

THE WHEEL

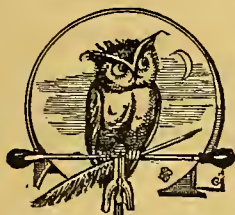
A JOURNAL OF CYCLING

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

Vol. V.—No. 3.—Whole Number 107.]

NEW YORK, OCTOBER 19, 1883.

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Horse fanciers have no genuine poetry in their nature. In most instances the horse is quite "the man and brother" of his fancier, and is perhaps surprised that the human biped does not eat fodder from a rack. This fact is noticeable the more one cycles throughout the country.

The Ixions, at their last meeting, elected "Campanini" Newman treasurer, and adopted the C. T. C. uniform. Each suit will be made with vest and long breeches included, so that in going away from home, the members of the club can travel in citizens' clothes, carrying their knee-breeches along until they are needed.

"The infant and Ye President" have ordered a Bayliss & Thomas Tandem Tricycle.

What do the members of the League think of the recent "stab in the back" that they have suffered, through an attempted stoppage of their official organ from the privileges of second-class matter in the Post-office? How pleasant the kickers and malcontents must feel now they have played their last card and lost!

Ducker and Fencessey have been elected honorary members of the Ixions.

A gentlemanly-looking fellow, last week, presented an order for, and obtained thereon, the wheel of Mr. Pearson. When the order was discovered to be a forgery, the theft was advertised in the papers, a reward offered, and the number of the machine given, and a week afterwards the wheel was anonymously returned per express.

Champions like Gideon, who have won their titles as such in the hard-fought struggles of the past, are not to be supplanted in a day by the newer generation, a fact discovered by those who attempted to wrest the Penna. State Championship from him.

In the forthcoming horseshow at Madison Square Garden, permission has been granted the horsemen to fence in a portion of 27th street, and use it for stalls. Can there be any stronger evidence of the partiality shown equine owners and admirers than this? Why, if a bicyclist was to ask permission to ride through Madison Square

once, he would be looked upon as a maniac, but horsemen not only ride, but as is usual, want the whole street besides, and in this case they propose to fence it in so as to be sure of it.

"October's gracious languor is here." Maybe it is, but you had better not attempt to convince a bicyclist of that fact when he has just returned from a ten-mile push against a head wind and muddy roads.

Soon will Papa Weston greet with smiling face his anxious children, and like the good parent that he is, bring all the newest ideas in machines for their comfort and pleasure.

"Doodle" Robinson, the English amateur, has won over \$1,000 in prizes since he has been in this country.

Where is the next League meet going to be?

McMasters, the trainer of Pettus, of the "K. C. W's," is issuing voluminous challenges in the columns of the various sporting papers, for a match race between Mr. Pettus and Mr. Pitman. While I have no doubts of McMasters being anxious to race his man, why don't he aim a little higher, or is he afraid to pit his protegee against such men as Burnham, Robinson, Midgeley, or Frazer, any of whom will probably accommodate Mr. McMasters' thirst for glory?

The racing wheel of the future will approach nearer and nearer to a unicycle until it eventuates into same.

Records were broken right and left at New Haven, but there is one the club will, I am afraid, never succeed in lowering, and that is, their own record for hospitality to their guests. In a somewhat extensive experience in attending affairs of this kind I cannot remember a more enjoyable occasion.

As an illustration of the courtesy everywhere shown a wheelman during the above meet, a case in point may not come amiss. "Ye President" Egan, having been detained by the pleasures of a call upon one of New Haven's fairest daughters, till but a limited time remained to catch the boat for New York, through lack of knowledge of the streets finally became hopelessly confused and was in a more than fair way to lose the boat, when he hailed the driver of a passing carriage for information. Imagine a New York wheelman's surprise when, instead of being blackguarded by the driver, and scowled at by the occupant of the carriage, the first began a civil reply, which was interrupted by the second, who, opening the door of the vehicle, insisted on carrying both the rider and his wheel to the boat, which he did. The whole affair was so strange to one used to New York incivilities of the road, that "Ye

President" says he can only believe he is not dreaming of the whole affair, by looking at the card of this good samaritan, upon which is lettered "George H. Jennings, New Haven B. Club."

Where was Robinson?

"Doc" says, Pit looked like the "Lepper" on the last day of a six-day race as he staggered in, carrying the buckled wheel of his machine, which threatened each moment to cut his throat.

I heard much astonishment expressed at the absence of quiet Parker, of the Meridens. I did hear a rumor of his being seen and heard in the vicinity of the Ramblers' headquarters, but I don't believe it.

The "club infant" discovered a rival in the ranks of the Ramblers, and for the balance of the evening I noticed those two looked down upon those of less "Jumboesque" proportions.

Now that one hardly expects to go to a race meet of any note, without seeing some record lowered, the suggestion of Mr. Terry, of the Connecticut Club, that the English and American records be printed upon the score cards, opposite each event, is not only an excellent idea, but one that should be adopted by such clubs as make the satisfaction of their visitors a study.

I have been shown some excellent photos of the Connecticut Bicycle Club, at Springfield, taken by Thomas Sedgwick Steele of that organization.

The moonlight run of the Citizens to Yonkers was a great success, only it rained for twenty hours previous, and they went there only in their minds.

The popular feeling among many bicyclers whom I have canvased on the subject is that Washington is the place where the next League meet should be held. The only objection to this plan is the lukewarmness or worse of the Capital Club. It should never be said that the League had to beg the acceptance of its annual meet by any city, or much less forced the honor of entertaining upon a non-League club. When the time for settling this important question does arrive, I hope to see brother Wm. C. Scribner, more widely known as "Scrib," step forward and offer us the hospitality of the Washington Cyclist Club, every member of which supports and defends the L. A. W.

The willowy editor of the "Kickers' Own" comes out in the last issue of that journal and accuses THE WHEEL of trying to cut the throat of that journal. How untrue this is, any but a "Kicker" will recognize, and even were it so,

THE WHEEL has never fought any other than open and above board, and has never descended to stabbing in the back. This last action on the part of the "Kickers' Own" in attempting to wreck the League through the stoppage of its official organ, clearly demonstrates the wisdom of not leaving the organship in the hands of such wreckers as formerly had it, and there is not today among all the riders in this broad land, one fair minded one who is not disgusted with such attempts to rule or ruin.

INDIANA STATE DIVISION.

At a meeting of bicycle and tricycle riders at the Brunswick House, September 26th, an Indiana Division of the League of American Wheelmen was organized, and the following officers elected for the ensuing year: President, L. M. Wainwright, Noblesville; Vice-President, G. W. Fay, Pittsboro; Secretary and Treasurer, M. F. Robinson, Indianapolis. The rules and regulations of the Ohio division of the L. A. W. were adopted. The usual committees were appointed, and the meeting adjourned, subject to the call of the president. Briefly stated, the national organization of the League of American Wheelmen, is to promote the general interests of bicycling and tricycling; to regulate the government of races; to ascertain, defend and protect the rights of wheelmen; to secure favorable rates on railroads in the transportation of machines, and to facilitate and encourage touring. The badge of the League will insure a cordial welcome from some genial wheelman in almost every city and town in America. Wheelmen throughout the State are invited to send their applications for membership to the Secretary.—*Journal.*

A QUERY.

Editor of the Wheel: I notice that you sometimes propound queries in your spicy little paper, under the head of "What we would like to know." Perhaps your readers may do likewise?

"What we would like to know" is, whether the definition or description of a bicycle, as given by Dr. Charles A. Kinch, on page 361 of the August number of the *Wheelman* is correct, and, if so, whether the doctor rides gracefully and easily on a bicycle constructed according to his description. He says, "The bicycle is a wheel supporting a saddle, upon which the rider sits erect and evenly balanced, just behind a vertical line drawn through its axis!"

Do wheelmen ride such bicycles as that in New York?

OVID, MICHIGAN, Oct. 11th, 1883.

CYCLIST.

League of American Wheelmen.

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

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

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

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

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

BOARD OF OFFICERS.

President—Dr. N. M. Beckwith, 2 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 Y. Gilman, Box 487, 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, 3 Pemberton Square, Boston, Mass.; Al. Trego, B. & O. Railroad, Baltimore, Md.

Rules and Regulations—W. H. Miller, Chairman, Box 245 Columbus, Ohio; N. M. Beckwith, 27 West Thirty-seventh street, N. Y.; Chas. D. Standish, Detroit, Mich.

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

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

CHIEF CONSULS.

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

Connecticut—Stephen Terry, Box 1003, 39 Main St., Hartford.

Delaware—Charles H. Kittinger, Wilmington.

District of Columbia—Wm. C. Stricker, 2108 E. Street, N. W. Washington, D. C.

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

Indiana—L. M. Wainwright, Noblesville.

Iowa—W. L. Howe, Box 966, Oskaloosa.

Kansas—

Kentucky—Orville Anderson, Louisville.

Louisiana—A. M. Hill, New Orleans.

Maine—C. H. Lamson, Portland.

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

Massachusetts—E. K. Hill, Worcester.

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

Minnesota—Theo. J. Richardson, Minneapolis.

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

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

New Jersey—L. H. Johnson, Orange.

New York—Dr. N. M. Beckwith, 27 West Thirty-seventh Street, N. Y.

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

Pennsylvania—George Sanderson, Scranton.

Province of Ontario—

Province of Quebec—H. S. Tibbs, Box 38, Montreal.

Rhode Island—A. G. Carpenter, Providence.

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

Vermont—C. G. Ross, Rutland.

Wisconsin—A. A. Hathaway, Milwaukee.

Wyoming—W. O. Owen, Laramie City.

West Virginia—Charles B. Ott, Wheeling.

REPRESENTATIVES.

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

Connecticut—T. S. Rust, Box 4083, Meriden; F. H. Benton, New Haven.

Illinois—H. C. Rouse, Peoria.

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

Maine—Frank E. Ellwell, Portland.

Maryland—Yates Pennington, Baltimore.

Massachusetts—C. L. Clark, 42 Bedford St., Boston; A. S. Parsons, Cambridgeport; F. P. Kendall, Worcester; J. S. Weber, Jr., 51 Main St., Gloucester.

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

Missouri—Geo. C. Oeters, 209 S. Main St., St. Louis.

New Hampshire—E. M. Gilman, Nashua; Wm. W. McIntire, Portsmouth.

New Jersey—H. C. Douglas, 82 Parkhurst Street, Newark; E. S. Fogg, Woodstown; E. H. Rose, Trenton.

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

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

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

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

Vermont—Frederick G. Tuttle, Rutland.

Wisconsin—A. Meinecke, Jr., Milwaukee.

Wyoming—C. S. Greenbaum, Laramie City.

DIVISION SECRETARIES.

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

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

Kentucky—A. S. Dietzman, Louisville.

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

Michigan—W. C. Marvin, Ovid, Mich.

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

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

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

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

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

Ohio—C. J. Krag, Columbus, Ohio.

Pennsylvania—Victor M. Haldeman, Marietta, Pa.

DIVISION TREASURERS.

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

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

Minnesota—Capt. Young, Northfield, Minn.

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

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

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

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

Ohio—D. E. Barnum, Springfield, Ohio.

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

NOTICE TO BICYCLE CLUBS.

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

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

NUMBERS ON MEMBERSHIP TICKETS.

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

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

Yours fraternally,

W. V. GILMAN,
Treasurer.

TRANSPORTATION.

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

TRANSPORTATION CHARGES.

Boston & Albany charge one cent per mile; minimum charge fifty cents.
 Boston & Maine charge twenty-five cents any distance.
 Pennsylvania, Philadelphia & Reading, 25 cents for 50 miles or less, and half cent per mile over fifty.
 Eastern Railroads—One-half cent, per mile, minimum charge of twenty-five cents, owner's risk.

APPLICATIONS FOR MEMBERSHIP I. A. W.

No. 46. Total, 109. NEW YORK, Oct. 19, 1883.

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

FRED. JENKINS,
 Cor. Sec'y, I. A. W.

Unattached—5:

- 2273—Chas. D. Rhodes, 1428 Q street, N. W., Washington, D. C.
- 2275—Walter Northcott, Belleville, Ont., Can.
- 2278—Geo. E. Morris, 828 Grand street, New Haven, Conn.
- 2280—Walter R. Downes, 151 Church street, New Haven, Conn.
- 2283—Edwin Z. Dow, 50 Lafayette street, New Haven, Conn.

New Haven Bi. Club—add. 7:

- 2286—Geo. H. Jeonings, J. B. Sargent & Co., New Haven, Conn.
- 2287—Francis B. Trowbridge, 174 Crown street, New Haven, Conn.
- 2290—G. E. Osborne, Stafford P'tg. Co., New Haven, Conn.
- 2300—Theo. H. McDonald, 393 Elm street, New Haven, Conn.
- 2302—Geo. E. Nettleton, 450 Chapel street, New Haven, Conn.
- 2309—John G. Root, care of Barnum & Root, New Haven, Conn.
- 2334—Wm. M. Frisbie, Drawer 100, New Haven, Conn.

Pequonnock Wheel Club—add. 1:

- 2312—Adrian S. Godfrey, Bridgeport, Conn.

Derby Wheel Club—add. 2:

- 2335—A. B. Post, Birmingham, Conn.
- 2339—Frank Gilbert, Birmingham, Conn.

Colorado Wheel Club—8:

- 2313—Clarence B. Kimball, 287 Stout street, Denver, Col.
- 2314—H. W. Davis, Room 16, 291 Sixteenth street, Denver, Col.
- 2315—A. Jackson, 549 S. Eleventh street, Denver, Col.
- 2316—Chas. A. Polley, 389 Lawrence street, Denver, Col.
- 2318—M. F. Whittum, 287 Stout street, Denver, Col.
- 2321—Geo. F. Higgins, 304 Fifteenth street, Denver, Col.
- 2327—C. H. Farling, 356 S. Fifteenth street, Denver, Col.
- 2329—W. N. McBird, Chain & Hardy, Denver, Col.

MASSACHUSETTS DIVISION—10.

Unattached—1:

- 2341—Chas. L. Robinson, 30 Rock street, Lowell, Mass.

Northampton Bi. Club—add. 1:

- 2343—Chas. W. Porter, care of Chas. W. Cooper, Northampton, Mass.

Springfield Bi. Club—add. 8:

- 2346—Chas. M. Kirkham, 88 Spring street, Springfield, Mass.
- 2347—Robert D. White, Springfield Ins. Savings, Springfield, Mass.
- 2359—Cheney Washburn, 738 Main street, Springfield, Mass.
- 2363—Henry M. Crossman, 32 Hampden street, Springfield, Mass.
- 2365—Orel E. Davies, Hampden Watch Co., Springfield, Mass.
- 2368—Eugene Smith, Hampden Watch Co., Springfield, Mass.
- 2370—C. D. Barrett, Morgan En. Co., Springfield, Mass.
- 2377—F. A. Logan, Forbes & Wallace, Springfield, Mass.

NEW JERSEY DIVISION—4.

Unattached—1:

- 2388—G. Trowbridge Hollister, Rutherford, N. J.

Monmouth Wheelmen—add. 1:

- 2379—Dr. Edwin Field, Red Bank, N. J.

Elizabeth Wheelmen—add. 2:

- 2416—Dr. G. Carleton Brown, 40 Orchard street, Elizabeth, N. J.
- 2417—L. K. Hazard, 26 Prince street, Elizabeth, N. J.

NEW YORK DIVISION—67.

Cornell Bi. Club—add. 1:

- 2408—Geo. McCann, Box 2193, Ithaca, N. Y.

Staten Island Wheelmen—add. 1:

- 2610—E. O. Schuyler, 187 Broadway, N. Y.

Lexon Bi. Club—add. 2:

- 2419—R. M. Campbell, 54 Fourth avenue, New York City.
- 2420—C. M. Everett, 339 East 79th street, New York City.

New York Bi. Club—add. 4:

- 2424—Walter R. Benjamin, Office "The Sun," New York City.
- 2425—E. L. Brown, 65 Fifth avenue, New York City.
- 2432—E. R. Neely, 87 Broad street, New York City.
- 2434—Thomas W. Knox, 147 Fifth avenue, New York City.

Harlem Wheelmen—9:

- 2434—W. Chester Phelps, 331 East 124th street, New York City.
- 2441—Geo. A. Hill, 149 East 127th street, New York City.
- 2442—J. W. Powers, Jr., 34 Mount Morris avenue, New York City.
- 2443—Andrew A. Knowles, 418 East 120th street, New York City.
- 2444—Charles E. Knowles, 418 East 120th street, New York City.
- 2445—Charles M. Phelps, 331 East 124th street, New York City.
- 2446—Frank French, 200 East 129th street, New York City.
- 2459—Charles H. Powers, 34 Mount Morris avenue New York City.
- 2465—Michael Bauer, 1598 Third avenue, New York City.

Trojan Wheelmen—add. 1:

- 2466—W. L. Gardner, 40 North Fourth street, Troy, N. Y.

Heights Wheelmen—add. 1:

- 2467—T. G. Condon, 64 Livingston street, Brooklyn, N. Y.

Kings Co. Wheelmen—add. 3:

- 2470—Robert F. Hibson, 64 South Tenth street, Brooklyn, N. Y.
- 2471—Charles Schwalbach, 80 Wilson street, Brooklyn, N. Y.
- 2472—Frank N. Fenstermaker, 81 South Ninth street, Brooklyn, N. Y.

Long Island Wheelmen—add. 4:

- 2473—Geo. H. Hogert, 267 Ryerson street, Brooklyn, N. Y.
- 2474—A. B. Boyd, 179 Amity street, Brooklyn, N. Y.
- 2477—Charles T. Wessels, 110 Dean street, Brooklyn, N. Y.
- 2496—Lorenzo Daniels, care Buske & Jevons, 41 Wall street, New York City.

Unattached—41:

- 2501—W. H. Browning, 552 Fifth avenue, New York City.
- 2504—Charles B. Marsh, 329 West 29th street, New York City.
- 2506—Fred. C. Ringer, 112 East 22d street, New York City.
- 2509—Frank B. Metzger, 100 Reade street, New York City.
- 2510—Major A. White, care Am. Ex. National Bank, New York City.
- 2526—Walter Prake, 403 West 23d street, New York City.
- 2527—Richard C. Vallender, 161st street and Fourth avenue, New York City.
- 2529—S. Goetter, 62 East 125th street, New York City.
- 2531—Harry D. Klotz, 511 East 162d street, New York City.
- 2532—S. M. Hyde, 82 East 55th street, New York City.
- 2533—Jno. M. Balmore, Jr., 2084 Third avenue and 114th street, New York City.
- 2535—S. B. Robinson, 719 Madison avenue, New York City.
- 2537—A. R. Kolb, 164 Pearl street, New York City.
- 2539—Judson T. Francis, 20 East 41st street, New York City.
- 2543—A. H. North, 805 Broadway, New York City.
- 2544—Charles A. Kinch (Dr.), 256 West 54th street, New York City.

- 2547—Arthur Talcott, 7 West 57th street, New York City.
- 2554—Frank Thayer, 353 West 22d street, New York City.
- 2557—Willard P. Smith, P. O. Box 2600, New York City.
- 2560—Arthur C. Brush, 17 Gallatin place, Brooklyn, N. Y.
- 2561—E. J. Milhan, 201 Henry street, Brooklyn, N. Y.
- 2563—Herbert Filmer, 221 Prospect place, Brooklyn, N. Y.
- 2565—Charles Kluth, 400 Grand street, Brooklyn, N. Y.
- 2566—W. J. Klotz, corner South Ninth street and First street, Brooklyn, N. Y.
- 2567—A. A. Hayward, 121 Schermerhorn street, Brooklyn, N. Y.
- 2569—Charles R. Brown, 232 Powers street, Brooklyn, N. Y.
- 2570—Ed. L. Davis, Schenectady, N. Y.
- 2573—Charles T. Mitchell (Dr.), Canandaigua, N. Y.
- 2576—Charles A. Whitehouse, Box 140, New Brighton, S. I., N. Y.
- 2578—Ancizar S. Manuel, 181 Woodworth avenue, Yonkers, N. Y.
- 2579—S. H. Pool, Rochester, N. Y.
- 2580—A. C. Latta, Friendship, N. Y.
- 2581—E. G. Latta, Friendship, N. Y.
- 2583—Henry E. Grant, Dansville, N. Y.
- 2585—Arthur W. Davidson, Greene, N. Y.
- 2593—W. E. Pringle, Fairmount avenue, Tremont Station, N. Y.
- 2594—F. G. Pringle, Fairmount avenue, Tremont station, N. Y.
- 2595—A. L. Conyer, Box 75, Rome, N. Y.
- 2597—G. Harry Chase, Rome, N. Y.
- 2599—Alfred D. Doty, Windham, N. Y.
- 2603—G. W. Harris, 162 East 61st street, New York City.

PENNSYLVANIA DIVISION—5.

Unattached—4:

- 2611—Albert Thalimer, Greenville, Pa.
- 2612—Frank M. Dampman, Honey Brook, Pa.
- 2615—Marshall J. Bailey, Second and Columbia avenue, Philadelphia, Pa.
- 2616—H. Russell Pickering, Titusville, Pa.

Alpha Bi. Club—add. 1:

- 2620—George L. Weiss, Bethlehem, Pa.

FROM THE CLUBS.

[Club secretaries and other wheelmen are requested to furnish for this department announcements of coming races, meets, runs, periodical business, social meetings, etc., etc.]

FIXTURES.

Friday, October 26th, 8:30 A. M.—Washington, D. C.—100-miles scratch race on one of the fastest tracks in the country. Any amateur, gold medals to winner, and to farthest without dismount. Silver medals to second, and all riding full distance. Entries, \$2.00. Close 22d to Leland Howard, Capitol Bi. Club, Washington, D. C.

PLAINFIELD.—The annual meeting of the Plainfield Bi. Club for the election of officers took place on Tuesday evening, Oct. 9th, when the following were chosen for the ensuing year: For President, Harold Serrell; Captain, D. M. Runyon; Sub-Captain, George H. Craig; Secretary and Treasurer, R. Pound; Bugler, W. L. Serrell. The club now numbers about twenty, all of whom are League members.

R. POUND,
 Sec. P. Bi. C.

PLAINFIELD, N. J., Oct. 16th, 1883.

ROSEVILLE WHEELMEN.—A meeting of the bicyclists, of Roseville (a suburb of Newark, N. J.), was held on Saturday evening, Oct. 13, 1883, and an organization effected with a membership of nineteen, to be known as "Roseville Wheelmen." Officers were elected as follows: Elwood C. Harris, President; Robert Mead, Captain; and James H. Worden, Secretary.

The club membership comprises some active and strong riders, one of whom has ridden more than four thousand miles on his "Harvard" in twelve months ending Oct. 13th, 1883, his first year of wheeling. This excellent and pleasurable diversion is found to be of great benefit to those who need the invigorating tonic of open air, sunshine, and moderate exercise.

The L. A. W. is represented in this club, and

it is expected that the entire membership will soon be found on the roll of the League.

Very respectfully yours,

JAMES H. WORDEN,
Secretary.

NEWARK, N. J., Oct. 15th, 1883.

CLEVELAND.—At the fourth annual meeting of the Cleveland Bicycle Club, on the 26th Sept., the following officers were elected for the ensuing year: President, J. H. Wade, Jr.; Corresponding Secretary, Alfred Ely, Jr.; Recording Secretary, H. W. Forward; Treasurer and Quartermaster, J. H. Collister; Captain, Fred. T. Sholer; First Lieutenant, J. D. Pugh, Jr.; Second Lieutenant, F. S. Borton; Bugler, Harry Glidden; Directors, G. H. Potter, C. W. Norman, and S. H. Freeman.

Respectfully,

ALFRED ELY, JR.,
Cor. Sec'y.

LANCASTER.—At the regular monthly meeting of the Lancaster Bicycle Club, on Thursday, Sept. 27th, Fred. A. Achey tendered his resignation as Secretary and Treasurer of the club, which was accepted, and Will B. Youngman was nominated and elected to fill the vacancy until the next election of officers.

Secretary.

THE NEW HAVEN TOURNAMENT.

One of the finishing and most enjoyable features of the evening was the exhibition club drill, and fancy riding given after the races at the New Haven Skating Rink, Dwight street, corner Whally ave. The large hall was filled to overflowing with ladies and gentlemen, the varied uniforms of the visiting wheelmen forming a brilliant contrast with the more sober civilian dress of the friends of the club. Shortly after eight, sixteen members of the home club, under command of Capt. F. H. Benton, went through a number of manoeuvres in a satisfactory manner, winning a round of well merited applause.

In the club drills the Ramblers of New Haven, were the only ones that put in appearance, but their movements were very well executed, showing careful practice on the part of the members.

Mr. Tom Acrill, of New Haven, and George Nash, of Springfield, were the two competitors for the prizes in fancy riding. The riding of the latter was very fine, and ranks with the performances of our older amateurs. His concluding feat of riding both forward and backward with the backbone and rear wheel removed, brought down the house.

Messrs. Wilnot and Sewell then gave an exhibition of wonderful double riding, the numerous feats following one after the other in rapid succession, and without a break, showing Wilnot to be a perfect master of the wheel, and Sewell a clever gymnast.

Daniel J. Canary then gave a fine performance of single fancy riding, showing great improvement over his previous efforts. His catalogue of tricks seems inexhaustible, and he held the attention of the large audience to the finish.

The closing event of the evening was the presentation of prizes to the winners in the afternoon races, by his honor, Henry G. Lewis, Mayor of New Haven.

The wheelmen then adjourned to the headquarters of the New Haven Ramblers, where a collation was served, and the balance of the evening pleasantly passed in reviewing the events of the day. The New Haven Club are to be congratulated upon the success of their entertainment, which was one of the most attractive cycling gatherings we ever attended. May their next annual bring together such a genial set as were present on the occasion that has just been chronicled.

THE CYCLISTS' TOURING CLUB.

FOUNDED (AS THE B. T. C.) IN 1878.

Is an organization of wheelmen, not local or national merely, but broadly *International*, and having a membership some ten thousand strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum. Applications should be sent (preferably through a State or City Consul) to Frank W. Weston, Chief Consul, Savin Hill, Boston, Mass.

Blank form of application for membership forwarded to any address, on receipt of a stamped, directed envelope.

NOTICE.

The Chief Consul (who has now returned from England, and is ready to hear from any member desiring information) wishes to call particular attention to resolutions Nos. 410 and 411 in the *Club Gazette* for October—pages 353 and 354. The appointment of a sub-committee by the American membership to confer with the Chief Consul, and aid him in the accomplishment of the purposes of the resolution would be gratefully received.

The Chief Consul desires for himself, and ventures on behalf of the American membership, to thank State Consul H. W. Williams most cordially for his painstaking and efficient performance of the duties of Chief Consul during his absence in England.

THE C. T. C. NEW UNIFORM.

Full information on this subject can be found in the C. T. C. column of the *WHEEL*, of June 15th last, page 5. Every member can and should, now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for cycling purposes yet devised. Lady members can now obtain the club cloth for tricycling costumes as wanted.

Photographs, large size, showing front and back view of the new uniform, can be had by sending ten three cent stamps to "Partridge," Photographer, 2832 Washington street, Boston, Mass.

THE CLUB HAND-BOOK.

Members can now obtain the new Hand-book for 1883, by sending a P. O. Order for *Thirty Cents* to the Chief Consul.

THE NEW BADGES.

The Chief Consul has now on hand a large supply of these badges, in sterling silver. Price, two dollars each.

THE ANNUAL HARROGATE MEET.

This important and enjoyable annual gathering of Cyclists will take place in 1884 on the first Monday in August. All U. S. members who contemplate a trip to Europe next year should make it a point to attend this meet. A party of cyclists will be formed to sail on or before Saturday, July 22, 1884, and the Chief Consul will be happy to afford information to all who may be interested.

APPLICATIONS FOR MEMBERSHIP.

The publication of several names is, owing to the recent return of the C. C., unavoidably postponed until next week.

THE PHILADELPHIA MEET.

Editor of the Wheel: A communication appeared in your issue of Sept. 21st; and signed by "Ninon Neckar," bearing rather roughly on the committee having in charge the arrangements for our First Division Parade. While the polite allusions to me in the communication are duly appreciated, I regret the writer should have deemed it necessary to give to the public any idea there was dissension in the camp over the arrangements for our Division Meet. Such communications do not strike me favorably. It may be that in this particular instance the committee, in their zeal and desire to make our first meet a success, overstepped the strict limit of their authority. But if they did, it was a simple mistake, and not a fault, and my knowledge of the gentlemen who composed the committee leaves not the slightest doubt in my mind that their intentions were for

the best. Placed as we were, it was doubtless the best discretion to admit the non-League unattached riders in order to quiet dissatisfaction which might have been followed by some trouble to our Division. It so appeared to me, and I so advised when informed of the matter. It yet remains to be seen whether, after all, the concession will be of any benefit to the League. "Ninon Neckar" vouchsafes his opinion generally on allowing non-League riders to participate in our L. A. W. meets and parades, and refers to our annual L. A. W. meet in New York to sustain his views. It may be the distinguished commander on that occasion was gratified at the appearance of the tail of his command, but I doubt it. The beauty of any parade consists in its uniformity and discipline. A division in a line uniformed in every variety, and almost every color of uniform, cannot appear well, and when to this the inevitable tendency among all non-club men to straggle is added, we have a display not at all creditable to our organization. I think the L. A. W. strong enough to go it alone. I differ from "Ninon" for I would have all L. A. W. meets and parades confined to L. A. W. men. The Philadelphia case was a special one, and perhaps needed a special treatment. As you suggest in your editorial of the 28th inst., let all unattached L. A. W. men procure League uniforms, and when they turn out they will at all events be uniform in color of clothes. But I would exclude all non-L. A. W. men from distinctively L. A. W. parades, and therefore differ from the conclusions reached by "Ninon Neckar" in his "manifesto."

I see no "illiberality" in it. In conclusion I would say there are "many others" who differ from your, to me unknown, correspondent.

GEORGE SANDERSON, JR.

SCRANTON, Oct. 9, 1883.

TO THE LEAGUE.

i.
In eighty-one we met,
Our hands in union bent,
To form the League.
We numbered then but few,
But all were loyal, true;
And now we prove to you
We still survive.

ii.
Old League, it is for thee,
Fountain of jollity,
Of thee we sing
May true men throng our band,
Each working hand in hand,
Protect her from all harm—
Worthy League.

iii.
God bless our noble band!
Firm may she ever stand,
An honored name.
Farewell, then, one and all,
Help her to never fall,
But stand out first of all—
A noble band.

iv.
Members, be true and brave;
Stick to her colors gay—
Noble League.
Help her by heart and hand,
Evermore firm to stand,
A noble, brilliant band—
Honored League.

—F. C. Dunn.

Tune—"My Country 'tis of Thee."

A PROTEST SUSTAINED.

Mr. F. Jenkins, C. Sec., L. A. W.: The Membership Committee, in the application of Mr. Geo. S. Hart, of Philadelphia, for membership in the L. A. W. respectfully report:

That they have investigated the objections urged against his admission, and find that he is a professional, within meaning of clause "H," of Rule 25, *i. e.*, a paid teacher of bicycling, and therefore inadmissible.

For the Committee,

S. TERRY, Chairman.

THE PHILADELPHIA MEET.

Editor of the Wheel: At the regular business meeting of the Germantown Cycling Club last evening the following resolution was unanimously adopted:

"Resolved, That the members of the Germantown Club do hereby heartily and emphatically endorse the action of the late Committee in charge of the First Annual Meet of Pa. Division L. A. W., looking to the exclusion of non-League unattached riders from said meet and parade. Said action was in accordance with their instructions, and it is our belief that the experience of this and other large meets has gone far to prove that such action is very advisable."

Yours sincerely,

GEORGE D. GIDEON,
Secretary.

PHILADELPHIA, Oct. 6, 1883.

VISIT OF THE MASSILLON BICYCLE CLUB
TO CLEVELAND AND THE ANNUAL FALL
RACES OF THE CLEVELAND
BICYCLE CLUB.

After several days of bad weather, the morning of the 27th of September opened auspiciously, and with it came two events that had been long looked for by the members of the Cleveland Bicycle Club—the visit of the Massillon Bicycle Club, as their guests, and their Annual Fall Races. The Massillon wheelmen, to the number of eight, were met at their train, at ten o'clock, by the C. Bi. C., and escorted to their headquarters, after which a run was taken to Lake View Cemetery, returning to the hotel in time for dinner, at 1.30.

Leaving the hotel at 2.45, the party passed up Prospect street to Sterling, to Euclid avenue, to the headquarters, where they were joined by the rest of the Club, from whence they rode to the Cleveland Driving Park track, for the races, which were called at 4 P. M.

The first race was the first heat of the half-mile race, in which were 5 starters—Root finishing 1st, in 1m. 37 1-2s.; Pugh 2d, 1m. 38 4-5s.; Bill 3d; Borton 4th; Miller 5th. This race was very close and exciting, the men being all well bunched.

The next race was the Club Championship for 5 miles, in which A. O. Janes and Pugh were the only starters, Janes winning, making the miles as follows: 3m. 42s., 7m. 42 1-2s., 11m. 52 3-4s., 15m. 16 1-2s., 20m. 19 3-4s., Pugh stopping.

The next race was the second heat of the half-mile, which was won by Root in 1m. 38 3-4s.; Bill 2d, in 1m. 40s.; Borton 3d, the finish being very close.

The next race was the mile Club Championship, Geo. Collister being the only starter. He rode the mile through in 3m. 17s., making the half in 1m. 36s.

The next race was the two-mile handicap, which was won by Root (25 yards) in 7m. 13 1-4s.; M. M. Janes (100 yards) 2d, in 7m. 14s.; A. O. Janes (scratch) 3d. This was a very close and exciting race, being won by a few feet. Geo. Collister, who started from scratch, made up the handicap in the first mile and withdrew.

The next race was the mile consolation, which was won by J. H. Collister in 3m. 34 1-2s.; G. H. Potter, second, in 3m. 35 1-2s.; Brewer, third; Ely, fourth; Wade, fifth; Douglass, sixth; Glidden, seventh, the finish being very exciting.

The officials at the races were:

Referee H. Collister.

Judges—C. M. Russell, Massillon; H. W. Forward, and G. H. Potter.

Timers—Smith, of Elyria; Ely and Hamilton.

Starter—Harry Glidden.

Clerk of the Course—Alfred Ely, Jr.

After the races the party returned to the headquarters, where a lunch was served, and after a couple of hours had been spent in witnessing fancy riding by Paul North and the Glue Brothers, and the drill by the right, the wheelmen adjourned to the banquet hall, partook of the good things, and, with Capt. Sholes as toast-maker, whiled away the hours with speeches until good-night had to be said, and it was all over.

LONG DISTANCE RIDING, "STRAIGHTAWAY."

Editor of The Wheel: I have been greatly interested in the report given by "Selah," in your paper of 21st September, concerning the remarkable ride through Long Island, from Hempstead to Greenport, 100 miles, which two friends of his succeeded in making, between 4.30 A. M. and 7 P. M., on a recent summer day. I wish he had indicated the exact date, as well as the names and residences of the riders; but "Andy and the Consul," whoever they may be, must certainly permit me to congratulate them on having accomplished one of the most creditable "straightaway" rides—and perhaps the very most creditable—yet recorded in America. The greater part of the track described was traversed by me in July, 1880, and in September, 1881; and if I should cover the whole of it inside of two days, I should consider myself doing very well.

I write this now in the hope of stimulating ambitious road-riders, who may be intending to make "records" this season, to attempt rides of this character *straight through the country*, and not restrict themselves to a competition with the "records" of the long-distance men of last autumn. The summary of these, as intelligently presented in the January *Wheelman* (pp. 294-303) by C. A. Hazlett, of Portsmouth, N. H., makes no attempt to show the exact extent of roadway traversed; but it does not appear in any case to have much exceeded fifty miles—not even in the case of Worcester's worthy champion, Thomas W. Midgley, who covered 179 miles during the twenty-four hours, ending at 5 P. M. on the 4th of November, and whose "record" has since stood at the top. Creditable as this ride was, however, it did not interest me as much as the exploits which two students of Amherst College accomplished on the road between Amherst and Boston during the first week of the summer of 1881. In the first place, the Captain of the College Bicycle Club, Paul Blatchford, '82, of Chicago, on returning from the League's second annual meet, wheeled from Boston to Amherst, 102 miles, in fifteen hours, ending at 8.30 P. M., the first forty-five miles, ending at Worcester, at 10.15 A. M., having been done in four and three-quarter hours.

A few days later, on the 6th of June, another member of the club, whose weight was 120 pounds, and who rode a 48-inch wheel, outdid the captain's feat, by riding from Amherst to Boston and Cambridgeport, 100 miles, between 4.30 A. M. and 5.45 P. M.; and thence retracing his course to Framingham, at 8.30 P. M., making 125 miles by daylight. The following day, between 4 A. M. and 6 P. M., he returned to Amherst, 80 miles, thus accomplishing upwards of 200 miles inside of 38 hours. Acquainted as I am with most of the track gone over, and knowing that, for the 20 miles between Amherst and Ware, it is so sandy and hilly as to require about ten miles of walking, I am inclined to rank this earliest of the long road-rides in America as the most notable one yet taken here. The rider was George F. Fiske, of New Haven, who received his M. D. degree at the Yale Medical School, last summer, and is now continuing his studies at Gottingen, Prussia. His three-column report of the trip appeared nearly a year after the event itself (in the *Bicycling World* of April,

1882), though earlier accounts were printed in the *Boston Herald*, *Amherst Student* and elsewhere. His best day's record previously had been 80 miles.

In the interval of two years and more since these notable tours of Messrs. Blatchford and Fiske were taken, I had never heard of any other bicyclers who have ridden "straight through the country" for a hundred miles by daylight on a single calendar day, or who have even made an independent circuit of that distance inside of twenty-four hours, until I read "Selah's" instructive story concerning the Hempstead-Greenport ride of "Andy and the Consul." The true names of these riders should be sent to Mr. Hazlett, at the address already mentioned, for he is preparing for publication a list of all American wheelmen who have succeeded in doing 100 miles in a day; and I am sure that he will agree with me in wishing to pay special honor to such "century men" as have done the distance "straightway." I hope, too, that he will take pains to announce in the case of the others the longest straightaway distance accomplished by each, and the number of miles of roadway which have been repeated once or twice or thrice by each.

I apply the word "straightaway" to signify a course which, however crooked or winding it may be, lies in a single general direction, so that when a rider reaches the end of it he is further from the start than he was at any intermediate point; whenever I use "independent circuit," to define a course which may be traversed without any repetition, but whose end approximates to the starting point, or even becomes identical with it. The "outward back" course (where a rider goes fifty miles either straightaway or by independent circuit, and then returns by the same path) ranks third in my estimation; but it is far preferable to the commoner "get-there" course, consisting of an indefinite repetition of short sections of roadway comprised in a limited area of territory, for this supplies, a sort of "road-riding" which is only one degree removed from the sort obtained on any regular racing track that lies in the open air.

We understand that four of the editorial staff of the Philadelphia Times are wheelmen.

The Philadelphia Press had a good editorial on the improvement of streets, and suggested that some of the main thoroughfares be paved with a view of encouraging business men to ride in and out on bicycles and tricycles.

The place for the next League meet should be selected with a view of making the championship races a success, which, of course, means a good accessible track.

Wheel races are becoming more and more popular, and any well-advertised race meeting under respectable auspices will draw.

A number of Philadelphia wheelmen are indignant over the fact that unattached riders were admitted to the parade.

This is Vol. 5, No. 2. We did not say much about it, but we will have the bound volumes of No. 4 ready in a few days.

The intelligent printer was so overjoyed at the victory for THE WHEEL that he insisted on dating our last issue October 28th. The postcard fiend will please not write for the missing numbers.



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

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45 West Thirty-fifth Street, N. Y.

N. M. BRCKWITH, Pres. L. A. W. { Editorial Contributors.
W. V. GILMAN, Treas. L. A. W. {
C. J. HOWARD, { - - Artistic Contributors.
A. D. WHEELER, }

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NEW YORK, OCTOBER 19, 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.

AN INCONVENIENT ACCIDENT.

While returning, Wednesday evening, from Yonkers, with the Citizens' Bi. Club, Fred. Jenkins sustained a bad fall, dislocating his knee. As this paper goes to press, the limb goes into plaster, where it is likely to remain for three weeks, and the owner in bed for an equal period of time. Mr. Jenkins would be obliged, if the gentlemen, who have or care to contribute to the columns of THE WHEEL, would aid him in his editorial work, which is now made doubly irksome on account of the absence of Mr. Oliver, who sailed for Florida last Friday, to be absent six weeks.

FAST RECORDS.

The racing season is now practically over and the table of records which we publish will probably remain unaltered until next year. Never before in the history of American cycling has the times been so materially reduced, and, while we are still some seconds behind the best English

times, the difference can be charged to our comparatively inferior tracks. Our riders our gradually swinging into form, and we think another season will effectually wipe out the difference.

Take our mile time for example. Three years ago the record was a matter of 3m. 12 3-5s. The following year it was brought down to 2m. 58 5-8s., and shortly afterwards reduced to 2m. 51 4-5s., only to lower to 2m. 50s., October 10th, at New Haven. This great reduction in the short time of two years is significant, and the question naturally arises, what is the best time that our fastest man, Hendec, can accomplish. As long as that gentleman will not start in a handicap race he will never ride faster than is absolutely necessary. The cry against handicaps is absurd, as we are indebted to too many records that have been made in judicious handicaps.

In the mile race at New Haven, the writer made the time (unofficially) in 2m. 48 3-4s., which agreed with both Mr. Stephen Terry and E. W. Pope, who also checked the time. The official watches, however, agreed exactly, and we do not propose to criticize them. Now to reduce our record is possible if we could only induce such men as Hendec, Frazier, Corey, Burnham, and Palmer to start as follows: Hendec, scratch; Frazier, 4s.; Corey, 6s.; Burnham, 10s.; and Palmer, 12s. We think 2:50 would have to yield, and by starting the men all from the same line, each would have an equal chance to make the best on record. We would in a race of this description award a record medal as well as one to the winner. We would be willing to contribute towards a prize for the sake of seeing our figures reach the bottom depth, but the season is now almost too far advanced, and probably the men in question have had enough of training. We should be glad to hear from the gentlemen mentioned, and if they are willing to compete under such circumstances, we will do all in our power to arrange such a meeting at some central point, such as New Haven, which has proved such a fast track. Perhaps next season will find the now familiar names and faces eager for fresh laurels. Above one mile, and in long distance races, the improvement has been very marked, and the progress creditable. Our twenty-five-mile record is now some *seven* minutes faster than last year, which is a decided cut. The coming 100-mile race will by default supply us with some fresh figures, and the interest will be heightened if the fifty miles is quicker than covered by L. H. Johnson, three years ago, which through lack of long distance races has remained unchanged.

Tricycling has become a feature at large race meetings and with good results, as the times made would have been considered quite fast two years ago, for a bicycle. They are, and naturally would be, slower than their two-wheel brethren, but we figure that it will make many men who frequent the path, pick up their heels to get inside of 7m. 5 1-4s for two miles. The improvement and construction of light racing machines will naturally tend towards a reduction of the present American records.

TO "OBSERVER" AND OTHERS.

I acknowledge myself in error, with regard to the machine ridden by Geo. M. Hendec, in the one-mile League championship for 1883, but the following, taken from the May number of the *Springfield Wheelman's Gazette*, must be my excuse:

Geo. M. Hendec will ride a fifty-five inch "Sanspareil Racer" this season weighing thirty pounds, built especially for him by Wm. Andrews, of Birmingham, England, ordered through Samuel T. Clark & Co., of Baltimore. It will be a very fine wheel. — EDITOR NEW HAVEN *Bicycle Herald*.

THE ROAD TO SUCCESS.

As the eyes of the world are, at the present writing, watching the most successful bicycle club in the world, and staring in blank amazement at the success of the Springfield Bicycle Club and all of its undertakings, a few words here would not be amiss.

Clubs which wish to be successful must, from the nature of things, first join the League of American Wheelmen. "Why?" Simply for the reason that a hearty co-operation of any body of men who are in earnest in the cause for which they are banded together *must succeed*; it cannot be otherwise, for co-operation is the strongest of ties. But for co-operation what would have availed the efforts of the minute men at Lexington, or the sturdy farmers at Old North Bridge, or the New England yeomanry at Bunker Hill, which made the red-coats thrice reel back; and it was co-operation that gained a final victory at Yorktown, which won the liberty of the people, and added a nation to the world. It was co-operation or, in other words, the League of American Wheelmen, who gained the right of wheeling in Central Park, who defeated the Clark Bill in the Ohio Legislature, who have gained rights upon the road, and was the great factor in getting a bicycle recognized as a vehicle by the United States Government, the courts, and city governments in general; and were it not for the League we doubt if a man could ride a bicycle from New York to Philadelphia without being stopped, if not arrested. Do wheelmen in general appreciate these facts? We should say no. "Why?" Because most of the present wheelmen did not watch the League's doings in its early stages; others have learned to ride and finding all smooth sailing have not asked the question; they know that they have their rights and care not how they come by them. Now this should not be so. *Every wheelman* should join the L. A. W.; join at once, and without delay. The expense is nothing, in fact the L. A. W. makes every member a handsome present every week; it costs for all of the present privileges just *two cents a week*. Just think of it, and then what excuse have you to offer? One dollar a year pays all dues and entitles you to receive the WHEEL (price \$1.50 a year) free, to say nothing of other rights and courtesies which you receive from fellow wheelmen. A trip on the wheel for a week with the badge of the L. A. W. secures you a warm reception in every city, town, or hamlet in the United States, worth more than ten years' dues to the L. A. W. Then again, your club being a league club, gets up a race-meeting or a social entertainment; it is sure to be a success from the fact that you are a League club; that fact gives you a stability and backing; then the members of the L. A. W. will flock to your aid and render valuable assistance. Although the Springfield Club has 109 members, it has not enough to carry through such a stupendous undertaking as our last tournament; it was then that we could call on the League for assistance, which we found it only too willing to

grant; men who traveled a thousand miles, men from the North, South, East, and West, men who considered it a cheerful duty to help swell our numbers and make our burden light.

The Springfield Bicycle Club has recognized these facts from the beginning, and in its early stages, with only eleven members, incorporated in its by-laws that every man who joined *must* also join the L. A. W.; and while we are enterprising as a club, our members enthusiastic in all we undertake, we have never lost sight of the L. A. W. We have lived up to all of its rules, good, or bad; the good ones because it was for our interest and that of the public to do so; the bad or poor ones because the experiences of an obnoxious rule soon do away with it, and that is also for our good; and in conclusion we must say, as the largest League club in the world, that our success does not lie in the fact that we have any more enterprising men or smarter officers than the rest of our fellow wheelmen, but that our club is as one, and enters into the fight with the hearty co-operation that is born of warriors and bound to succeed; and our only advice to wheelmen in general is to first join a good club, and by that we mean a League club, and if no club is near by, join the great body of wheelmen by sending your name to your State consul, and then you will reach the acme of bicycling bliss when your name is enrolled among the good and great body who belong to the League of American Wheelmen.—*S. W. Gazette.*

ABOUT ROADS.

Editor of the Wheel: Being a member of the League but a short time (since June, 1883), it may seem rather presumptuous on my part to make a suggestion to you, but, owing to circumstances hereafter stated, I feel a few words on the subject following will not be amiss.

During my brief experience as a rider, and in common with many other friends of the wheel, I have frequently experienced delay in searching for information as to the choice of roads and their condition, on several short tours in strange sections of the country.

The delay occasioned from this source alone, amounts to quite a considerable item of time, on a moderately lengthy tour, and search for such information is often made, when the informant is at his place of business, with great reluctance, as it may occasion him to lose valuable time and neglect his duties out of courtesy to a brother rider.

My reason for writing to you is: First, to ascertain if there is a bureau of information, relative to routes, conditions of roads, etc., etc., from which a rider can get his bearings previous to starting on a tour. Second, would one be practicable in connection with the L. A. W.?

I believe a general bureau of information for touring wheelmen, could be organized in connection with the League in the following manner, if not already done:

By publishing in the WHEEL a request to the chief consuls, consuls, and clubs of the League to furnish at pleasure from time to time, information concerning roads, and routes, and tours made by individual members of the various clubs.

That such information be mailed to the proper officer of the L. A. W., appointed to receive it, and filed for reference. That it would be furnished to members of the L. A. W. upon request by them, or through their consul.

This would comprise, in a short time, a valuable record of the choicest (and poorest) tours in the United States, and, if placed in the hands of an earnest worker of the League, would be but little trouble to keep.

The information could be furnished by the League gratis, or a nominal charge made for the same, and as the expenses attending its keeping

would be very little, it would furnish another source of revenue for the League.

The records would furnish the means of compiling a yearly or semi-yearly book, invaluable to touring wheelmen.

Yours truly,

W. C. HARRIS, JR. (1981).

[Chief consuls in each State have on file route slips which give the desired information, and which can be obtained upon application.—ED.]

TABLE OF THE BEST BICYCLE AND TRICYCLE RECORDS IN AMERICA.

Amateur Bicycle.			
Miles.		H.	M. S.
1-4,	Hendee, Springfield, Sept. 20, '83,		42 2-5
1-2,	do New Haven, Oct. 10, '83,	1	22 3-4
3-4,	do Springfield, Sept. 20, '83,	2	11
1,	do New Haven, Oct. 10, '83,	2	50
2,	Robinson, Springfield, Sept. 19, '83,	6	02 2-5
3,	Palmer, New Haven, Oct. 10, '83,	9	17
4,	Hendee, New Haven, Oct. 10, '83,	12	30
5,	do New Haven, Oct. 10, '83,	15	26 3-4
6,	Corey, Springfield, Sept. 20, '83,	18	58 3-5
7,	do do do do do do	22	12
8,	Burnham, New Haven, Oct. 10, '83,	25	15
9,	do do do do do do	28	24
10,	do do do do do do	31	32 1-2
11,	Midgley, do do do do do do	35	44
12,	do do do do do do	38	55
13,	Pettus, do do do do do do	42	09
14,	do do do do do do	45	34 3-5
15,	do do do do do do	48	55
16,	Vesey, do do do do do do	52	11 3-5
17,	do do do do do do	55	27 3-5
18,	Pettus, do do do do do do	58	54 3-5
19,	do do do do do do	1	2 25 2-5
20,	Frazier, do do do do do do	1	5 46 2-5
21,	Vesey, do do do do do do	1	9 15 2-5
22,	Pettus, do do do do do do	1	12 51
23,	do do do do do do	1	16 25 3-5
24,	H. J. Hall, Jr., do do do do do do	1	20 05 1-5
25,	Frazier, do do do do do do	1	23 10

Amateur Tricycle.			
Miles.		M.	S.
1,	Burnham, New Haven, Oct. 10, '83,	3	31 3-4
2,	do do do do do do	7	5 1-4
3,	Midgley, Springfield, Sept. 20, '83,	11	21
4,	do do do do do do	15	10 1-5
5,	Johnson, do do do do do do	18	38 1-5

Professional Bicycle.			
Miles.		M.	S.
1,	Prince, Boston, February 22, 1880,	2	59
2,	do do do do do do	6	11 1-2
3,	Keen, Springfield, September 19, 1883,	9	29
4,	Prince, do do do do do do	12	14 3-5
5,	Higham, do do do do do do	15	24 3-5
6,	Prince, do do do do do do	18	36
7,	Keen, do do do do do do	22	12 4-5
8,	Higham, do do do do do do	25	03 1-5
9,	do do do do do do	28	14
10,	Prince, do do do do do do	31	06 3-5
11,	James, do do do do do do	35	25 1-5
12,	Keen, do do do do do do	38	52 2-5
13,	James, do do do do do do	42	19 2-5
14,	Morgan, do do do do do do	45	49 3-5
15,	do do do do do do	49	15
16,	Prince, do do do do do do	52	43 1-5
17,	James, do do do do do do	56	12
18,	do do do do do do	59	45 1-5
19,	do do do do do do	63	26
20,	Higham, do do do do do do	66	30

WHEEL GOSSIP.

The Star is started with the driving wheel touching the tape and is judged by the large wheel at the finish.

It is always better to have a tape or worsted at the finish. Many a dead heat could be decided by this means.

Corey, who sprang into fame at Springfield, is now almost completely lost sight of since the performances at New Haven.

Stall, of Boston, found it not such an easy matter to handicap at Brockton. Burnham must have felt flattered at being placed 50 yards behind Frazier. He got even with the tricycle champion however, by defeating him quite easily in the tricycle race.

Eight or ten of the Citizens' Club, left Monday night for a three day's trip in Boston, where they were handsomely entertained by the Massachusetts club.

Palmer, of New Haven, proved that he was a good rider by participating in the parade, at New Haven and then breaking the three-mile record.

The Maryland Club races promise to be a success on the 20th, at Oriole Park, Baltimore, Md.

Moonlight runs have been numerous in this vicinity. The Citizens ran to Yonkers, Wednesday, and after dining at the League hotel, returned leisurely to headquarters in the evening.

Mr. Wm. C. Scribner, of Washington, has accepted the appointment of chief consul for the District of Columbia.

We have had many kind and sympathetic letters since the cause of the detention of THE WHEEL has been generally known. Many of our correspondents have asked if we had no legal redress, but we have preferred living peaceably, allowing the case to rest on its merits, after our full explanation in the last WHEEL.

The final number of the *Springfield Wheelman's Gazette* contained an excellent article in favor of the League which we reproduce.

Capt. Pitman offers for sale his 54-inch roadster, and his 56-inch Humber. The latter is a very fine machine, but is too small for its owner, who aspires to a 58-inch. There may be some unkind enough to say that the machine has only won second prizes, but one should remember that the Humber is one of the best English makes, and was ridden by both Lees and Wood, in their twenty-mile race within the hour.

The Missouri Wheel Company, offer a supply of "cheap wheels" that are well worth looking up.

THE CITIZENS' IN BOSTON.

A delegation of 10 members of the Citizens' Bicycle Club, of New York, arrived in Boston Tuesday. The party is under the command of Acting Captain Fred. G. Bourne, and Mr. Knight L. Clapp, secretary of the club, accompanies the party. The visitors will remain in Boston for three days, and will be the guests of the Massachusetts Bicycle Club, of this city. The Citizens' Bicycle Club of New York, is the crack organization of the kind in that city, and it is due to their influence, more than to any other one thing, that Central Park was thrown open to bicyclists. The roads about Boston are quite famous among wheelmen all over the country. At the present time their condition could hardly be improved. On Tuesday the party took a run to South Natick, by the way of Longwood, Brookline, Newton, Grantville, and Wellesley, where dinner was taken at Bailey's Hotel. The return was made in the afternoon, the party passing through Newton and Brighton to Boston, a distance of thirty-eight miles. To-day the party will be the guests of the Hawthorne Bicycle Club of that city, and on Thursday will take a trip to Lexington, leaving for New York on that evening.—*Exchange.*

Annual League Races

MARYLAND BICYCLE CLUB.
ORIOLE PARK, BALTIMORE.

OCTOBER 20TH, 2.30 P.M.
9 EVENTS, 2 CHAMPIONSHIP RACES.
GOLD MEDALS FIRST, SILVER MEDALS SECOND.
Five Mile Club Championship.
Half Mile Ride and Run, Open.
One Mile State Championship, for residents of State only.
Two Mile, Open.
One Mile Club Handicap.
One Mile Capitol Club, Washington, Handicap.
Three Mile Handicap, Open.
One Mile Lafayette Wheelmen.
One Mile Consolation, Members who never won.
Entries \$1.00 to E. A. GRIFFITH,
MARYLAND BICYCLE CLUB.

FOR SALE AND EXCHANGE.

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

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

FOR SALE One 48-in. English Shadow, \$60. One 50-in. Am. Club f. n., except felloes, \$85. One 52-in. Expert, half nick-eled, \$100. One 56-in. Expert f. n., all in A No. 1 condition, to close them out.
L. L. ATWOOD, Pittsfield, Mass.

WANTED English Bicycle, 52-inch, full nick-eled, ball pedals, lamp and alarm. Must be in good condition.
A. W. PEREGO, P. O. Box 2204, New York.

WANTED A first-class Bicycle and Tricycle Repairer. Only those who thoroughly understand their business need address, with references, "WORK," care of THE WHEEL.

FOR SALE Full nick-eled 52-inch Expert, new Sept. 17th, 1883, perfect condition. Run 120 miles. Too small. With cyclometer, \$130 cash. Change for 54-inch, or 44 or 46-inch. Privilege of returning. A. O. DOWNS, Riverhead, Long Island.

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



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

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

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

The prudent and careful man who avoids 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 the police constantly watch the fruit-stands lest the sellers neglect to post up the law in bold letters.

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

All Desirable Forms of Accident Insurance can be obtained of the

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E. E. CLAPP, *Manager Accident Department,*

NEW YORK, NEW JERSEY & PENNSYLVANIA.

OFFICE, 149 BROADWAY, N. Y.

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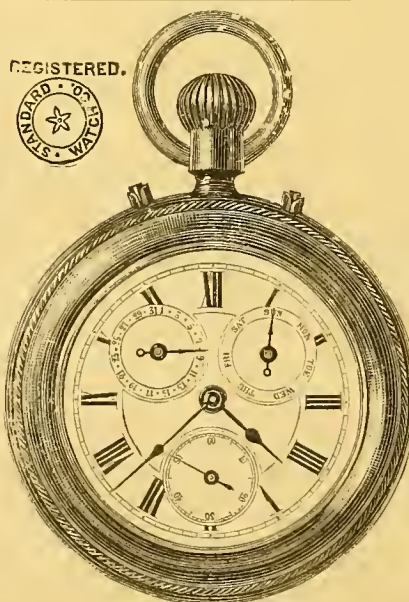
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Ask your Jeweler for this and other Standard Watches.

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SOLE AGENTS, NEW YORK.

SPRINGFIELD MEET—TRICYCLE RACES

WERE ALL WON ON

VICTOR TRICYCLES.

ONE MILE CHAMPIONSHIP RACE:

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

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

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

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

Wood, riding an "American Roadster," ———

FIVE MILE RACE:

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

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

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

Illustrated Catalogue 3 Cents.

Overman Wheel Company,

MAKERS:

HARTFORD, CONN.

First and only exclusive tricycle makers in America.

To the Wheelmen of America.

THEODORE GOETZE & CO.,

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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 cents extra
\$12.00 per dozen pairs.

Clubs furnished with Stockings from original designs. Correspondence with the trade solicited. Send for circular.

Messrs. THEO. GOETZE & CO.,

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

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The American Sanspareil Roadster,

MADE BY WM. ANDREWS, BIRMINGHAM, ENGLAND.



The Strongest, Most Rigid and Hand-somest 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 vermilion. Price, \$125.00
Or, full nicked, except felloes, \$137.50

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

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

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

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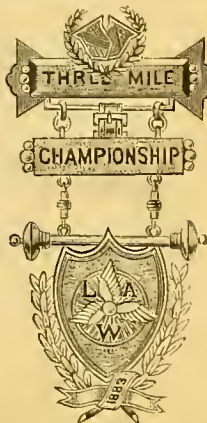
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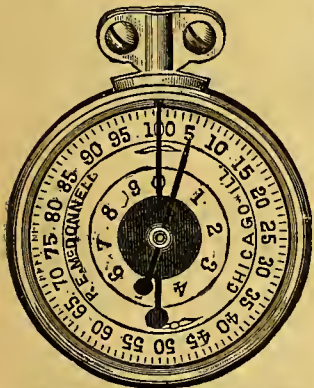
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The cut is exact size of instrument, which weighs only 2½ oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$4.00. Gold plated and engraved (for prizes), \$10.00.

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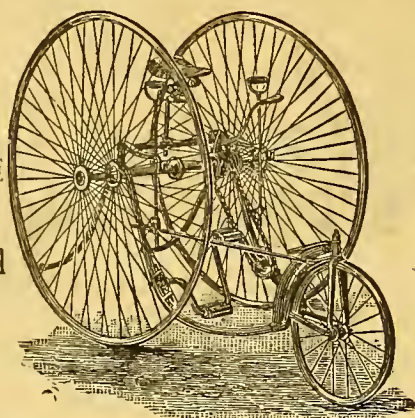
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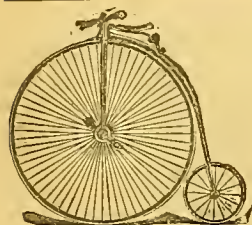
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