

THE WHEEL

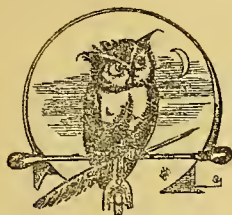
A JOURNAL OF CYCLING

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

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Owing no doubt to the fact that the owl is from antiquity considered to be the bird of wisdom, I am often in receipt of strange inquiries for information. Among the latest is one from a lone cyclist in Podunk, who after pouring over cycling literature to the exclusion of the dead languages, wishes to know what "M. I. P." stands for. Consulting the latest authority I find that it is the initials of the Latin words *multum in parvo*. "Young man," did you ever call to see your best girl and have her irate paternal ancestor meet you at the door, and with one crushing glance, emphasized with a leather exclamation point, say "Gc!!" Well, that is *multum in parvo*.

It seems to me that when a member of any League club does so far lose his self respect and enthusiasm as to allow himself to be expelled therefrom for non payment of his dues, that he is certainly as unfit for membership in the National body as in the local, and that his expulsion from one should also cancel his membership in the other.

There appears to be no end of childish squabbling among cyclists both as individuals and clubs, the end of which bodes no good to either the cause or the contestants. It has always seemed strange to me that cyclists, as a rule being the most intelligent and well informed body of athletes in the world, cannot even agree among themselves, say nothing of their numerous disputes with "the great unwashed."

The Boston *Sunday Herald* says that the present administration of the L. A. W. is a lamentable failure. In my belief it is *not* the administration that is a failure, but the incorrect and faulty construction of the body, which is both unwieldy and unparliamentary. Where every member of the body is allowed to voice his opinion by vote and otherwise, there can never be any serviceable or lasting legislation. The national organization should be formulated more upon the principle of the N. A. A. A., and regular meetings of at least once a month held by its board of officers. For any organiza-

tion to attempt to rush the business of a year through in one or two days, as is usual at the annual meet of the League, will from force of circumstances cause its acts to be both faulty and incomplete, as neither time nor consideration can then be bestowed upon the often vital points at issue.

Personal journalism is at all times to be decried, and is as unpalatable to the readers thereof as it is disgraceful to the writers. Editors should sometimes think that their readers do not subscribe to their periodicals for the purpose of hearing the editors grievances, or to witness the continual washing of their dirty linen. Will two good friends of mine take this kindly offered hint, from one who, though confessedly an owl, can still see the injury they are doing themselves and the cause?

The old American Institute, honored in the elder day by being the place where many a good rider of to-day took his first header, has undergone a complete change, and is rejuvenated and decorated to such an extent that it is hardly to be recognized by even its oldest acquaintance. It will henceforth be known as the "Olympian Club's Skating Rink," and will be devoted to the graceful evolutions of wheeldom as exhibited by roller skating and cycling. The usual complement of bruises and sprains will doubtless follow the novice's attempts at skating.

"Mack," of the Citizens, gets the record of being the first in the saddle and on the road in '84."

MARYLAND BI. CLUB'S ANNUAL CHRISTMAS TREE:

I received a note from the Parson the day after Christmas, reading that the writer was laid up with the measles and he would like me to drop around and see him.

"I certainly am glad to see you," he said, laying aside a copy of "Young's Night Thoughts," a gift from his mother, and ringing the bell for more wood for the fire. "Take this chair," he added, picking from it a fiery scarlet worsted motto, "Prevarication is the thief of honor," that his twelve year old sister had worked for him.

"Why wasn't you around?" he inquired as he took a whiff from the bottle of ammonia and buried the Apollinaris jug deeper in the ice and motioned me to the side table, on which rested glass and auxiliaries and a box of cigars. I declined, and filling a goblet with crushed ice, I muttered: "Country, snow clad hills, yule-logs, mistletoe boughs,

sweet-laughtered girls; and abruptly asked him what sort of a time they had dressing the tree and at the feed."

"Well," said he, "some people have the funniest idea of things. Now you know the president requested members to bring things for the tree as well as for the table. Now what do think Harry brought? Why! a pair of sugar tongs. And when we asked him why he did it, he said, he thought it would be a pretty good joke to tie them to the tree by a long string, and when any one was standing around, to pinch their ear. Now did you ever hear of such an idiotic idea? The next to come were John and Jerry. John had a jug of molasses, and Jerry a bundle of sugar. And they said they thought it would be lots of fun to invite some of the girls around and make candy things for the tree. You know what a sweet, heavenly expression radiates over Ned's features, when anything like that occurs. Well, he didn't say a word, but he looked a good 483 page octave volume.

"Then Penn came in with a horn. He said it had taken him two weeks to fix it up, and he wanted to hang it on the tree, and if any of these funny men tried to blow it they would get their eyes full of red pepper."

"It was ten o'clock now, and all that was on the tree were three gold fish, a broken cornucopia, and a half burnt wax candle, which were left over from last year. Several of the boys came in, however, with some things, and pretty soon the tree began to look like something.

"Then Tom came in, and very soberly deposited a white band-box on the table, and we all crowded around to see what he had. He cut the string, and took out one white candy chicken, with pink eyes and a black tail, an old pewter fork, and a two cent jumping jack. 'This, gentleman,' he said, 'is a valuable and antique collection. That chicken was hatched before the war, the fork is of estruscan workmanship, and the jumping jack was carved by the armless man at the Dime Museum.'

"Ah!" said Ned, 'Patrick, stick one prong of that estruscan fork through the neck of that ante-bellum chicken, and the other one through the person of the jumping jack, and depart with them.'

"The treasurer came in next with a box tied up in brown paper, speckled with grease spots.

"Is that a box of ancient pottery?" asked Ned.

"No," came the answer, 'it is a box of fried oysters that I brought for the tree. I

know they won't look very pretty, but I thought they'd smell nice.'

"Just then there was a scuffle in the hall, something squalled, there was three or four quacks, and a rooster crowed. Then the door opened and in walked Ben and Ned. J., carrying a wash tub, a goose, two ducks, and a bantam rooster. And when they said they thought it would be a nice scheme to fill the tub with water, and let the goose and ducks swim around in it, and tie the rooster to the tree, so as to make it look like a farm-yard—Why! Ned swore. And then it sort o' dawned on him that it all was a put up job.

"Well, things worked smoothly for some time. A good many of the boys came in with bundles of fancy gew-gaws. And when the door bell rang at eleven o'clock, the tree was nearly dressed.

"Patrick brought in a cracker-box and a note, reading, that the contents were the gift of Sam for the tree. As Patrick set the box on the table, there issued from it several muffled yowls, and there was a scuffling as though there was life within it. We all stood and looked at it, and Ned picked up the hatchet and said he had enough of this foolishness, and he eyed the box savagely. Patrick couldn't have set the box securely on the table, for there came another awful yowl, and a scuffle, and the box tipped off the table, the lid flew open, and three of the worst looking cats I ever saw, leaped forth. One dashed out the hall, one rushed through the wheel room, and the third ran up the Christmas tree.

"Well, it was awful. We must have broken five dollars' worth of glass balls and things, and then that cat got away. And when the bell rang again, Ned wouldn't let Patrick go to the door.

"It was fully one o'clock before we got through. The tree looked very tastefully dressed and was very much admired. And considering the weather, our feed was quite a success—had plenty, and waiters knew their business. Had over three hundred callers, LaFayette boys and Whirling Wheelmen came around, and everything passed off very pleasantly.

"But I wish, old fellow, you had been around to write up that Christmas tree. No one has seen Sam yet. Have you?"

"No," I answered, and relative to the first part of his remark, I told him that his brilliant recital of events would knock the splinters off the best effort of yours truly,

SECRETARY.

UP THE KENNEBEC—AN INVITATION.

The past season of 1883 has been one of increased activity in the wheeling world; bicycling in its various branches has received a great impetus, and in none has more progress been made than that of extended tours by large bodies of wheelmen. The Canadian tour of the Chicago Bicycle Club, and the Down East tour of the Portland Club, have demonstrated the fact that such tours can be carried out successfully, and be productive of great enjoyment to all participating, even though Nature happens to select the same time in which to do up her washing for the summer—still, we won't select that time again, *if we know it*.

Once more the Chicago Bicycle Club has come to the front with a programme even greater than that so satisfactorily carried out last year—nothing more or less than a wheel from Niagara Falls to Boston, and home by

the way of Portland and Montreal. This is like Chicago, which does nothing on a small scale.

We men of Maine don't intend to try to rival this; in fact, we shall offer the readers of this article a tour that will admit of no comparison in the way of distance covered, but which we fondly hope, will attract that class of wheelmen who enjoy congenial companionship in a leisurely ride through an interesting country.

This tour will be planned to start from Boston about the first of August, in company with the Western party on their ride to Newburyport, go with them to Portland by rail from that place, where we part company, after enticing as many of them as possible to swell our ranks.

We will now unfold our route, which is through the beautiful valley of the Kennebec river.

This valley is the most fertile region in Maine, and is lined with prosperous cities and beautiful villages, situated at short distances apart, and connected with each other by roads which will compare favorably with the ordinary highways of New England, as we shall presently undertake to show.

At Newburyport special passenger and baggage cars will await the party and transport it to the city of Gardiner, on the Kennebec river, where we again take wheel, and have no more to do with cars or boats until the trip is over. This will be appreciated by those who know what it is to lower bicycles onto a tug boat from the top of a wharf, forty feet high. We arrive at Gardiner in the middle of the afternoon.

From this place to Augusta, the State capital, is but seven miles, by a good road, which takes us through the little city of Hallowell, where are located the great granite works, famous throughout the country. The road borders the river, which in the summer season is full of vessels bearing to every part of the world the solid junks of comfort from the multitude of ice-houses which line its banks, and in which are stored more than a million tons of ice, averaging more than a foot in thickness, for Kennebec ice is the best in the world. In Augusta we may visit the State capital, a massive granite structure, the Insane Hospital, and the United States Arsenal, whose grounds slope to the river bank, and are a model of neatness.

The next morning we leave Augusta, and follow up the river for eighteen miles over a good road, our next objective point being the classic town of Waterville, the seat of Colby University, and one of the most beautiful towns in Maine. The streets here are broad, smooth, and level as a floor, while beautiful elms form a principal feature of the town. Here we take dinner at the Elmwood Hotel, and devote the afternoon to doing whatever pleases us best. Those who desire to put in more riding can make side runs to Oakland or some of the charming lakes, of which there are several within easy riding distance; others can visit the University, or the immense cotton mills of the Lockwood Co., others still, by wheeling to Fairfield, three miles, can view the operation of carving up the fallen monarchs of the forest as practiced at the great saw-mills at that place. Supper brings us once more together at the Elmwood, where we pass the night.

Our next ride is to Skowhegan (melodious name) nineteen miles by the river road. This is one of the largest inland villages of the State, and whose natural scenery has served to attract thither some of this country's best artists. The hotels are commodious, perfect

in all their appointments, and, in fact, as fine as need be. Here we take dinner, after which comes a side run to lovely, ancient Norridgewock, the former home of the Indian tribe of that name, the story of whose extermination by the whites has been told in some of the poet Whittier's choicest verse. If any there are who do not care to "take in" this quiet village, they will find much to interest them in Showhegan, which is a far better place than its name would indicate.

The following morning we start for Bingham, twenty-six miles, taking dinner in the village of Solon, fifteen miles out from Skowhegan. The first ten miles will be found somewhat hilly, but a good road bed, which becomes level as we strike the Kennebec once more.

From Bingham we ride through the wilderness, so to speak, to the "Forks," twenty-six miles. This is the finest ride of all. The highway is a government road, is kept in excellent condition, and clings close to the river bank the entire distance.

We are now at the head of the river, which is here made up by several branches coming together. Here we find a large hotel, supported in summer by tourists and sportsmen, and in winter by the lumbermen, who ply their vocation on the several branches. After stopping at this pleasant spot long enough for a thorough rest, we retrace our steps, or tracks, to Solon, and from there cross to Farmington, twenty-five miles, where we take the train for Boston and way stations—and the trip is over.

This tour as will be seen by the above slight sketch, will be so arranged as to make riding necessary only about half of each day, but if one so desires he may keep on his wheel the entire day, by taking the side runs spoken of above. Maine is not a State where road records can be made, but it is a State abounding in beautiful scenery, and the roads which have been marked for the tour will be found to be good enough for any reasonable wheelman, especially when the short distances are taken into consideration. It is the intention to make sight-seeing and good fellowship prominent features on this occasion, and to this end we shall put forth our best endeavors.

The regular runs will be made in club form, or as near that as possible, for, although it may seem hard at times to wait on account of another's mishap, we see the wisdom of such a course when our own turn comes, and we all know how much better a body of wheelmen look when riding together, as compared to one spread out for several miles, in straggling parties of two and threes.

Such is the tour we have planned, and hope to share with our friends the coming season, when the rain falleth not, and the fog is a thing of the past. We extend the invitation thus early, in the hope that those who find the programme sufficiently attractive, will communicate the fact to us at their earliest opportunity, and thus encourage us to go ahead with the arrangements. To the members of the Down East party, who so gallantly stood by us last June, we say: "Give Maine weather one more trial, and see how good it can be on occasions."

To our many friends who desired to be with us last year, but failed to connect, we would say, try again; and to all who think they would like to go "Up the Kennebec," we extend a hearty welcome. If, on this occasion, the sun does not shine, the river sparkle, and the brook trout take the fly, you have full liberty to lay the blame on the shoulders of

FRANK A. ELWELL.

PORTLAND, ME.

UTILITY OF THE WHEEL.

Editor of the Wheel: Those are valuable truths set forth by your correspondent "J. W." in regard to the progress of the wheel in America. The first obstacle in the way is poor roads, the next is public prejudice. The latter may be overcome by inducing men of mature years to ride either the bicycle or the tricycle, and that more especially in the country towns and villages. If we get a larger percentage of our wheelmen in those places, we will be sure to have good roads. And as to prejudice, let agencies be established in all the country towns, taking good and active riders for agents—men of standing—offering inducements to secure such men, and the wheel will roll where it never rolled before in a very short time. Let us who are riders induce others to take to the wheel by laying before the public its uses. I took to the wheel on account of its utility in place of a horse, as my occupation is contracting and building, which requires a great many miles to be made in a short time, I concluded the wheel would be the thing to do it with, and go to such places where it would not be safe to drive a spirited horse and let him stand while you would attend to your business; whereas, a wheel you can dismount, and that relieves you of all concern till you want to leave again. I have ridden 1130 miles since August 1st, 1883, over all kinds of roads, and in all kinds of weather, and as high as 46 miles in five hours. All this was done on business errands, preferring the wheel to railroad cars or horse. Had a delightful run of 14 miles the other day without a dismount. Our roads are in fair condition the whole season.

Fraternally yours, J. H. C.
LEBANON, PA., Dec. 26, 1883.

STAMFORD, CONN., MISCELLANY.

We headed an exploration party of one, in a three mile run through a two inch fall of the poet's "fleece whiteness" recently, which was just deep enough to hide the frozen hubs, and render the riding distractingly uncertain. It was the first time the brake "struck," and refused all bribes to "work."

While the snow is on, we are like some ocean voyagers in our "longing for land."

"Nell" says "if you allow slang, he would rise to remark that in the matters of hill climbing and records our wheelmen have the 'grit,' not to mention 'the sand,' for the best mounts, and thanks his stars that our roads are as sandless as they are."

Just for the present, we have concluded not to do anything rash in regard to organizing a club, as the amount of "ready" required to do the thing up in style would be liable to stare out of countenance all such as the scribe.

The girls say that "*mulum in parvo*" would be an appropriate name to know "46 full nickel" by.

"46" has sprung upon us the announcement that "straight-away winter road riding" is like certain would-be-sons-in-law, the fact that in either case considerable "kick-ing" is required.

Our bravest rider has never been known to quail—except on toast.

It is alleged that "50 inches" being found at the (handle) bar so much last summer. Was done to drown trouble.

"46 full nickel" tried a snow path the other day, but says "it snow go."

We doubt "the Cap'n's" ability to prove that crime is on the increase in this country,

because "there's a good deal more steel in' horses than there used to be."

Just previous to coasting a steep hill beyond Greenwich, we inquired of a boy, "how is the road down there?"

"Oh, 'bout the same," said he, edging a little nearer and eyeing the wheel as it glistered in the December sunshine, "two Stamford fellers went down through here the other day, an' they never cum back's I knows of."

An immediate reefing of "fore to' gan" sails and flying jibs" followed, and we safely weathered the gale. STAMSON.

ANOTHER LONG RUN.

Editor of the Wheel: Thinking with Karl Kron that the only legitimate long distance ride is the one in which the rider does not ride a second time over the same road, or part of it, and at the finish will be at the greatest distance attainable from the start, several members of the Maryland Bi. Club concluded, although late in the season, to put their theory into practice, and try the roads between their city and Philadelphia.

Some one may have ridden this route before, but if so no record has been made of it that has come to my notice, and thinking it might be of interest to some touring wheelman who may in the future wish to roll his wheel here, I append the following for the good of the cause. Several men thought of going on Wednesday, but Friday, the 14th of December, that promised cold wave came along on time, and but two had the nerve to toe the scratch at 2 o'clock Sunday morning.

The start was made from the club house on Boundary avenue at 1:45, the route chosen being the Harford road or pike to Belair; this road, though rough in places and quite hilly, was in fair condition, and after the first spurt to warm up the men rode steadily to Belair, a distance of twenty-three miles. On this road there are several toll gates, and at one of them the keeper had to be called up, and not being in very good humor at being aroused, he in answer to some pleasant remarks told us we "couldn't fool much with him at 3 o'clock Sunday morning." The night was very calm and still, with a beautiful moon, and though beard and moustaches were soon solid with ice, and cap and jacket fronts white with frost, the amount of muscular exertion required to pull some of the hills on this road quickly made the bodies underneath the jackets anything but Arctic. The only incident of the night ride was a race with a mule team, whose drivers, like Tam O'Shanter, were "not only full, but glorious," and, on our passing them near the top of the hill, undertook to keep us company on the down grade; with shouts and yells, and the application of whip lash, they started the poor mules down the hill, and in a few seconds the galloping mules and lumbering top wagon were making a noise like a coming cyclone, and warning us that whatever our ideas were about "riding carefully" circumstances alter cases, and speed was our only hope. So letting off brakes we trusted to luck, and got to the bottom some seconds ahead of what was apparently now a runaway. A short level and a succeeding long up grade taken at speed soon put us well ahead, though we could hear their noise for a long distance.

Belair, which was reached before 5 o'clock, reminded one strongly of some of Dore's drawings of homes in moonlight, only the cats were not to be seen. The stillness was unbroken, not even a dog barked, and I

really felt ghostly as we rode through the shadows in the deserted streets. Passing into the town by the pike, we followed it to the main street, which crossed it at right angles. Turning to the left we rode up the street to the first corner on the right, round which we rolled, and straightened away for Churchville. Now our trouble commenced. This road, composed largely of clay snail, was frozen hard, rough, lumpy, and rutty; it ran up and down over a decidedly rolling country. Our pace here was hardly decent walking time, but nothing better could be done. When near Churchville our first halt was made, and some bread eaten that we had brought along on the handle bars. As an eight o'clock supper was the last meal eaten before leaving the city, we began to feel breakfast would be in order, and, after about twenty minutes delay, we mounted to go in search of it. Soon Churchville was passed, and four miles further Hopewell, before reaching which we were greeted by the sun, which after a short stay went behind clouds, and remained there the rest of the day. From Hopewell, by right-hand road at forks, we reached Lapidan, on the Susquehanna river, at 8:25 o'clock. Distance from Baltimore, 36 miles. At Churchville, and at and near Hopewell the road was fair. Our breakfast at a sort of hotel at Lapidan was hardly satisfying, and would recommend future travelers to keep on to Havre de Grace, three miles down the river.

We had intended crossing the river at this point to Port Deposit, but found it frozen over, and the boat laid up—so after eating, took to the tow path of the canal and started for Havre de Grace. The path was frozen and rough, and about half a mile from Havre, we came to a place called the "deep down," where the water of the canal flows over the path into the river—the water is but a few inches in depth, but covers the road for some forty or fifty yards, and at this time of year putting low cut canvas shoes into ice cold water isn't desirable. We got across by stepping on the tops of rocks out of water, using our wheels as a support; the road being too rough at water's edge to ride, and after getting into the water, didn't dare risk a stand still mount from an icy slippery rock as a starting point. At Havre, we were told foot passengers were not allowed to cross the long railroad bridge without a permit—this we could not get as the office was closed, so at the suggestion of a bystander, we tried it without, and ran and walked the narrow board walk between the tracks, arriving at Perryville without incident. Here we were directed to the road for Elkton, and which stands near the depot. This road is readily traced, there being no points at which a wheelman would be likely to go astray. For a few miles the riding was fairly good, but it soon went from bad to worse, and much walking had to be indulged in—very few side paths, and when not clay, rutted and frozen, it was sand. Many of the hills unrideable, on account of bad surface. Just before reaching North East it commenced snowing, and continued till the ground was covered lightly, making choice of path a conundrum. Through North East the riding was good—also near Elkton, where we stopped for dinner at the Howard House, and had a good one. Arrived at 1:15 o'clock; distance 56 miles. The twenty miles from Lapidan being, with the exception of the road from Baltimore to Washington, the worst I have ever ridden. From Elkton to Wilmington, the road is good, a little sandy at first, but with good side paths. From a point about seven

miles from the city, it is splendid riding. Distance twenty miles.

It was dark on arrival at Wilmington, and a threatening snow storm, together with the fact that both riders had to be back at business at the usual hour Monday morning, and the road although said to be fine, unknown to us, rendered it unwise to attempt anything further, so after a hearty supper at Reynolds' new depot, we waited as patiently as we could without overcoats, in the depot until 11:05, when we took train for home, having covered seventy-six miles on a straightway course, taking the roads as they ran. We arrived at Wilmington at 5:30 P. M., and but for the weather could undoubtedly have made Philadelphia by 10:30—the distance being about thirty miles. On arrival at Baltimore found it snowing, the train well blocked up, and congratulated ourselves on our decision,

2660.

BALTIMORE, Dec. 23d, 1883.

MIDWINTER EXCURSION TO THE TROPICS

In pursuance of their regular winter plan, Messrs. Leve & Alden, 207 Broadway, New York, who are now widely patronized by the traveling public, announce their third annual mid-winter excursion to Cuba and Nassau, New Providence. The party will leave New York, January 26th, under the management of Dr. F. W. Hutchinson, a gentleman of extensive experience and information concerning the regions visited.

The southward voyage will be made direct to Havana, upon the fine Ward Line steamer "Niagara." Two weeks will be devoted to Havana, Matanzas and Cienfuegos, the voyage from thence being made in the Ward Line steamship "Santiago," stopping a day at historic Santiago de Cuba, and proceeding thence to Nassau, arriving there February 17th, and leaving upon March 2d—giving in all nearly forty days of travel upon summer seas and among the beautiful scenes of tropical life. The rate which has been fixed for the trip, \$250, includes all expenses for passports as well as carriage hire, first-class hotel accommodation, and in fact all the needful items of such a journey, under the most agreeable auspices.

CYCLISTS' TOURING CLUB.

RENEWALS.

IMPORTANT NOTICE.

With the December Gazette, each U. S. member will have received a renewal blank, which should be filled out without delay, and forwarded with 75 cents, and addressed postal for reply, to

FRANK W. WESTON,

Chief Consul U. S. Division, C. T. C.

Savin Hill, Boston, Mass.

E. K. Hill, Main street, Worcester, Mass.

J. R. Englebert, South Bethlehem, Pa.

NOTICE.

There is now an entrance fee of 25 cents in addition to the annual dues of 75 cents, which must be forwarded with each application for membership.

APPOINTMENT.

Consul for New Brighton, Staten Island, N. Y., Percy C. Winter, St. Marks Hotel.

APPLICATIONS FOR MEMBERSHIP.

W. H. Coldwell, 246 Grand st., Newburgh, N. Y.

A. J. Kolp, 512 Lackawanna Ave., Scranton, Pa.

F. P. Edmans, 279 River st., Troy, N. Y.

A. Eaton, 206 West 39th st., N. Y. City.

W. H. McCormack, 236 West 52d st., N. Y. City.

T. W. Roberts, State Hospital, Poughkeepsie, N. Y.

Each member renewing before the second week in January, will find his name in the February number of the Club Gazette. Renewals will not be published in this paper.

PENNSYLVANIA'S MAIL VOTE.

MARIETTA, PA., Jan. 1, 1884.

Editor of The Wheel: I have the pleasure to announce to the members of the Pennsylvania Division of L. A. W., that the mail vote on the adoption of the report of the Committee on Constitution and Rules was unanimous in the affirmative, 268 votes having been cast.

I must here state to a few members who did not receive their blanks that, owing to an accident, I was obliged to neglect them. The few who did not have an opportunity to vote, I have no doubt, will be satisfied with the excellent work of the committee, which is printed in full below.

Fraternally,

VICTOR M. HALDEMAN,

Sec'y Pa. Div. L. A. W.

Dear Sir: In submitting to you for ratification or rejection, the proposed "Constitution and Rules of the Penna. Div., L. A. W.," the Committee beg leave to state:

1st. That the united ingenuity of themselves, and many prominent League officials in this and other States, has failed to discover wherein the essential features of the New Hampshire Constitution and Rules fail of perfection.

2d. That the feature of "Club Delegates" will commend itself to all, as furnishing the long needed official recognition of the superior influence which organized bodies can, and should, exercise over local and State affairs.

3d. That this recognition should furnish an immediate and powerful inducement for all associated wheelmen to form "League Clubs."

4th. That, with the kind permission of the original framers, they submit the following to your consideration, and risk the rejection of their labors, and some extra expense, to furnish you with a permanent copy of this Constitution and Rules, unencumbered with accompanying remarks—a form of mild bribery which the "Committee" hope may not be without effect.

The vote on adoption—"aye or no"—you will please mail to Victor M. Haldeman, Sec'y Pa. Div., L. A. W., Marietta, Pa.

Fraternally Yours,

H. S. WOOD,

W. C. WETHERILL,

D. R. MEHAFFEY,

Committee on Constitution and Rules

PHILA., Nov., 1883.

CONSTITUTION OF THE PENNA. DIVISION.

I. This organization shall be known as the "Pennsylvania Division of the League of American Wheelmen," and shall be governed by the rules of the national organization.

II. Its objects are: To promote acquaintance and secure more fully to the wheelmen of Pennsylvania the benefits of the League of American Wheelmen.

III. Any amateur of good standing may become a member of this League upon the payment of fees according to Article III of the Constitution of the League of American Wheelmen.

IV. Its officers shall be a Chief Consul, Secretary, Treasurer, one Representative to the L. A. W. for each fifty members, and Delegates to the State Division from organized League Clubs—one for each ten members or fraction thereof. 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.

RULES OF THE PENNSYLVANIA DIVISION.

1. *The Chief Consul* shall preside at all meetings of the Division and of the board of officers; shall appoint all committees not selected by ballot; may fill, *pro tempore*, any vacancy in any office or committee until the next ensuing business meeting of the board; shall appoint one Consul for each city or town in the State, and shall appoint League hotels. He shall make a report at the annual business meeting of the Division next subsequent to his election.

2. *The Secretary* shall receive all applications for membership and forward duplicates of the same to the Corresponding Secretary of the L. A. W. He shall deposit with the Division Treasurer all moneys received from admission fee, and attend to such other duties as his office may require.

3. *The Treasurer* shall receive all dues from members, and shall remit to the Treasurer of the L. A. W., monthly, fifty per cent. of the amount collected. His accounts shall be audited by the Finance Committee, and he shall give bonds if required. He shall perform the duties of Treasurer as prescribed by Rule 6 of the L. A. W.

4. *The Delegates* shall report to the nearest Representative the choice of their respective clubs for Consuls, and League hotels, and the Representative shall recommend, upon approval, the appointment so designated.

5. *The Consuls* shall perform the duties required of them by Rule 8 of the L. A. W.

6. There shall be an *annual meeting* of the Division at such place as the Chief Consul shall determine, (and of which due notice shall be given), within a month after the annual meeting of the L. A. W. At this meeting the order of business shall be as follows:

1. Reading of records of previous meetings.
2. Report of Chief Consul.
3. Report of Secretary.
4. Report of Treasurer.
5. Election of Secretary and Treasurer.
6. Communications from Board of Officers.
7. Reports of special committees.
8. Miscellaneous business.
9. Adjournment.

Fifteen members shall constitute a quorum; each member present shall have one vote on any question, and no proxies shall be allowed; *provided*, however, that clubs whose entire active membership has joined the League, may choose *by ballot* one member of their club as delegate for each ten members of the club, or remaining fraction thereof, to represent them at the annual meeting; and these delegates, upon presentation of their credentials signed by the President and Secretary of the club, may cast ten votes each, or as many as are provided for in his credentials, in all proceedings of the Division, and no delegate shall cast more than ten votes.

7. At the date and place of the annual meeting of the Division there shall be a parade, unless otherwise ordered by the Board of Officers, who shall also determine as to the admission of non-League riders.

The parade shall be commanded by the Chief Consul, and clubs shall have precedence in the order of their joining the League for the last time.

8. The meetings of the Board of Officers shall be held at the call of the Chief Consul.

9. Voting by mail shall be in accordance with Rule 13, L. A. W.

10. At all meetings of the Division or

Board of Officers the established laws of deliberative assemblies shall be observed.

11. There shall be a Finance Committee, which shall consist of the Chief Consul, Secretary, Treasurer and Representatives *ex-officio*.

12. All applications for membership shall be forwarded to the Division Secretary, together with admission fees and such information as may be required, including full name and P. O. address. When applications are received and accepted after the first day of April in each year, the applicant will be entitled to receive a membership ticket for the entire ensuing League year.

13. Any member shall have the right to apply for and receive from any Chief Consul, Representative or Consul for his State or district such aid or information as may be in his power to give, and all circulars and other publications of the League or its officers, upon the terms provided therefor. Members shall extend and accept mutual hospitalities, companionship and assistance whenever practicable and appropriate, and the production of a membership ticket or badge shall be sufficient introduction (L. A. W. Rules 30-31).

14. Each member shall pay to the Division Treasurer, on or before the first day of June in each year following his admission to the League, the sum named by the L. A. W. for admission fee, and shall forward therewith his name and P. O. address with the membership number of his old ticket, and thereupon shall receive a new ticket for that year, provided he be entitled to one otherwise, and subject to the conditions contained in the League rules.

15. Additions or amendments to these rules may be made (after notice, by mail or otherwise, to every member of the Division) at a general meeting, or as provided in Rule 13 of the L. A. W.

16. The Board of Officers shall publish from time to time, in the official organ of the League, any and all action taken by them, whether as a board, or committee, or as officials.

QUAKER CITY NOTES.

Editor of the Wheel: Owing to a white Christmas there has been little or no cycling here for the last ten days, though previous to that time the roads were in good condition and riders quite numerous. A new club has sprung up since December 1st, *i. e.* The Quaker City Bicycle Club. It is composed entirely of "stars," will be a League club, and has its membership limited to twelve.

Philadelphia riders will shortly be favored with a new riding school and race track, which, in connection with a skating rink, is now nearing completion on North Broad street. The track will be circular, nine laps to the mile, and will be made of cinders and cement, with a grade of one inch to the foot from the center to the outer circumference, and have a width of 20 feet. Electric lights are being placed around the track, which will make it quite a desirable place for night practice. During the month of June, 1884, there will be a tournament and series of races held here, under the "Star" directorship. South Broad street has been selected as a good location for the track.

Most of our riders have stored their machines for the winter, and now spend pleasant evenings at their respective club rooms, discussing the past, present and future of their favorite steed.

W. C. H., JR.

PHILADELPHIA, Dec. 31, 1883.

JOURNALISTIC ENTERPRISE.

In last Sunday's *New York World* appeared a column and a half relative to bicycling in general. It is a surprise to us that its authorship was not placed in the right quarter by the older wheelmen of this city, as many have met the smooth-faced editor of the *World*, and once having conversed with "Pete," we should think that the individuality of the article would be apparent. Nearly all the prominent bicyclers of the day are touched upon, as well as most of the racers, both amateur and professional, in "Pete's" peculiar way. For instance, of Dr. Beckwith he says:

"Dr. N. Malon Beckwith is President of the League of American Wheelmen, an association now numbering 4,000 members, scattered all over the continent. Dr. Beckwith is a dentist in good practice in this city. He is a member of the Citizens' Bicycle Club, whose headquarters are at No. 2 East Sixtieth street. In appearance the doctor is a perfect Hercules, being 6 feet 2 inches tall, and proportionately large. His figure is perfectly symmetrical, as is his blonde mustache and legs, which latter show to best advantage when he is attired in the uniform of his club. Then the navy-blue corduroy knee-breeches and blue stockings show the development of the doctor's calves, and he is happy. He rides the largest wheel except one in America—a "Columbia Expert," with a 62-inch wheel.

"It is an old cry with the boys of the club that Harrigan's song, "I'm a Marshal whenever I Parade," was written for Dr. Beckwith, as it is true that no matter where he parades he fills the office of grand marshal. At the last parade of the League of American Wheelmen, held in this city, the doctor was grand marshal, and in the September meet of the Springfield Bicycle Club he also filled that important position. The doctor is an old athlete. He was a member of the tug-of-war team of the New York Athletic Club, and is now captain of the left flank tug-of-war team of the Seventh Regiment."

Fred Scholes, of Cleveland, is a great favorite of the *World*, as will be seen by the following paragraph:

"Mr. Fred Scholes, late secretary of the League of American Wheelmen, is a resident of Cleveland, O., and a member of the Cleveland Club. Mr. Scholes was pronounced by the *World* to be the handsomest man in the league parade in this city, and since then he has been recognized as such by all wheelmen. He is a combination of Apollo and Adonis. His face is oval in shape, with perfect Grecian nose, jet black eyes, eyebrows and hair, and a handsome black mustache. He is tall and erect.

"Fred is a member of a church choir in Cleveland, and it is said he sings as divinely as he looks. At Chicago, Washington, New York and Springfield meets he was the observed of all observers, and was envied by his fellow-bicyclists as the ladies all gazed at him and applauded him."

Willie Newman, of the Ixion Club, is disposed of in this way:

"Probably no better contrast to Dr. Beckwith can be found in the League of American Wheelmen than "Campininni" Newman. Mr. Newman is known all over the country. Any man who has visited Niblo's Garden has seen him in the box office, and he was much looked at during the parade of American Wheelmen last June. He is the smallest League member and rides the smallest machine of any in the League. Though

small he is remarkably agile and strong, and is a favorite among bicyclists."

The *New York World* has always been very friendly to bicycling, and has signalized every important event with generous descriptions in its valuable columns.

WHEEL GOSSIP.

A Happy New Year!

We have in press a circular containing the officers and committees of the League, together with the constitution, by-laws and racing rules, which is at the disposal of any member upon receipt of a stamped addressed envelope.

The gentlemanly ex-secretary of the Springfield Club rises to explain in the last *World* how the club lost money on their tents and meals, but he fails to state the profits that naturally resulted from the enormous crowds that paid their half dollar admission fees, even after deducting the other expenses. The prizes awarded to the Connecticut, Citizens, and Ixion clubs for the largest attendance have not been paid yet, Mr. Fennessy's statement that "they have always paid their bills promptly" to the contrary.

State Consul (C. T. C.) Bourne entertained the New York members of that organization on New Year's eve, and at midnight the unique Sweedish tankard was passed around and successfully drained, all drinking to the health of the popular consul and his family.

The day before New Year's the street peddlers were engaged retailing tags, one side of which was left blank for the name and address, and the other the words "send me home, when I am full." A local wheelman while making calls the following day, in a spirit of kindness attached one to some unfortunate who was rolling along towards midnight, but the joke was not thoroughly appreciated until in relating the instance, he suddenly remembered that he had inscribed his *own* name and address on the tag.

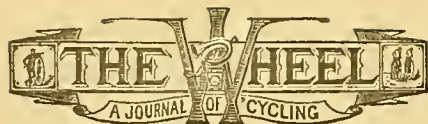
The Pennsylvania Division have settled upon a constitution and by-laws, which we publish in full. The copy should be preserved for future reference by members of the Division.

The appointment of Representatives for New York State has been somewhat delayed, owing to a few not responding promptly to the call. They will be announced in the next issue of THE WHEEL.

The very full and complete statement of the Citizens Club in the last *World* proves pretty conclusively that the club or any of its members are not afraid to face any "music," even when actuated by jealousy and petty spite. The passing of a set of "resolutions" by a bare handful of League members in the name of the "State Division" was an unwarranted piece of business that will no doubt have to be explained at the next meeting of the Division.

The practise of making criticisms under a *nom de plume* is a cheap way of obtaining notoriety. The communication of "Cyclos" would have had some weight if it had the full name of the writer appended.

"Yes," said the Cap'n, throwing down his WHEEL, as the evening's shadowy vagueness merged into the undiscernable, and dug his knuckles into his optics, "mine are a para red rub'r tired eyes."



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

FRED. JENKINS, Editor and Cor. Sec'y L. A. W.
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, January 4, 1884.

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.

APPOINTMENT.

NEW YORK, DEC. 27th, 1883.

The L. A. W. membership in the States of New Hampshire and Michigan, having reached that numerical limit prescribed in Art. 4, of the Constitution, entitling them to a second representative, I am pleased to name for the former State, Mr. C. H. Sanders, President, of the Penacook Wheel Club, and for the latter, Mr. H. N. Keys, of Ovid, Mich.
N. MALON BECKWITH.

THE RACING FOR 1884.

The past season has, as far as racing is concerned, been a succession of brilliant triumphs. Although the year before left us creditable times, the work of the past season has been such as to merit special comment. Not only have our riders shown better form, as well as speed and endurance, but they have in every case proved that they could even go faster, if necessary. Take for example the memorable five-mile race at New Haven, between Hendee and Frazier. To those who carefully watched the progress of the men, it seemed that although Hendee was pedaling fast, he could, even in the midst of a spurt, ride still faster. The same may be said of Burnham in the ten-mile race. The accident to Fiske caused him to slow considerably, and the record would have been cut still lower had he been more closely pursued by Hamilton,

We are still some seconds behind the English, who have been racing longer, and have had the experience of years, together with fine tracks and still finer machines. We possess the men, we are acquiring the machines, but we still lack the tracks. Our men are plucky, strong, and speedy. That they will ride faster this coming season we predict with as much assurance as we did last season, when we prepared to wipe the figures from our slate of American records. What we most lack are the tracks, which have not as yet reached that condition regarding surface and shape, conducive to fast time. The new ones that have been built are not up to standard in regard to quality, although much money has been expended upon their construction. At present the New Haven track is, in our opinion, the fastest, and we hope the home club will repeat their delightful tournament, that was so marked an amateur affair, and entirely void of all professionalism, trickery, and lacking the elements of a circus show.

The season of '84 will be replete with tournaments, and the ambitious novices will have ample opportunities to make their *debuts*, and the old-time favorites will be doubly welcome when they make their reappearance. Already the mounts are being discussed and selected, and some are keeping their muscles in shape by gymnasium work. While the fastest men will, doubtless, remain east, we hope that some of our western flyers will again try conclusions in friendly rivalry on the path.

The outlook is indeed bright. Our records are good, our men are improving and acquiring the experience that comes only by time, and we will doubtless give any of our English brethren who may venture across the pond, considerable work as well as a hearty reception. We trust, however, that they will be more fortunate in their representatives than in the past. We understand that a number of gentlemen amateurs have about made up their minds to visit us during the season, and trust that the at present rumor will prove a reality.

Touching upon the subject of racing, it is but a step farther to speak of the prizes offered, and their valuation. Of late it has been the custom to advertise prizes of considerable money value, and we think ere we launch upon another season that it would be as well for the League, or its Racing Board, to place a limit of say \$100 for first prizes. In England the amount is almost half that sum, but there racing men are not put to the expense of traveling considerable distances in order to compete at the various meets, and the additional value here can be charged to the desire on the part of managers of having well-filled entry lists. For our own part we should like to see a die made for our

championship medals, and have them always alike, with the exception of course of the year in which they are won. They will then be recognized and distinctive, and always be known among wheelmen as the championship medals. We have now four championship medals which will be competed for at the next annual meet. Although they are of different design, we think it would be a good plan to manufacture a die for the second and third medals, and have them distinguished by being worked in silver and bronze. When the present medals are finally won, the first prizes could be manufactured in gold.

FROM THE CLUBS.

GALVESTON.—We are pleased to inform our Northern friends that ten enthusiastic wheelmen have effected an organization in this city, under the title of the Galveston Bicycle Club. Our machines are Columbias, except one Harvard, and one Star. The following named officers have been elected: President, M. H. Cowell; Vice-President, J. B. Sturman; Secretary and Treasurer, E. L. Beckwith; Captain, J. G. Allison; First Lieut., Frank E. Prior; Second Lieut., E. A. Baldinger. Thus far we have met with very little prejudice, and ride when and where we please. Our club will, as a whole, become members of the L. A. W., in due course. The streets in the city are generally in good condition, and we also have a wide, smooth beach extending thirty miles (the length of the island upon which our city is situated), thus enabling us to make long runs. A bicycle track is now in course of construction at one of the horse racing parks. We have some capital weather here during the winter—it never snows—hence our riding is uninterrupted throughout the year.

Fraternally yours,

E. L. BECKWITH,

Chief Consul L. A. W. for Texas.

STAMFORD, CONN., MISCELLANY.

Many pleasant things are written in the book of nature, which we have been reading on a zigzag run to North Mianus and the "Dumpling Pond" region, over among the Connecticut hills, to the northwest of Stamford.

The landscape is more broken as we near North Mianus, and its "standing up edge-wise" renders it more attractive to the sketcher if it does not to the wheelman, who finds some of the bitter with the sweet *en route*.

The inevitable stone walls stretch away at every conceivable angle, look down at you from the extreme tops of hills, are lost to sight in low bushes, and guard the banks of small streams as if saying, "so far, and no farther."

Here are some old houses that are landmarks of Revolutionary times, houses fast crumbling to earth now that they are given up to the elements. We imagine that the gray moss on their sagging roofs takes the form of silvered hair, and that they lean and totter as an old man with his staff.

What changes these old habitations have passed through as the decades have succeeded one another since their erection. For years they stood surrounded by forest trees, and were seldom visited except by Indian or white hunters, and by prowling wild beasts.

Lonely must have been their vigils as the years went by. We ever experience feelings of awe in the presence of these old houses, and it is not shaken off until we mount the wheel to resume our ride, as we now do, and soon come to and cross the bridge over the Mianus river, which comes tumbling musically down through a veritable second Watkins Glen on a small scale. There are faint outlines of a dam, where stood a little grist mill, long since gone, where the pioneers took their wheat and corn for flour and meal, but of the mill itself there are no perceptible signs in all this tangle of fallen trees, driftwood and brush.

Here a man tells us of and points out the direction of "Cogenawaugh," a locality whose name is of unmistakable Indian origin, and suggestive of aboriginal possession and ownership; of council fires before tall wigwams; of dusky maidens and stalwart braves, and the unlimited range of Indian forest life before the advent of white men and civilization.

We see no traces to-day of those bow and arrow gamesters, with the silent tread of moccasined feet; [the rubber-shod wheel coming nearer in its racket; excuse the break] no camp-fires of the dark-skinned warrior hunters send up their wreaths of blue smoke in the valleys or from hill tops, and no plumed or pained brave peers at you from behind rock or tree. But we have wandered from the old highway along which we have been sauntering, and which is bordered with so much that is attractive to a lover of nature. Each season of the year adds to old Earth's charms, as does each sitting to the picture on an artist's easel.

Restful, quiet colors prevail now, that have their peculiar charm, and are not to be found during earth's busy growing season. Everything seems at rest, as if a task had been accomplished and the needed rest was being enjoyed.

Over here is a little church and a school house, with the homes of the farmers scattered along. Ancient apple orchards straggle up the hillsides, and furnish in many places the only crop that can be coaxed from the stony soil. From each hill top we have pretty views of this New England scenery, of which we never tire; but night, like the tides, waits for no (wheel) man, and we reach home as the setting sun gilds the church spires, and sends its flood of golden light down upon everything terrestrial.

STAMSON.

A NOVEL IDEA.

Editor of The Wheel: As you are probably aware, there is no real good first-class statue of Geo. Washington in Central Park. Now, wouldn't it be a good idea, in order to get full possession of the Park, for the League to get up a grand and glorious subscription for a statue of the Father of his country, and present it to the city. Then we could have a League meet, and wheel through the park under the sheltering arm of the immortal George, in peace and happiness. Of course, George must be mounted on a wheel.

Yours fraternally,

E. K. B.

HOTEL CERTIFICATES.

Editor of The Wheel: I desire through the columns of the official journal, to offer a few suggestions in regard to hotel certificates, by which they may prove of greater benefit to the League.

The present certificate issued by the

League, provides for the signature of the Secretary, Chief Consul and Representative; and does not show what it purports to show—a certificate from the proprietor of the hotel in question, to the League.

My suggestion would be this: Each certificate should contain additional space for the signature of the Consul, making the appointment, also that of the proprietor, who thereby enters into a contract with the League, by which traveling wheelmen are secured the reduction for the current rates specified.

Fraternally yours,

Dr. J. H. BOGER,

Consul for Finolay, Ohio.

FINOLAY, O., 12-20, 1883.

[A Committee was appointed at Springfield, with a view of improving the present form of certificate, which has not been entirely satisfactory. They will doubtless report at the next meeting.—Ed.]

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 the 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, 725 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 Bassett, 8 Pemberton Square, Boston, Mass.; Al. Trego, B. & O. Railroad Baltimore Md.

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

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, W. F. Robinson, 47 Vance Block, Indianapolis.

Kentucky, A. S. Dietzman, Louisville.

Massachusetts, Frank P. Kendall Box 555 Worcester.

Michigan, W. C. Marvin, Ovid.

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

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

New Hampshire, E. A. McQueston, 654 Elm st., Manchester.

New Jersey, Harrold Serrell, Plainfield.

New York, Benj. G. Sanford, Box 2425, New York city.

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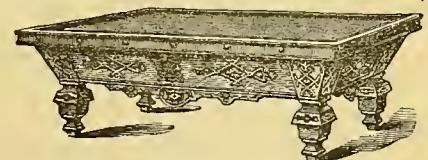
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THE JANUARY ISSUE,

Now ready, contains the first part of an elaborate sketch of the famous Down-East Tour of last summer, written by John S. Phillips, and elegantly illustrated with drawings by Henry Sandham, engraved by H. E. Sylvester. A new serial story by Maurice Thompson, entitled "Summer Sweethearts," is begun in this number.

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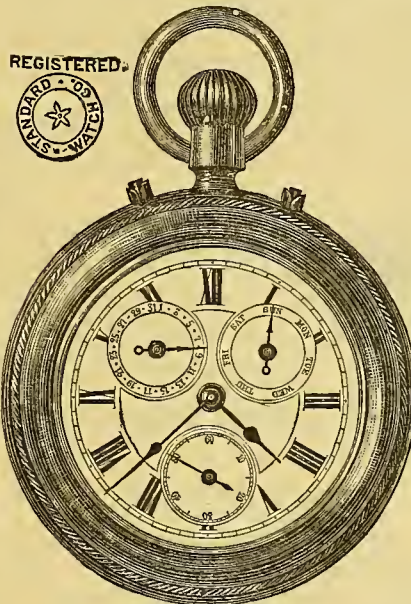
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Max Freund & Co.,
NEW YORK.



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 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 danger 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 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

Fidelity & Casualty Company,

E. E. CLAPP, Manager Accident Department,
NEW YORK, NEW JERSEY & PENNSYLVANIA.

OFFICE, 149 BROADWAY,

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Missouri Wheel Company, successor to Garvey, agency of the Columbia Bicycles; also for all high class English Bicycles and Tricycles. A full assortment of wheel sundries in stock. Every thing 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.

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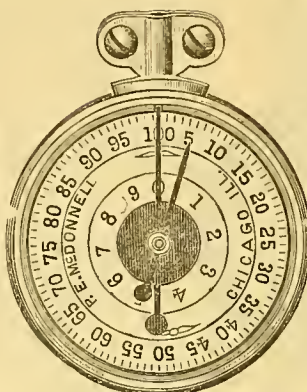


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For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a hub lamp. There are neither springs nor weights in its construction; it requires no oil, and is

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Successor to WM. M. WRIGHT,

RESPECTFULLY announces that he has every facility for the repair of
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Nickelling, Enamelling and Painting.

Full line of sundries of our own manufacture. Largest stock of second-hand machines in the United States.

Send three cent stamp for list. Machines bought and sold on commission.

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Always clean and ready for riding direct from door to entrance of Central Park.

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SEWING MACHINE.

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Mention THE WHEEL.

THE AMERICAN STAR BICYCLE.

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

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

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

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

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

For further particulars address,

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HARRINGTON'S ENAMEL

IS THE ONLY RELIABLE FINISH FOR 'CYCLES.

Long Tested and Proved Good.

It Stands all Weather and Mud.

ITS SUPERIORITY IS ATTESTED BY THE MANY ATTEMPTS TO IMITATE IT.

There is but One Genuine HARRINGTON'S ENAMEL.

SOLE AMERICAN OWNERS,

OVERMAN WHEEL CO.,

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To the Wheelmen of America

THEODORE GOETZE & CO.,

256 Grand Street,

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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 cts. extra
\$12.00 per dozen pairs.

Clubs furnished with Stockings from original designs.

Correspondence with the trade solicited. Send for circular.

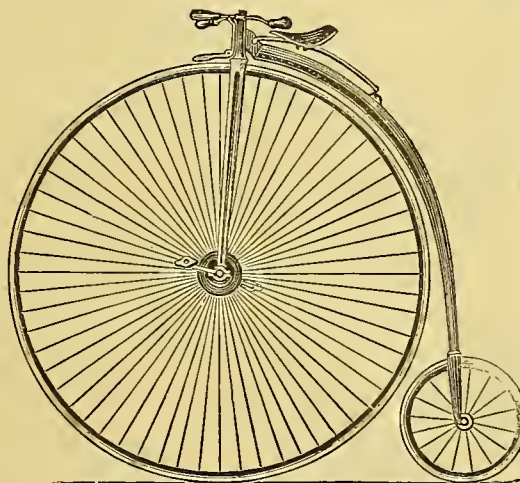
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Gentlemen: We find your Stockings to be all that they are described. OLIVER & JENKINS.



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 nicked, except felloes, 137.00

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.

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IN ADDITION TO PUTTING IN A NEW FLOOR AND GALLERY TO THEIR

BICYCLE RIDING SCHOOL,

At ORATON HALL, Broad Street and Washington Park, Newark, N. J., they have further increased their facilities for repairing, and now make

A NEW LAMP AND TOOL BAG

Expressly for the AMERICAN STAR.

Liberal discount to the Trade.

Some Errors Published in this Paper Exposed And an Invitation to a Few Bicyclers.

We have not often thought it worth while to answer the libellous and mistaken things said and printed about us and our machines. We make an exception to answer a mischievous attack, made by one of a little coterie of Jersey men, over an assumed name, in a recent WHEEL, against the EXPERT COLUMBIA BICYCLE.

WHAT HE SAID.

- "The construction of the 'Expert' is faulty in the backbone and brake."
- "The diameter [of the backbone] greatest behind the clip instead of at the neck."
- "And this reverse taper in a measure accounts for so many broken backbones."
- "The brake and brake-lever are not only too light and flimsy, but will yield, and are of soft material."
- "The Expert should be made of better material."
- "The Expert is unnecessarily heavy."
- "An extra eight or ten pounds of wheel."
- "Unnecessarily heavy in the forks, backbone and spokes, and what is taken out in metal (5 to 8 lbs.) should be made up in quality."
- "Double Ball-bearings should be used."
- "With four rows of bearing balls there are more steady points."
- "Spokes of smaller gauge wire."
- "Rims of a crescent shape * * * will be amply stiff and unyielding."
- "Expert racers."
- "Broken handle bars and pedal pins."

"Expert machines will be more correctly named."

He took, as one or two others of his coterie have, a machine two years old to criticise, instead of the current make.

We invite and request all those possessors of our EXPERT COLUMBIAS who have the EXPERT BENT HANDLE-BARS, of 1883 make, to remove them from the machines and forward them, prepaid expressage, to our address at HARTFORD, CONN., whereupon we will fit them with our improved set nuts, without extra charge. We have already sent this notice to our principal agents weeks ago; and, as we are now prepared to meet all orders, we extend it to all our patrons.

THE POPE M'F'G CO., 597 Washington Street, Boston, Mass.



75 CENTS A YEAR.

THE WHEELMAN

—AND—

THE WHEEL,

\$2.25 A YEAR.

WHAT IS THE FACT.

If it is, he misrepresents to show it. The practical success of the machine proves the contrary.

The 1883 Expert backbone is $1\frac{1}{4}$ inch diameter at both points, and has no taper except toward the rear fork.

Out of nearly 2,000 machines of this pattern made and sold in 1883, not one backbone has broken, so far as we can find out.

The brake-lever is forged steel, and the whole brake is strengthened in its construction over the actual requirements or other forms that we have examined.

The only tubes ever used in the Expert are made by the Weldless Steel Tube Co., of Birmingham, England, and only a few of the very best grade of English machines afford this tubing. Every other part of the Expert is made of the best steel, rubber, etc., that can be obtained, the qualities of hardness, etc., being selected after careful tests for each particular part.

It is, by actual weights and averages of large numbers of machines, a little lighter than any other roadster bicycle with inch tires and under same conditions.

We have the best authority for saying that the gauges and quality of these parts are the same as are used in the best of English bicycles, which this young man "can speak volumes in praise" of.

The superior rigidity of the Expert forks and backbones is due to their method of construction, and not to their weight. The suggestion of a reduction of 38 to 62 per cent. in the metal of these parts is absurd.

The Columbia single Ball-bearings are scientifically correct to relieve pivot and journal friction and "lateral torsion," as he calls it. He admits "single ball-bearings should be used on racers;" we make them better for the roadster, too, our steady points "being in the forks, where they ought to be."

Why? The spokes of the Expert are No. 11 $\frac{1}{2}$ (steel wire, enlarged at both ends), and that is $\frac{1}{8}$ of a size different from the machine he seems to champion, in favor of strength.

Precisely what the shape of the Expert rim is, of improved construction.

There are no such bicycles. The Columbia Racers are different from the Expert in all parts except the handles and a few of the smaller bolts and nuts.

The regular Expert handle-bars (straight) and pedal-pins (parallel) have broken at least as little as those of any other make in the market, in proportion to the number in use. Ask the repairers. They have broken sometimes, because they are subject, not only to more jarring and constant pressure in every direction toward the center alternately, which break any shafts in time, even the large propeller shafts of the best ocean steamers. The Columbia ball-pedal shafts, however, are of special improved construction and do not break so easily as the other ball-pedal shafts in the market which have been much used with the Expert. The bent bars used to a limited extent have broken some, and by a new device we have furnished a preventive. See below:

The Expert was designed, tested, and made by expert mechanics, expert riders, expert machinists, and is to-day ridden by more expert wheelmen, well known as such, in this country, than any other make of bicycle.

He knew that he was misrepresenting, or else he was grossly ignorant.

The points he based his attack upon, in criticising that two years' Expert, were considered correct in their time, and abandoned by us for other improvements, about the same time as by first class English makers. In some other things we have been in advance.

THE CUNNINGHAM COMPY.
(ESTABLISHED 1877,)

ODD-FELLOWS HALL, BOSTON, MASS.

In addition to our Catalogue describing our well-known Harvard and Yale Bicycles, we have now issued a Descriptive Illustrated Tricycle Catalogue containing Articles from the pens of Dr. Fanny Fenwick Miller and Dr. Benj. Ward Richardson, which will be found worthy of the careful perusal of Enquirers.

Either Catalogue sent free anywhere on receipt of a Three Cent Stamp.