mavourneen—The New York Club is the only one so far that has lady members. Mr. E. W. Adams is Secretary (114 Wall street), and can doubtless give you the desired information. We do not doubt but what the members of other clubs would be glad to show you the best roads, should you carry out your last threat, which is an excellent one.

A. Balto, Md.—When you get one see that the back-bone does not rattle.

W. W. Dudley—Sent as requested.

C. E. Dunyer—Received with thanks. Address changed as requested.

H. Serrell—Monday, as in the past.

F. W. W.—Thanks for the points. Will canvass the idea.

2283—Have changed the number. Let us hear if it is not regular.

F. A. Jackson—Received too late for this week.

Fred. C. Hand—Excellent, if steering wheel will remain on ground. Cannot ride any machine again this year.

LYRA BICYCLICA.

When I rose to the wheeling,
My heart full of go,
I entreated the song-bards
For bicycles to blow.
To my pleading—no heeding,
Their silence said "No;"
That was no kind of answer
To a heart full of go.

In a wide quest of song,
On the heights and below,
I caught their brightest
Metres, music and glow;
And healing for wheeling
Their sick notes of woe,
Assumed the full cheek
On our bugles to blow.

The round years have rolled,
Casting some of them low.
And again there is pleading—
To the swift from the slow:
"Ah, Dalty, we're faulty,
But how could you do so?
We must mount to catch up
With that heart full of go."

DALT WHEELMAN.

WHEELMEN, ATTENTION!

DO YOU WANT

A First-Class Bicycle *FOR VERY LITTLE MONEY.*

We offer for cash the following machines, which are slightly shopworn, or which have been slightly damaged more or less in finish. By finish we mean the paint or japan which has been scratched or marred in handling—the machine itself being quite new and perfect.

Each machine can be renickeled or repainted equal to new.

THESE ARE SLAUGHTER PRICES:

							PRICE NEW.	PRICE NOW.
1—46 inch	American	Sanspareil,	bright parts	nickeled,	balance	painted,	\$120 00	\$98 00
1—48 "	"	"	"	"	"	"	122 50	98 00
1—50 "	"	"	"	"	"	"	125 00	100 00
2—51 "	"	"	"	"	"	"	127 50	105 00
3—52 "	"	"	"	"	"	"	127 50	105 00
1—53 "	"	"	"	"	"	"	130 00	107 00
2—54 "	"	"	"	"	"	"	130 00	107 00
1—55 "	"	"	"	"	"	"	132 50	109 00
1—56 "	"	"	"	"	"	"	132 60	109 00
1—57 "	"	"	"	"	"	"	135 00	110 00
1—58 "	"	"	"	"	"	"	135 00	110 00
1—60 "	"	"	"	"	"	"	137 50	110 00

Also Several Sanspareil Light Roadsters.

We invite correspondence, and will cheerfully give particulars of each machine.

All goods guaranteed to be as described, or money refunded. Will be shipped C. O. D., with privilege of examination, on receipt of \$10 to cover transportation both ways in case goods are not accepted.

Do you want to Trade your Old Machine for a New One?

We have a stock of AMERICAN SANSPAREILS, SANSPAREIL LIGHT ROADSTERS, AMERICANS, BRITISH, and XTRY CHALLENGES and NATIONAL TRICYCLES in paint, nickel, or enamel, which we offer for cash, or

Good Second Hand Machines in Part Payment.

Give full particulars of second hand machines as to age, make, condition, and accessories.

For further particulars and descriptive catalogue, address

S. T. Clark & Co.,

IMPORTERS, FRANKLIN BUILDING,

BALTIMORE, MD.

TO CYCLE MANUFACTURERS AND OTHERS.—An experienced Engineer, late manager with one of the leading English firms of tri-cycle makers, is open to a similar engagement in the States. Is practically acquainted with every machine and every patent relating to cycles in Great Britain. Address R. E. Phillips, M. 1. Mech. Eng., Selhurst Road, London, S. E., England. (Patentee of the Automatic Rigid Wheel, combined and slip pedals. Tricycle speed and power gear, etc., author of "The Cyclist's Guide to Machines and Makers;" "The Cyclist's Pocket Road Guides;" "Things a Cyclist Ought to Know," etc.)

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.]

SECOND-HAND WHEELS.

For Sale by the Mo. Wheel Co.,

210 & 212 N. TWELFTH ST.,

November 26, 1883. ST. LOUIS, MO.

All guaranteed in A 1 order. Will be sent C. O. D. subject to examination.

108 inch Ball-Bearing Forepaugh Circus bi.	\$100.
60 " Special Ball Bearing Columbia	75.
60 " Standard Parallel Bearing Columbia	90.
60 " Ball	100.
58 " H. F. Harvard, both wheels B. B.	67.50
56 " Expert	70.
54 " Full Nickeled	120.
54 " Standard Ball Bearing	105.
54 " Par.	80.
54 " Special	70.
54 " American Star, Nickeled	75.
53 1/2 " Expert Racer, Full Nickeled	70.
52 " Standard Columbia, full nickeled,	110.
B. B.	75.
52 " Standard Columbia, full nickeled,	65.
Par. bearing	60.
52 " Coventry, Ball Bearing	65.
52 " D. H. F. Premier, full nick'd, B. B.	72.50
51 " American Star	100.
50 " Expert Columbia, full nickeled	70.
50 " Standard Columbia, Ball Bearing	60.
50 " Parallel Bearg	45.
50 " Cone Bearing	45.
48 " Acme	40.
46 " Ideal Half Nickeled	50.
46 " Standard Columbia, Cone Bearings	45.
44 " Acme, Rubber Tire	37.
42 " Westero	30.
36 " Acme	15.
32 " "	15.

TRICYCLES.

50 inch Victory Rotary, Nearly New	\$110.
48 " Coventry Convertible	225.
42 " Western, Rubber Tired	30.
32 " "	20.

Exclusive Owners and Manufacturers of the **Duryea Saddle**, Best in the World.

Price, \$3.
Full Nickeled 3.75

Peerless Automatic Bell, Nick'd 1.50
Either sent post free on receipt of price. Special terms to dealers in Bells and Saddles.

RICHARD GARVEY. **LOUIS LEUDERS,**
President. Sec'y & Treas.

FOR SALE—54-inch Expert, full nickeled, long distance, and ordinary saddles. McDonnell cyclometer, hub lamp; good order, \$110 cash. Address, "64" WHEEL OFFICE.

ONE 56-inch Expert, full nickeled, in good condition \$100. One 52-inch Expert, full nickeled, run about one hundred miles; good as day from factory, \$120, sent C. O. D., subject to approval. L. L. ATWOOD, Pittsfield, Mass.

RACERS FOR SALE—53 1/2 inch full Nickeled Expert Columbia Racer, built for Prince, Weight, 33 lbs., in perfect order, 3/4 and 3/8 tires. \$110. 50 inch Victor Rotary Tricycle, nearly new (rode only 50 mile-), Celluloid handles, Ha riogton's Enamel, Ball bearings, two new Overman tricycle lamps and alarm bell, \$125. **MISSOURI WHEEL CO.**, Twelfth and Oliver streets, St. Louis, Mo.

FOR SALE—1-48 "Xtry Challenge," latest pattern, balls to both wheels, levers and links, nickel-plated, except spokes and rims, which are painted; has been used very little; is now as good as new. Cost, \$185. Will sell for \$140 cash. This machine is particularly suitable for professional, elderly, or corpulent gentlemen. **J. WILSON THOMAS**, with **S. J. CLARK & CO.**, Franklin Building, Baltimore, Md.

FOR SALE—55 "Invincible" semi-racer, weight 35 lbs., hollow rim, front and back forks, balls to both wheels. Best offer above \$60 has it. **INVINCIBLE**, care of **WHEEL**.

CHEAP—A 60-INCH EXPERT COLUMBIA, 1/2 half nickel, used very little, and only by skilled rider. \$110. Crated, F. O. B., will send C. O. D., with privilege of examination, on receipt of \$5 to cover expressage. **WM. H. BRIGGS**, Newark, Wayne Co., New York.

THE DURYEA SADDLE AGAIN!

WE used the DURYEA SADDLE in the 104 1/2 Mile Road Ride of the Mo. Bicycle Club, N. v. 18th, and completed the entire distance comfortably and without chaffing on time.

RICHARD GARVEY,
LINDELL GORDON,
THOS. REYNOLDS.

The Duryea Saddle for sale by the **MISSOURI WHEEL CO.**, 12th and Oliver streets, St. Louis, \$3.00 + nicke ed, \$3 75. Special terms to the trade.

\$50.00 **FOR SALE**—50-inch "Union" Bicycle, used only two months; guaranteed in perfect order. Good as a new machine. Address, **CHARLES W. GREEN**, 130 7th street, Brooklyn, E. D., N. Y.

MISCELLANEOUS.

Advertisements inserted in this department up to four lines nonpareil for \$12.00 per year.

ST. LOUIS, MO.

Missouri Wheel Company, successor to Garvey, agency of the Columbia and Sanspareil Bicycles; also for all high class English Bicycles and Tricycles. A full assortment of wheel sundries in stock. Everything at, or below, New York and Boston figures. Repairing with promptness. Send for circular. Exclusive agency for the United States of Duryea's Combined Saddle and Spring, the "best in the world," Twelfth and Olive Streets.

WHEELMEN'S HEADQUARTERS, New Marlboro Hotel, 736 and 737 Washington Street, Boston, Mass. Hathaway & Dizer, Proprietors. Samuel Butterfield in the office.

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

W. D. WILMOT, professor of exhibit on Bicycle riding, is open for engagements. Address, **W. D. Wilmot**, 597 Washington St., Boston, Mass.

Now Ready for Delivery.

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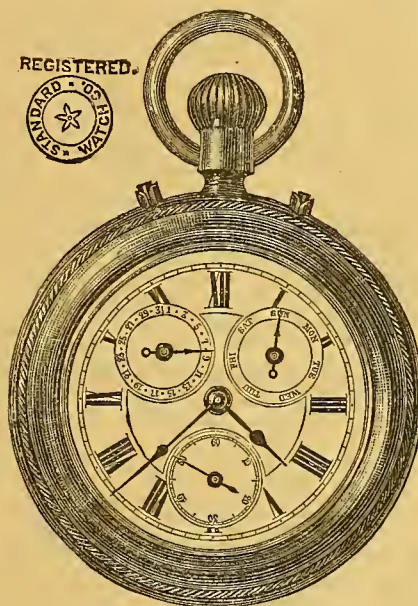
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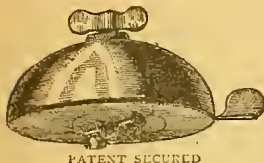
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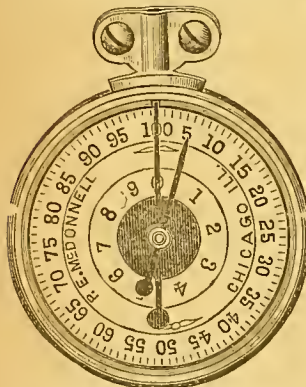
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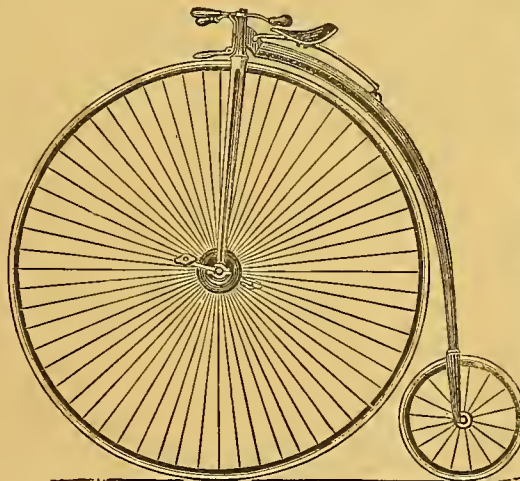
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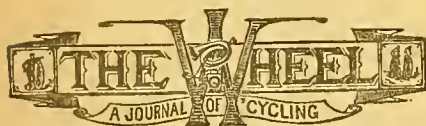
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