

THE WHEEL

A JOURNAL OF CYCLING

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

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WHEEL GOSSIP.

Where is Springfield?

Does any one remember Sept. 18th, 19th and 20th?

Albany has her race meeting Sept. 26th.

Philadelphia entertains wheelmen with a parade, free lunch, and race meeting on the 29th.

The medals made by Doughty & Pedersen for this occasion are very handsome and should attract the attention of all racing men.

The spectacle of a racing man parading in costume before a grand stand crowded with people, is certainly not commendable. You had better quit, man.

The Springfield meet has taught more points to the careful observer than any similar experience in the history of American wheeling.

The intelligent crowd was present at the great meet, and insisted upon throwing both Hendee and Midgley at the conclusion of the twenty-mile race. We should liked to have seen Captain Williams in charge.

The arrangements were excellent, nevertheless, and, coupled with a good force of field officers, the programme was rapidly run through, nearly every race being called at the scheduled time.

When one reflects on the amount of cycling dissipation crowded into three days, he is apt to wonder whether he has actually seen everybody and everything he wanted to.

The exhibition was a success, though not extensive. We were unable to devote as much time to this department as we desired, but hope to mention it at length in our next issue.

We are constantly in receipt of letters asking for information foreign to League matters, and although we usually try to satisfy the inquirer in his search for information, he is sometimes obliged to wait awhile for his reply. A little patience would not seem amiss in such cases, but is often wanting.

To sit and grind out paragraphs is sometimes fun when there is plenty of news, but to push a pencil for the sake of "copy" is a more difficult thing than some readers can appreciate.

The meeting of the Board of Officers was fairly attended and the business transacted satisfactory. The fact that the "Star, Facile, and Extraordinary" were allowed to compete in League races, will, no doubt, be satisfactory to the riders of those machines.

The numbers in attendance at Springfield would have been a disappointment, were it not

for the fact that nearly every man of prominence in wheel circles was to be found, thus making up in quality what it lacked in quantity.

The withdrawal of all the contestants from the competition for the Pope Cup must forcibly point out the fact that the conditions are too stringent, and that the managers of no first-class race meeting can well accept them without offense.

Take, for example, the condition that required the judges to be selected by the League and N. A. A. A., and that they were to then make a selection of time-keeper. That alone would upset any meeting, where officials had been invited to act. The League and the N. A. A. A. have nothing in common with the Pope M'f'g Co., and we fail to see why they should be called upon to select the field officers.

The selection of competent time-keepers is a matter that now receives attention at all large race-meetings, and justly so. Were this not such a glorious country for distances, we would like to see an official time-keeper for the League appointed, who could be employed by such clubs as needed his services.

The WHEEL took a little vacation this week, but on such an occasion as the Springfield Meet, we trust that the slight delay will be excusable.

Mr. Oscar E. Kleine, of New York, joined the professional ranks at Springfield.

R. V. R. Schuyler rode one of the prettiest machines in the parade at Springfield, an American Club, partly nickled with gold tips, the backbone enameled in black and decorated with gold stripes and stars.

The Englishman Robinson, rides a club racer.

President Ducker is indeed irrepressible. He now says that the next tournament at Springfield will be of five days' duration, that the prizes will be more elaborate, if that is possible, and he even wonders how a month's camp, with races every day, will go.

The old man, Capt. Will R., "was left" this time, and went home on the 2.30 A. M. train the first night. If any of the contestants had had the good nature of Vic. Place, and dropped out, Pit thinks he might have come in tenth. Never mind, old man, there will be more half miles this year, when you may get the coveted first.

Vic. Place's partner, Mr. Field, was at Springfield, and told us that the Western flyer would be on hand next year with a first-class mount, and plenty of time to train. If he does come East, under those circumstances, we predict that more records will be broken.

What a pity that Frank More was not here this year!

The largest wheel at Springfield, with the exception of Dick Garvey's Jumbo, was Schuyler's 63-inch Club.

Ira Perego's exhibit of furnishings and novelties, at Springfield, was the finest we have ever seen. This firm is expecting a large lot of English furnishings on every incoming steamer, and Mr. Perego informs us that they will be the best he has ever imported.

Staten Island has recently been the scene of so many dastardly outrages to wheelmen that we were not surprised, a day or two since, when we heard that another unfortunate bicyclist was deliberately run into the gutter and compelled to take a severe header, in order that a couple of intoxicated roughs might be amused. We will publish full particulars in next week's WHEEL.

Our friend, Sam. T. Clarke, of Baltimore, bobbed up serenely at Springfield, and informed us that "the Sanspariel bicycle was a beautiful bird." His exhibit was one of the best at Springfield.

Jo. Dean, with the assistance of Sam. T. Clarke, A. H. Overman, L. E. Zuchtman, and F. O. Moody, made the exhibition of cycles and sundries one of the most interesting features of the tournament. We hope that this will be one of the attractions at all future meets.

Canoeing and bicycling seem to be kindred sports, as we find that many paddlers are lovers of the wheel.

A paper called *The Amateur* is soon to be started. The editorial offices are at 22 New Church street. We wish it all success, and trust it will not die as early a death as did the *Amateur Athlete*.

The boxing match between Messrs. Saffer and Sterry is off, Mr. Sterry declining to compete for the \$50 medal offered. As Mr. Sterry has evinced his willingness to box Fred. Jenkins, who is seventy-five pounds lighter, it looks rather queer that he will not meet Mr. Saffer, who is his match in avoirdupois.

YORK COUNTY WHEELMEN.—Nine bicyclists of Saco and Biddeford organized on September 4th, a club to be known as the York County Wheelmen. We expect that the number will rapidly increase, as many are talking of getting machines. The officers chosen at our first meeting were, President, Edward Etchells; Vice-President, Walter Mitchell; Secretary and Treasurer, J. V. Dennett; Captain, R. A. Fairfield; Lieutenant, Edward Dearborn.

J. V. DENNETT,
Secretary.

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. It is sent free to every member of the League.

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

APPLICATIONS FOR MEMBERSHIP L. A. W.

No. 35. Total, 61. NEW YORK, Sept. 21, 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, L. A. W.

Unattached—1:

97—Leroy H. Sikes, Suffield, Conn.

New Haven Ramblers—2:

979—Harry Kelsey, 559 Howard avenue, New Haven, Conn.
988—Harry L. Harrison, 96 Water street, New Haven, Conn.

MASSACHUSETTS DIVISION—24.

Chicopee Falls Bi. Club—8:

263—J. H. Page, Chicopee Falls, Mass.
1015—A. E. Taylor, " "
1019—John Ellsworth, " "
1020—Alex Burnett, " "
1021—Gordon T. Clark, " "
1049—Frank Parker, " "
1076—Frank S. Taylor, " "
1083—Chas. F. Whittemore, Chicopee Falls, Mass.

Holyoke Bi. Club—add. 3:

1104—M. A. Marks, 81 Main street, Holyoke, Mass.
1127—W. H. Newcomb, 219 High street, Holyoke, Mass.
1137—E. D. Newcomb, South Hadley Falls, Mass.

Lowell Bi. Club—add. 4:

1146—Wm. P. Atwood, 81 Appleton street, Lowell, Mass.
1147—A. E. Nichols, 94 Wilder street, Lowell, Mass.
1148—Gilbert Wright, 44 Highland street, Lowell, Mass.
1149—R. H. Duckworth, 128 Cross street, Lowell, Mass.

Springfield Bi. Club—add. 4:

1151—Chas. A. Stone West, Stone & Co., Springfield, Mass.
1153—W. J. Lyman, 28 Florence street, Springfield, Mass.
1154—Geo. A. Rockwood, 78 Main street, Springfield, Mass.
1159—Homer G. Gilmore, 85 Pearl street, Springfield, Mass.

Lawrence Bi. Club—add. 1:

1161—J. Ed. Aldred, 24 Concord street, Lawrence, Mass.

Boston Ramblers Bi. Club—add. 1:

1162—A. B. Cutler, 184 State street, Boston, Mass.

Berkshire County Wheelmen—add. 1:

1163—Chas. F. Bassett, Pittsfield, Mass.

Unattached—2:

1174—J. T. Greene, Milton, Mass.
1176—Isaac E. Sawyer, Holyoke Nat. Bank, Holyoke, Mass.

MICHIGAN DIVISION—11.

Grand Rapids Bi. Club—1:

1182—W. R. Compton, 28 Canal street, Grand Rapids, Mich.

Detroit Bi. Club—add. 4:

1184—J. B. Baldy, Detroit, Mich.
1186—Jos. Biscomb, " "
1188—D. R. Parsons, " "
1189—C. W. Rice, " "

Ovid Bi. Club—add. 1:

1192—W. L. Barre, Ovid, Mich.

Bay City Bi. Club—add. 2:

1193—T. W. Brecken, Bay City, Mich.
1196—Ed. C. Babcock, Bay City, Mich.

Unattached—3:

1198—B. P. Davenport, Saline, Mich.
1201—L. C. Fink, Detroit, Mich.
1211—D. P. Grant, Pontiac, Mich.

NEW HAMPSHIRE DIVISION—3.

Manchester Bi. Club—add. 1:

1202—Frank R. Parker, 269 Merrimack street, Manchester, N. H.

Rockingham Bi. Club—add. 2:

1208—Chas. F. Shillaber, Little Rock, Ark.
1207—Edward H. Marden, Portsmouth, N. H.

NEW JERSEY DIVISION—2.

Woodstown Bi. Club—1:

1219—Louis W. Taylor, Woodstown, N. J.

Unattached—1:

1220—H. R. Jackson, Jr., Rutherford, N. J.

NEW YORK DIVISION—17.

Trojan Wheelmen—add. 1:

1232—George Powers, care M. Gross, Troy, N. Y.

Harlem Wheelmen—1:

1264—John A. Ryerson, 34 Wall street, New York City.

Kings County Wheelmen—3:

1267—William D. Bloodgood, 101 Wilson street, Brooklyn, N. Y.
1273—Frank J. Smith, 187 Division avenue, Brooklyn, N. Y.
1292—Chas. W. Fuller, 404 Willoughby avenue, Brooklyn, N. Y.

Unattached—12:

1274—James R. Ross, 133 Bedford avenue, Brooklyn, N. Y.
1284—Frank L. Street, 164 Bedford avenue, Brooklyn, N. Y.
1295—Lewis B. Ransom, 34 East Seventy-fourth street, New York City.
1296—A. P. Burbank, 147 Fifth avenue, Lotus Club, New York City.
1298—William Lowey, 85 Nassau street, New York City.
1310—Charles E. Whittemore, 246 West Fifty-second street, New York City.
1311—Louis King, 227 Hudson street, New York City.
1328—Frank Munsell, 82 State street, Albany, N. Y.
1330—Edward Leonard, 417½ State street, Auburn, N. Y.
1331—Charles F. Pray, 464 Classon avenue, Brooklyn, N. Y.
1344—M. M. Belding, Jr., 135 Sixth avenue, Brooklyn, N. Y.
1351—George E. Haman, Ellington, N. Y.

OHIO DIVISION—1.

1367—Edward Keil, Woodsville, Ohio.

L. A. W. RENEWALS, SEPT. 1, 1883.

Total, 15.

Unattached—2:

2806—John F. Fraser, Carmi, Ill.
2009—Joseph W. Steen, Morrisonville, Ill.

New Haven Bicycle Club—1:

1912—Herman D. Clark, Mount Carmel, Conn.

Chicago Bicycle Club—2:

2073—L. W. Conkling, 108 Madison street, Chicago, Ill.
3230—M. J. Greenbaum, 549 West Washington street, Chicago, Ill.

PENNSYLVANIA DIVISION—1.

2222—Joseph Kay, Philadelphia, Pa.

NEW YORK STATE DIVISION—3.

New York Bicycle Club—1:

203—Kingman N. Putnam, 54 Wall street, New York City.

Binghamton Bicycle Club—1:

3493—Andrew Crandall, Binghamton, N. Y.

Unattached—1:

3636—Robert C. Folger, Albany, N. Y.

MASSACHUSETTS DIVISION—6.

Unattached—5:

1835—T. C. Orndorff, 166 Union street, Worcester, Mass.
1607—Robert H. Robson, 39 Boston street, Salem, Mass.
857—W. W. Stall, 509 Tremont street, Boston, Mass.
1935—Charles B. Marsh, Tewkesbury, Mass.
2055—Arthur Wellington Clark, Lawrence, Mass.

Roxbury Bicycle Club—1:

1045—J. L. Blackmer, 96 Court street, Boston, Mass.

[Supplementary list received since 1st inst. Renewals dated in every case previous to 1st inst. Approved by Mem. Com.]

THE SPRINGFIELD TOURNAMENT.

The much talked of and greatest racing event which ever took place in this or any other country has passed into history, and the unparalleled success attending it is but a fitting end to the six months of hard labor, to say nothing of the nerve and pluck of the Springfield Bicycle Club. Everything conducted to a happy issue. The management of the affair was in excellent hands, and with the aid of efficient committees the work was accomplished without a hitch. The citizens of the town were most hospitable and kind, and ready and willing to assist the boys in every means within their power. The elements themselves seemed to be in accord with the requirements of the occasion, for three more perfect days for racing could scarcely be conceived. Truly, Providence has been kind to Springfield. The writer arrived Tuesday morning on the early train. It had rained all the day before and throughout the night also, but in the morning the clouds parted and old Sol fairly beamed down upon gratified nature. Quite a large number of wheelmen were on the train, having gotten on at the various stations along the route. One of the first to greet us was our friend, C. D. Vesey, who turned up smilingly after his two years' absence. Jack Keene was there, together with Robert James, of Binghamton. Higham, Prince, Morgan, Young, Neilson and Rollinson made up the professional party. Among the amateur wheelmen who had made their mark on the track, were George M. Hendee, Charles H. Jenkins, W. G. Ross, Charles Frazier, A. Dolph, H. D. Corey, Thomas W. Midgley, E. P. Burnham, Edward Pettus, and A. H. Robinson, of West Kensington, England. Opinions were pretty evenly divided as to the merits of the men, and considerable interest taken in the preliminary spins. We were received by the several members of the reception committee, who at once took charge of us and saved us all the trouble of bicycling transportation. Mounting our machine we wheeled directly to the camp, and here, indeed, a beautiful scene was before us. Cyclers in various colored uniforms were darting hither and thither on the wide track. To the left, beyond the grand stand, stretched a long line of tents, the white canvas in pleasing contrast to the green grass lately freshened by the rain. All was bustle and confusion, and reminded us very vividly of the State Camp at Peekskill. We strolled into the official headquarters, and Secretary Fennessy, the business head, grasped our hands with a grip that showed very plainly his delightful state of mind. Captain Winans, the adjutant, was endeavoring to get through a mass of work with a smile of intense satisfaction.

We went up into the top of the judges' stand, that we might better view the novel proceedings, and here was President Ducker, getting through every detail with that wonderful ability the success of this meet demonstrated he was the happy possessor of. He was in the seventh heaven of ecstasy, and could hardly refrain from giving us a physical exhibition of the state of his feelings. What was the occasion of all this joy? Ah! the day before it was thought the dreaded equinoctial was upon them, and the hearts of the Springfielders were down to zero, and a happier disappointment scarcely ever took place when it was evident that the fears were groundless. As time was flying, we started for the New York headquarters, but were hardly on the way when President Overman rushed up to us, and after the usual greetings, he pointed toward the farther stand, saying: "Now see here, fellows, you see that tent up there don't you? Well, that belongs to the Overman Wheel Co., and we want you to make yourselves perfectly at home in it. We've got plenty of Lone Jack and cobs, ample arrangements for doing all your correspondence; we have established a post-office and all mail will be forwarded and delivered from there; come right up now and have a pipe and a chat," and we did, and by the time we had finished our smoke and admired the fine display of Victors, both racers and roadsters, we had just enough time to get to our tents and leave our baggage when dinner was announced. Purchasing our ticket, fifty cents, we satisfied the desire of the inner man beneath the large canvas devoted to this purpose. In the meanwhile, cyclists were arriving on every train. The air-resounded with the familiar tones of the bugle, the ding-a-ling of the gong, and the peculiar whistling of the calliope. The spectators had already begun to arrive and the stands were fast filling up, and when the races were called, at two o'clock, to say that 10,000 people were present would not be overestimating the number. The grand stand and boxes overhead were literally packed, and a dense mass of swaying humanity lined the track on each side. What was particularly astonishing to us was the fact that the audience was composed of about as many representatives of the fair as of the sterner sex, who, in holiday costume, made the scene all the more picturesque. Promptly at two o'clock the officers of the day were all in their places, and without any delay the first race was called.

One mile race—for those who have never beaten 3:20—A. B. Prince, Pittsfield, Mass., first; time, 1 mile, 3m. 5 4-5s. H. W. Smith, Worcester, Mass., second; time, 3m. 6 2-5s. Wesley Barton, Springfield, Mass., third, by 1 length. J. T. Lynch, Meriden, Conn.; C. H. Chickering, Smithville, N. J.; W. R. Barnum, Rochester; C. B. Ripley, South Windsor, Conn.; J. N. Croker, Jr., Cohoes, N. Y.; F. J. Hillyer, Cohoes, N. Y.; G. W. Mathewson, Brookfield, Mass.; J. A. Crossley, Boston, Mass.; John Tacey, Lawrence, Mass.; J. L. Strong, Easthampton, Mass.; W. C. Tracey, Rockville, Conn.; S. J. Mills, Bristol, Conn.; R. T. Stahl, Boston, Mass.; C. S. Stevens, Millville, N. J.; W. C. Palmer, New Haven, Conn.

Eighteen out of the thirty entries in this race made a pretty string across the 100-foot finish line, and at the pistol fire all got away well, with the exception of Stevens, who was brought to the ground. At the quarter pole the string made a pretty sight, but the half showed the pace a cracker for a 3:20 class. Rounding the finish Prince spurted into the lead, with Smith second, and Barton third.

One mile tricycle race for the championship of the United States—W. W. Stall, Boston, Mass., first; time, 3m. 33s. A. G. Powell, Philadelphia, Pa., second; time, 3m. 34 1-5s. L. H. Johnson, Orange, N. J., third, by 1 1-2 lengths. C. D. Vesey, London, England, fourth; G. H. Fowler, New Haven, Conn., fifth.

Fowler pushed ahead at the start, but was nowhere at the quarter. Vesey then made the pace until the home stretch was reached, when Stall spurted to the front, closely followed by Powell.

Ten miles championship—G. M. Hendee, Springfield, Mass., first; time, 33m. 43 1-5s. A. H. Robinson, England, second; time, 33m. 44s. H. D. Corey, Boston, Mass., third, by half a wheel. T. W. Midgley, Worcester, Mass.; Chas. Jenkins, Louisville, Ky.; C. D. Vesey, England; Chas. Frazier, Smithville, N. J.; Edw. Pettus, New York; J. H. Low, Montreal; W. G. Ross, Montreal.

This, to our minds, was the race of the whole tournament, as the field embraced every name that could have pretensions to a championship, except, perhaps, Place and Gideon. Round and round the track they spun, first one and then the other leading, and the last man not over five yards behind. At the finish of the first mile Vesey showed to the front in 3:16 2-5, which lead he retained until the second, completing the distance in 6:36 2-5. At the next mile Midgley took the band in tow, and finished the third mile in 10:02, with Vesey and Robinson at his heels. Away they spun, while Jenkins ran into second place, only to give way to Pettus, who took the lead at the sixth mile, but Vesey completed the fifth mile first, in 16:57 2-5. At the end of the sixth mile, the watch registered 20:29. On the seventh mile Corey, who was a dark horse clad in white, let out a link, and ran under the wire well in advance of the others. It was a hot struggle for the lead on the last mile, and when the bell rang the black suit of the Springfield favorite showed in front. Round they went to the tune of 2:58, and amid the roar of 8,000 pairs of lusty lungs, Hendee spun down the stretch, a winner by nearly five yards, Robinson second, with Corey at his heels.

One-mile ride-and-run race.—Burt Pressy, Smithville, N. J., first; time, 4m. 34 2-5s. H. W. Smith, Worcester, Mass., second; time, 4m. 38 3-5s. W. J. Landen, Jr., Springfield, Mass., third by half a length.

Out of the six entries in the one-mile ride-and-run race Burt Pressy, of Smithville, N. J., Harry W. Smith, of Worcester, and W. J. Landen, Jr., of this city, were the only starters. The men started off on the run together with their machines the first quarter of a mile. At the quarter-mile mount Burt Pressy gained on his competitors and virtually won the race at that point. W. J. Landen, Jr., was a good second to the half-mile pole, when he fell in dismounting, thus losing second place in the race, though at the third quarter Harry Smith lost somewhat by missing his first attempt at a mount. Burt Pressy had everything his own way under the wire, Harry W. Smith second, and W. J. Landen, Jr., third.

One-half mile dash.—A. H. Robinson, West Kensington, Eng., first; time, 1m. 25s.; E. P. Burnham, Newton, Mass., second; time, 1m. 25 2-5s. W. G. Ross, Montreal, Can., third by a wheel. C. D. Vesey, Eng.; S. J. Mills, Bristol, Conn.; G. E. Thackeray, Youngstown, O.; J. N. Croker, Cohoes, N. Y.; W. R. Pitman, N. Y.; A. Dolph, New London, Conn.; Edward Pettus, N. Y.; F. J. Miller, Cohoes, N. Y.; C. J. Stevens, Millville, N. J.

Robinson showed his mettle in the half-mile dash, taking the lead and winning easily in 1:25 1-4. This time is only 1/2 second from the record, which Hendee established a year ago. There were 12 starters in the race—C. D. Vesey, S. J. Mills, George Thackeray, E. P. Burnham, J. N. Croker, Jr., W. G. Ross, W. R. Pitman, A. Dolph, E. Pettus, F. J. Miller, C. F. Stevens and A. H. Robinson. The men were started at the half-mile pole. Robinson had it pretty much his own way, and the others were well strung out at the finish. Burnham was a very good second, and Ross third.

Two-mile handicap race.—E. P. Burnham, Newton, Mass., first (18 sec.); time, 6m. 4s. C. S. Fisk, Springfield (30 sec.), second; time, 6m. 16 1-5s. A. B. Prince, Pittsfield, Mass. (50 sec.), third; time, 6m. 14 3-8s. Charles Frazier, Smithville, N. J. (30 sec.); Alan Arthur, Montreal (30 sec.); C. H. Chickering, Smithville, N. J. (30 sec.); John Tacey, Lawrence, Mass. (32 sec.); J. F. Ives, Meriden, Conn. (32 sec.); J. F. Lynch, Meriden, Conn. (32 sec.); A. G. Powell, Philadelphia (21 sec.); A. Dolph, New London, Conn. (22 sec.); W. C. Palmer, New Haven, Conn. (22 sec.); W. R. Pitman, N. Y. (30 sec.)

Tyler astonished himself and his friends by retaining a good lead at the mile, while the others were well bunched almost ten yards behind. It was a pace to kill, as the record had to yield. Fisk was close behind and pushed hard for place but was beaten at the finish by Burnham, who lowered the record of Frank Moore ten seconds.

Two-mile Club Race.—Four members of the Springfield Club entered the two-mile club race, but Hendee announced that he should try to break the record, and all but Charles S. Fisk withdrew. Hendee had a good lead all the first mile, making it in 3.05, when Fisk gave up. Hendee worked hard the second mile but the wind was too strong, and he made the two miles in only 6.17, three seconds from the record.

The Twenty-mile Horse-Bicycle Race.—The contest between Bertie Le Franc, with ten horses, and John S. Prince, H. W. Higham, W. J. Morgan, and John Keene with bicycles, was anxiously watched by the crowd and proved interestingly close throughout. The bicyclers relieved one another at the end of each mile, and Bertie Le Franc changed horses each mile. At the end of the third mile the horses were a quarter of a mile ahead, and they increased this an eighth the next mile. The horses began to lag, however, at the end of the seventh mile, and the next time around the machines were an eighth of a mile ahead, and they kept their lead from this time on to the end of the race. The vantage was nearly a quarter of a mile at the end of the twelfth mile, though this was reduced later and then regained. The last mile was ended with the horses three-eighths of a mile behind; time, 1 hour, 2m. 9 2-5s.

The following is the list of the times made at each mile:

1. Morgan	3 min. 12 sec.
2. Higham	3 1
3. Prince	3 7
4. Keene	2 55
5. Morgan	3 13
6. Higham	3 4
7. Prince	3 10
8. Keene	2 58
9. Morgan	3 16
10. Higham	3 4
11. Prince	3 10
12. Keene	3 00
13. Morgan	3 17
14. Higham	3 7
15. Prince	3 11 2-5
16. Keene	2 58
17. Morgan	3 17
18. Higham	3 4
19. Prince	3 9
20. Keene	2 52 4-5

After supper, the fellows amused themselves in a variety of ways. Some went to the rink, where a fine display of bicycles of the different makes and sundries were to be seen. Others held receptions about club quarters with huge bonfires to furnish the light. Later on, a "grand rounds" party was organized, which woke up pretty nearly all the city.

Wednesday opened up bright and fair. Not a breath of air was stirring. It was an ideal day for racing.

The parade through the city started promptly at ten o'clock, with Dr. N. M. Beckwith, President of the League, Citizens Bi. C., in command,

and aids as follows: Capt. Winans, Adjutant; Edwin Oliver, Bugler; Messrs. H. E. Ducker, President Springfield Bi. C.; W. H. Miller, Vice-President L. A. W.; Col. A. A. Pope, George H. Day, B. G. Sanford. The First Division was commanded by Dr. T. S. Rust, Meriden Bi. C.; with the following aids: Wm. V. Gilman, Treasurer L. A. W.; E. K. Hill, C. C., Massachusetts; C. H. Wilkins, Richard Garvey, Fred G. Bourne, Citizens Bi. C., was Marshall of Division 2, and had as aids, Messrs. Henry S. Redfield, F. T. Sholes, C. G. Ross, L. H. Johnson, Frederick G. Tuttle, and Capt. Clark. Division number 3 was in command of R. V. R. Schuyler, Citizens Bi. C., with the following aids: Dr. A. G. Coleman, A. M. Cruthers, T. H. Hoffman, R. S. Hoffman, Harold Serrell, and Charles Potter.

The parade passed through the principal streets of Springfield, and numbered about 600. The clubs all rode in fine form which, with the glittering wheels and pretty uniforms, caused much enthusiasm among the multitudes who were densely packed on either side of the street. A full brass band in front of each division furnished music continually.

We think it safe to say that Springfield never witnessed such a crowd as packed its streets on this particular Wednesday. The fine riding of President Beckwith elicited considerable applause, and President Ducker was cheered by his townsmen at almost every turn. By the time the parade reached the camp again and was disbanded by the commander, dinner was announced. As we came out from the dining tent the scene which met our gaze was simply astounding. A perfect stream of people was pouring through the gates. The grand stand was filled to overflowing, and the stands beyond were rapidly becoming uncomfortably packed, and by two o'clock, when the races were called, look in what direction one would, a dense, swaying mass obstructed the vision. Twenty-five thousand tickets were sold at the gates, not including the season and wheelmen's tickets already out, so that there must have been 30,000 present. These figures certainly do away with the popular opinion that bicycle races can only draw a corporal's guard. The appearance of the contestants in the first race was the signal for a cheer.

In the evening we were entertained with perhaps the finest display of fireworks ever given in New England. The programme consisted of some ninety varieties, including quite a number of late devices, prominent among which were designs of the C. T. C. and L. A. W. badges; a bicycle rider in motion, which, by the way, was all the more true to life, as it took a header. The badge of the Springfield Club invoked much applause. The whole day's sport was enjoyable beyond all precedent, and the fireworks were just what were needed to finish the day, and send the tired wheelmen to bed in a good humor.

INFORMATION WANTED.

Editor of the Wheel:—At the last business meeting of the Pennsylvania Div. L. A. W., the Committee on "Constitution and By-Laws" were directed to withhold their recommendations until October 1st., in order that ample time might be allowed to collect information, and receive opinions and advice.

In accordance with these directions, the Committee would respectfully ask the framers of other "State Constitutions, By-Laws or Rules," to make known any improvements which experience may have indicated therein; and they would especially solicit opinions from their brethren of the Division, concerning their ideas of the forms to be adopted. Respectfully,

H. S. Wood,

Chairman Com. on Constitution and By-Laws,
223 S. 17th St., Philadelphia, Pa.

MR. KELLER-WILL PLEASE EXPLAIN.

Editor of the Wheel:—Just before the first heat of the bicycle race given here September 7th, some objection was raised against the entry of E. Keller, of Logansport, Ind. I took Mr. Keller before the judges of the race, where he positively stated that he had never competed for a money prize as stated, and that he had in no way forfeited his amateurship. The judges therefore permitted him to participate in the race. As he was distanced, nothing more was thought of the matter until I received a postal reading as follows:—

"CINCINNATI, O., Sept., 12th. 1883.

"I understand that a professional from the East, one Keller he calls himself, is going over the country taking in the races. He rides a 'club racer.' Intends to go to Peoria races. He claims to be a L. A. W. member, but I think him a fraud and professional. Bar him out of all L. A. W. races. A LEAGUE MEMBER.
"Keller claims to come from Logansport."

I know nothing of the merits of the case, but would suggest that the affair be published in order that Mr. Keller be given a chance to vindicate himself, or in the absence of same, that bicyclers elsewhere may be prepared for him.

Fraternally yours,

H. G. ROUSE,
Sec'y P. Bi. C.

PEORIA, Ill., Sept. 14th, 1883.

RECORD—FROM HEMPSTEAD TO GREENPORT.

Now gray, then blue, spangled with flecks of golden-tinted cloud, was the daybreak sky. Sweet-scented and cool was the early air, and the trees and shrubs in the gardens hung with crystal drops of dew. Up from the south came a velvety breeze; up from the east rose the red-hot sun, as "Andy" and the "Consul" started on their attempt to make the record from Hempstead to Greenport in one day. The plan was to take the south road to Quoque—70 miles—then north to Riverhead—8 miles—and from that point straight east to Greenport—in all a distance of 100 miles. Don't smile, my dear Eastern brethren, at so much ado about making a paltry 100 miles, but remember that this century run is made over sand-papery roads minus the "paved," and means labor and skill for every mile traveled. At 4:35 we started, and by a rather zigzag course Hempstead was soon left behind, and rapidly we sped through Seaford, Oyster Bay, Amityville, Babylon, and Bayshore. With loud yawning and languid stretching the tramp arose from his couch in a neighboring field, and rubbing the sleep from his eyes with the back of his fist, gazed in wonderment at us, as we swept into Islip at 7:20, making the first 27 miles in 2 hours and 45 minutes. Our old friend, mine host Stellingworth, of the Lake House, whose hospitable treatment of cyclers is well known, and the praises of whose cooking I recited in an account of my trip through this section on the 4th of July, failed not to keep good his reputation, and set a light lunch and bottle of his best claret before us. At 7:55 we remounted, a trifle stiff, but soon got rid of it in rapidly covering the next 13 miles, which was the most beautiful portion of our journey. The route along the south shore of Long Island, from Babylon to Bellport, carries one through a most picturesque country, while the excellent roads enable you to note the beauty of the surroundings without risking taking a header in doing so. Patchogue was reached at 9:20, and a hearty breakfast taken aboard. Mounting at 10:30, commenced the attack on the last block of 38, and by far the worst miles of the whole journey. Of this, 18 miles was through a desert of sand. From Quoque to Riverhead—9 miles—it was almost impossible to keep on the machines. Until now the thermometer had seemed to be in perfect repose.

Not a muscle of its dude-like form gave a sign of life, but now it awoke with a start, and with the air of a man late to business hurried on its upward course. Wearily through this desert of scrub oak and pine we labored, dripping with perspiration and gasping for breath. Hot were the soles of our feet, from their long pressure on the almost melted pedal, and dim were our eyes from the glare of the day, but not too blinded were they to the sight of a church spire which stood out against the horizon at about 4 o'clock. Entered Riverhead at 4:20, and rested at the Griffin House till 5:15, and then started on last 22 miles. At 6:10 stopped at Mattituck at hotel of same name, for a few moments, and then made last mount for Greenport, arriving there at 7:05 P. M., covering the last 22 miles of the journey in 1 hour and 50 minutes. The writer has gathered these facts partly from the riders themselves, and from others who were interested in the trial, and he does not fail to assert that this will stand as the record for many a day between these two points. SELAH.

FOR THE LEAGUE.

Editor of the Wheel: I have in my hand one of the circulars of the committee appointed to organize the First Annual Meet of the Pennsylvania Division of the L. A. W. This manifesto, for it is not much more, professes to enlighten the reader as to the coming event, and ventures to predict, or rather to determine, "that this meet shall be the most satisfactory one ever held in this State." I will venture to predict that it will not, if present regulations are adhered to. After indulging in the above self-complacent remark, the circular says: "And will be commanded by Chief Consul Col. Geo. Sanderson, Jr., whose military reputation is too well known to need further explanation, and this fact, together with the exclusion of all unattached, non-League members, promises to secure a perfection of discipline never seen in this vicinity on similar occasions." Now, I will not venture to gainsay the first reason why the meet should not be a success, and, as I have met Col. Sanderson several times, I can bear witness to his energy and enthusiasm in whatever is for the good or for the furtherance of wheel or League interests. But I certainly do take exception to the very decidedly expressed opinion that the parade, and of course the organizations composing it, and the interests of the League at large, will be benefited by the summary ejection of unattached, non-League members from a meet in which they have a right, as Philadelphia wheelmen, to participate. This is a matter for pretty sharp criticism, for the committee cannot get away from the fact that at the meeting where they were installed in office, the stipulation was that they were a committee appointed to organize the Fifth Annual Meet of Philadelphia Wheelmen and the First Annual Meet of the Pennsylvania Division of the L. A. W. About a week ago the circular of the Germantown and Pennsylvania Clubs, referring to their races, bore the following announcement:

"On the morning of the same day will be held conjointly the First Annual Meet of the Pennsylvania Division L. A. W., and the Fifth Annual Meet of Philadelphia Wheelmen; for information as to which address,

"CHAS. M. MILLER,

"Chairman of Correspondence Committee,
"No. 1126 Walnut Street."

On the circular just issued no mention whatever is made of the Fifth Annual Meet of Philadelphia Wheelmen. Does the dictionary give the right meaning of the word conjointly? or who gave the committee the power to divest themselves of their obligations to Philadelphia riders? Are the wheelmen of Philadelphia to be thus quietly ignored? I am a League member, and am pleased

to say that I am a club man too, yet I do not fear to put in a word for the unattached and, at present, non-League wheelmen of Philadelphia. And, may I ask, does the action of our State Division follow in the lines of that of the New York men, who made the national meet at that city last May such an unprecedented success? Can the judgment of the organizers of that splendid gathering be questioned which has placed within a few months thirteen hundred new names on the rolls of the League? On that occasion were the unattached and non-League riders debarred from participating in the display, and from forming their judgment of the work done by the League, under circumstances best calculated to impress them with the magnitude and influence of the organization? No, they were not, and consequently the same spectacle of what the League was capable of doing, and what it might be made capable of doing, which wrung the tardy and grudgingly given concession from the Commissioners of Central Park also decided, in a great measure, thirteen hundred men from all over the country to recognize the usefulness and growing influence of the L. A. W. The National League has acted on the whole judiciously; it remains now for the State Divisions to let their councils and their actions be distinguished by sober thought beforehand, which will call for no vacillating policy, and demand no undoing of work once done or of principles once professed. In conjunction with many others, I sincerely hope that this illiberal spirit, calculated to have the very opposite effect to that which its originators wish for, will, for the future, not be a feature of the Pennsylvania State Division of the L. A. W.

Yours in the interests of "the League,"

NINON NECKAR.

PHILADELPHIA, Pa., Sept 13, 1883.

DELINQUENT CONSULS.

Editor of the Wheel: Since the spring of '81 I have been a member of the L. A. W. From the beginning of my interest in wheel matters I have heard little except fulsome praise of the League. Lately, intending to make a tour in a neighboring State, I tried to obtain information regarding transportation of wheel, condition of roads, and proper route, and also the names of consuls in the large towns through which I intended to pass. But things were not as I had been informed. The tariff for machines is not $\frac{1}{2}$ c. per mile in New England; but, according to a late decision of New England R.R. officials, is to be not less than $\frac{1}{2}$ c. per mile. The charges are not uniform. In New York the Central R. R. has no regular tariff, and cyclers are left to the mercies of the baggage-masters, who charge $\frac{1}{2}$ c. per mile or more if it suits them.

Only about one-half of the large towns in the part of Central New York I visited have consuls, and not all these took pains to reply to my letters of inquiry. The information I did receive was very meagre, misleading, and inaccurate. Certainly I fail to see what help the League can offer to any one who wishes to do some touring.

Yours truly,

F. M. GILLEY.
League No., D 1381.

CHELSEA, Aug. 6, 1883.

[The value of this communication would be somewhat increased if the writer mentioned the towns that were barren of consuls, and also those who failed to attend to their duty, so that they can be replaced by competent men.—ED.]

SPECIAL CLASS RACES.

Editor of the Wheel: I read with a great deal of interest the article on the Star bicycle in this week's issue. That an injustice was done

the Star there is no doubt in any one's mind, with the possible exception of the Ohio judges. The article says: "We do not approve of the so-called 'Star races' now advertised for Springfield, Brockton, and Chicago, and we hope the Racing Board will withdraw their permission if the ordinary bicycle is barred." In making up our races we wish to have all kinds of bikes and trikes represented, and not knowing of any one who could make a mile in 3 minutes we decided to make a special Star race. This bars the "cranks" from that race, but does not bar the Star from any other race. If the Star is entered in any of the cranks' races, and wins a place against good riders, so much the better for the Star. But until this is done I shall believe that Springfield, Brockton, and Chicago have done more to introduce and make popular the Star than any other scheme the proprietor could devise.

Fraternally,

W. M. PRATT,
Consul for Brockton.

BROCKTON, Sept. 9, 1883.

CONSULS FOR CONNECTICUT.

Editor of the Wheel: The following have been appointed Consuls of the L. A. W.:

N. P. Tyler, M.D., under Tontine Hotel, New Haven.

W. L. Baldwin, 40 Atlantic Street, Stamford.

E. S. Sumner, Court House, Bridgeport.

R. F. Way, 344 Main Street, Hartford.

J. F. Ives, 22 West Main Street, Meriden.

Respectfully yours,

STEPHEN TERRY,
Chief Consul.

HARTFORD, Conn., Sept. 8, 1883.

A TRIP IN WESTERN NEW YORK.

Editor of The Wheel:

The following is a brief description of a trip by bicycle, from which I have just returned. On the morning of Sunday, Sept. 2d, I went by rail to Lakewood, on Chataqua Lake, having with me an American Star. From here I went by boat to Mayville, at the head of the lake. Left Mayville at noon for Westfield, six miles distant, and only two miles distant from Lake Erie. Chataqua Lake is 700 feet higher than Lake Erie, making a very heavy grade between the two places. The highest point is two miles from Mayville and from here to Westfield the entire distance was coasted. On the following Tuesday, left Westfield at 9:25 A. M., for Erie—thirty miles distant. The eight miles to Ripley, I ran in 55 minutes, the best time made by me. Had a strong head-wind during the entire trip. Took dinner at Northeast and arrived in Erie at 5 P. M. Did not do much rapid riding. The scenery was too fine to rush by it in a hurry. Of course this ride was upon the far-famed turnpike which follows Lake Erie and about which Karl Kron has written in *The Wheelman*. It is the delight of all wheelmen who live in its vicinity. At Erie, the best riding is on a strip of asphalt pavement on Ninth street, only three blocks long, and in the park on asphalt walks. Side-walk riding is allowed. I met but one rider in Westfield, and none in Northeast, and but one in Erie, although there are a number of riders in each one of these places.

On the following Friday I rode to Findley's Lake, a distance of about thirty miles from Erie, over very rough and hilly roads mostly. On the following Monday (Sept. 11), I rode about twelve miles to near Sherman, on the B. & W. R. R., and on Wednesday I returned to Corry, about twenty-six miles over good roads mostly, going by Sherman, Panama Station, Clymer and Col-

umbus. After leaving Erie I did not keep a record of time.

At the different towns I made inquiries in regard to the League and found members in Erie and Sherman, but none in Westfield. Every opportunity to speak a favorable word for the League was improved.

My Star machine was a great curiosity wherever I went, whether in city or country. It was new to nearly every one I met. In my trips about the country, I have met with much prejudice by crank riders against the Star—unreasonable prejudice, of course. Every person to whom I explained the workings of my wheel, conceded that it has many points of advantage over the crank machine. If crank riders, instead of running down the Star, would learn to ride it before passing in judgment, we would hear of much less opposition. I am a reformed crank rider, and with me the Star gives entire satisfaction.

The Medina affair was a great mistake on the part of the judges. I am anxious to hear some explanation of their conduct.

Yours truly,

H. M. ARNOLD.

CORRY, Pa., Sept. 12th, 1883.

AN INCIDENT.

This is a true account of the way we cyclers are sometimes treated on our little railroad, although, from some experiences on other roads, riders might think it rather drawn.

After about fifty miles of hill climbing and coasting the roughest and dustiest turnpikes of Bucks and Montgomery Counties on my Victor tricycle, I found myself at the little place called Chestnut Hill, a few miles out of this city, when darkness overtook me.

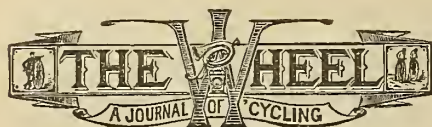
Now, as it is very bad riding from here into the city, I thought I would risk trying to board a train then about to start. I hurried to the baggage car, to find the doorway a few inches too narrow to take us in. The baggage man kindly suggested all ways of turning the machine to get it in, but of course to no purpose, and, as time was up, the train started, and then it occurred to me that by taking off one wheel there would be no difficulty in manœuvring it through the doorway. I busied myself in loosening the wheel when the next train was backed into place, when behold it had no baggage-car at all. Now, this was still worse, and I was just thinking of taking to the road again, although being pretty tired, I was quite loath to start, and was just standing gazing up and down the line of many passenger-cars, in hopes that one might change to the kind of a car with a hole in the side, when the engineer of the train passed by and asked me if I wanted to go down. I explained my case and how I was cut out, and how do you think that man treated me? He did not tell me it was "a cold day," etc., but he called his fireman, and we three just yanked that Victor right up on top of the tender on the coal-pile, where it proudly rode all the way, making a wierd ghost of itself every time the light flared out on it during coal-ing up.

The strangest of all, after taking the machine down at the depot, that engineer did not come and stand alongside and look wistfully at me. I had to go to him to mention my appreciation of his kindness, promise him a monument, etc., when he got smashed up, and push into his hand what rightly belonged to him. If there is to be a trainman's medal to be given, I shall enter this engineer for competition.

Be it understood that they never charge on this road for bicycles unless sent alone.

A. G. POWELL,
Philadelphia, Pa.

September 8, 1883.



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

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To League Members and Correspondents.

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

League members must be particular to notify the Corresponding Secretary promptly of any change in their address, and should in all cases quote their League number. If members do not receive their paper regularly it is on this account.

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

All matters relating to subscriptions or advertisements, and all business connected with THE WHEEL should be addressed to the firm. Make all Checks and Money Orders payable to OLIVER & JENKINS.

THE GREAT MEET

The great event that has been looked forward to for the past six months, now occupies premier position in the world's cycling history.

The races have been run, the prizes awarded, and all have returned home well satisfied with the worthy efforts of the largest League Club in America.

It is not our purpose to detail the success that crowned the efforts of each day, but merely to remark the general beneficial results to bicycling resulting from such a large gathering of wheelmen from all parts of the globe. That the meet was productive of new riders, the manufacturers and importers can testify. We have been informed that over three hundred machines were ordered from one dealer alone for this special occasion. That it will result in new recruits for the League, the future alone will show. The Springfield men are firm in their belief of the League, and have never hesitated to advance its interests. That the unanimous support of their venture by members of the organization will encourage new clubs to join the order, we have not the slightest doubt.

In the matter of racing, everything was perfectly satisfactory. Fine weather, a good track, and keen competition was sufficient inducement

to break all American amateur and professional records, from one-quarter to twenty-five miles. Never before was such a collection of flyers seen together, and, as a well-known wheelman remarked, a man had no business upon the track unless he could cut three minutes.

The exhibition was an interesting feature, and well attended by the bicycling and general public. In fact, there was not a minute of the three days but what was thoroughly enjoyed by all who had the good fortune to be present.

To the Springfield Club belongs the credit of having successfully completed its enormous scheme, but the Springfield Club must also congratulate itself upon the possession of such an energetic and enterprising leader as its president, Mr. Henry E. Ducker. That gentleman has been the head and backbone of the whole affair, and as the greater portion of the responsibility rested upon his shoulders, the credit must also be placed there. Efficient aid was rendered by all the members of the club, and Secretary A. L. Fennessy must also come in for his share of the glory. To the efficient judges, effective time-keepers, patient scorers, and the hard-working clerk of the course, due credit must be given for the satisfactory manner in which they performed their duties, and the referee takes pleasure in also placing credit where credit is due.

That great meets tend to help the cause no one will deny, and the influence of the past Springfield gathering will be felt for many months to come. We are glad to hear that a handsome sum was realized, as the efforts made were such as to merit pecuniary reward. Long live the Springfield Club, and its worthy and efficient president and leader, Henry E. Ducker.

FROM THE CLUBS.

PAHQUIQUE.—I write to have you make a correction as to the name of the club in Danbury. It is Pahquique, *not* Paliquique. President, Wm. M. Fanton; Secretary and Treasurer, L. L. Hubbell; Captain, J. G. Irving; Lieutenant, Geo. C. Chase. Pahquique is the Indian name of Danbury, and natives like to see it correctly spelled when in print. Our club has received an invitation to attend the Carmel (N.Y.) Fair on Friday, and we expect to go full number (10). Yours, etc.

L. L. HUBBELL,

Sec. Pahg. Bi. Club.

DANBURY, Conn., Sept. 12, 1883.

LEHIGH UNIVERSITY.—The Lehigh University Bicycle Club, at a meeting held Sept. 8th, elected the following officers for the ensuing year:

President, A. P. Smith, '84; Captain, J. W. Packard, '84; Lieutenant, Barry Searle, '84; Secretary and Treasurer, J. R. Engelbert, '84; Club Committee, G. S. Patterson, A. P. Smith, J. B. Price, and P. D. Millholland. Club numbers twenty (20) men.

Yours fraternally,

J. R. ENGELBERT,
Secretary.

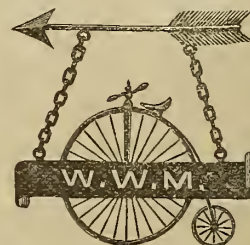
RUTLAND.—Annual election of the Rutland Bicycle Club took place on Monday evg., Sept. 3. The following officers were elected for the coming year: A. S. Marshall, President; C. G.

Ross, Captain; F. W. Knapp, 1st Lieutenant; F. T. Tyrrell, Bugler; George D. Tuttle, Sec. and Treas. Club now numbers 15, and they are all L. A. W. members.

Yours,

NICK L.

"WHIRLING WHEELMEN."—After occupying one month deciding on the design and getting made for us our club badges, I think our trouble and expense have not been in vain. Although we may not be in possession of the handsomest badge, I feel confident in saying we range far above the majority of bicycle clubs for a badge of beauty and fine workmanship.



Our badge is manufactured of 18-carat gold, and very light, and the letters across the wheels are of black enamel. It is to be worn with a white satin "Burgee" with a gold border, and only requires one glance to satisfy a person of its beauty.

Very truly,

LOUTREL LUCAS,

Secretary W. W. of Maryland.

LA FAYETTE WHEEMEN OF BALTIMORE, MARYLAND,

Held their first monthly meeting in their new club-house, on Druid Hill avenue, on Tuesday evening, September 4th, 1883. The President, Mr. A. E. Mealy, presiding. This was the first time that all the members had met together in their club-house, since the removal from the old rooms on Madison avenue, and it was with great pleasure that the House Committee listened to each member expressing himself as being highly pleased with the new quarters in every respect, and all appeared to enter into club-work again with renewed energy, and a determination to push the club forward to the highest hoped for success.

The following is a brief description of the house now occupied by the above named club, which is situated in a very pleasant and convenient neighborhood, being only about two minutes ride to the Druid Hill Park gate. On entering the house we will first inspect the basement. By descending three steps we enter the wheel-room, which is of an oblong shape and fitted up with racks, which will accommodate hanging about twenty-five machines and cupboards to keep the lamps, oils, and other accessories, in that way keeping all dirt, and everything that would be objectionable to the most fastidious person, from their view. Passing through a little hallway where the stairs lead to the upper apartments, we enter a medium-sized room, used for a work-room, for cleaning or repairing machines, from which a door leads to the cellar, and another to the yard, which is of good size with grass plots on either side. We will return now through these rooms and once more we are out on the front pavement; once more we enter, but this time by ascending three steps of beautiful white marble into a vestibule, and passing through the handsome doorway, we step into a hallway, where the soft touch of the Brussell's carpet at once has the effect of making one feel perfectly at home; casting your eyes to the front a fine flight of curved stairs, well carpeted, and

Turning them once more to the right, you look into the parlor or reception room, which is nicely the handsome gas fixture meet your gaze, and comfortably furnished with such as is useful to such a club, and together with the ornaments, pictures, etc., on the fine marble mantel-piece and walls, and the carpet on the floor, which is a perfect match to that in the hallway, all lends to the enchantment, and at once causing a person to think they must be in some one's private parlor, and not a bicycle club-room. On opening two large folding doors in the rear end of this room, a fine reading and meeting-room, with a large bay-window in the rear, opening out on a large piazza running the full width of the house, is brought to view. Passing through this room, which is furnished in good keeping with the reception-room, with all the latest reading and writing material, we find ourselves out upon the aforesaid piazza, with a magnificent view over the green fields surrounding and into the famous Druid Hill Park. Turning once more we have before us the rooms of which we have just spoken both opened up into one large room, rich with the homelike appearance of a fine-bodied Brussels from the front windows to where we stand. This room (or two rooms opened into one) is intended to be used for parties and balls as well as for bicycling purposes, but only by the members and their friends. Once more we pass through to the hallway and then ascending the winding stairs, and passing through another small hallway, we enter a good-sized room used for a pool table and other games, and I might say here that no playing is allowed where there is anything at stake, as gambling is strictly prohibited under a penalty of being dishonorably expelled from the club. Passing through this room we enter another, the dressing-room. On our right we find a double row of fine lockers, stained and varnished, numbering twenty-four in all, inside measurement of which are as follows: height, 4 feet; width, 2 feet; depth, 1 1-2 feet; making a very nice size locker, and all fastened with the Yale lock. Passing through this room, which is also carpeted and has all necessary furniture, we enter the wash and bath room, which is complete in all conveniences of hot and cold water, etc. There is one more floor, consisting of three rooms, which is given out to the janitor and family, who has full charge of the premises during the day, and keeps the whole house and surrounding in general order and a state of cleanliness at all times. The La Fayette Wheelmen were organized the latter part of July last, with eight members, as follows: A. E. Mealy, President; Chas. B. Ludwig, Captain; Wm. Bayley, Lieutenant; W. S. Kahler, Secretary and Treasurer; Wm. Mentzel, Bugler; and Messrs. Fred. Beck, Jos. Geigan, and Alex. Shaffer, Committee on House. At the last meeting the roll was called, showing a membership of twenty-two, active, and one honorary, and at that time there were three additional names on the bulletin, applicants for active membership. The club now is in a flourishing condition financially, and every outlook at present points toward a bright and prosperous future. It is also expected that the club will join the L. A. W. by October 1st.

SCUBE.

THAT STAR RACE.

Editor of the Wheel: Press of business and a mistaken idea that a brother wheelman would write THE WHEEL, with regard to the unfortunate affair with the Star in our races, has prevented my writing you ere this. To begin with, we are a very new club with all new riders, members of the League but a short time, and have paid no attention to racing rules at all. When our guests arrived and had assembled at the track, the racing men on all hands said, at once, that if a Star machine was allowed to go in they

would not race. As far as we were concerned it made no difference what kind of a machine was ridden, so that there was a race, and the crowd we had assembled were satisfied; but the idea of the Star man being allowed to have a walk-over by himself did not please us. We promptly told the men that the affair was one which laid with the judges, and whatever the decision it must be final. Our judges consisted of the League wheelman who had charge of the races, and two Medina men, not wheelmen, and they ruled the Star machine out, I am sorry to say, as I know it was wrong. At the close of our programme, a race for Star machines, with extra prizes, costing our club ten dollars, was made, and the Star made the mile in 3:11, which is two seconds and a half better than the best time by a crank machine in the previous races, though it is known that Mr. Dolph, who made the 3:13½, has made 3:7 in private practice. I am sorry any such affair has happened, and particularly so in our name; but what is done cannot be helped.

As far as the gentleman's expenses to and fro are concerned, I think the expense account of the company manufacturing the Star would suffer more than he, else why did he distribute Star advertisements? We are all riders of Pope machines in this town, it is true; but if there are any Stars, or any other machines to come in I think they will find they will get as fair treatment as any man can wish, if they deserve it.

Yours truly,

BLAKE HENDRICKSON,

Cor. Sec. M. B. C.

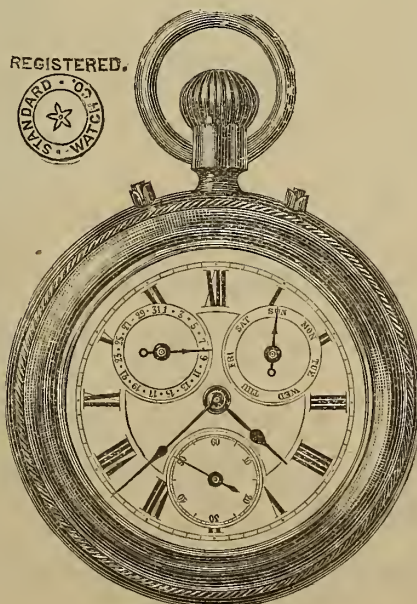
MEDINA, O., Sept. 5, 1883.

FOR SALE AND EXCHANGE.

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

FOR SALE Full Nickeled, 50-inch Special Harvard, dropped bars, cut leg guard, long distance saddle, rubber handles, and King road lantern. Ridden 10 miles. Price \$150. BARGAIN, WHEEL office.

FOR SALE A 52-in. Half-bright Standard Columbia, Ball Bearings, too small for rider. Includes stand and lamp. Price \$75. Excellent condition. FALLISTER BROS., Agents, Ottumwa, Iowa.



STANDARD CALENDAR

FOR SALE A 56-inch Special Columbia Bicycle, used very little, in good order. Cost \$117, will take \$85. Address, CHARLES A. GIFFORD, 60 Park Place, Newark, N. J.

FOR EXCHANGE 15 volumes Encyclopedia Britannica, sheep binding, new and complete as far as published, for a 58 or 60-inch wheel. Write, giving description and other particulars, Lock Box 116, Binghamton, N. Y.

WANTED Any one wanting a Victor Rotary Tricycle write to T. B. Rayl & Co., Detroit, Mich.

FOR SALE One 51-inch, nickel and painted American Star Bicycle; been run about 100 miles; perfect in every respect; price, \$70. A. F. GREENLEAF, Amesbury, Mass.

FOR SALE 48-inch Star Bicycle full nickled except rims. Good as new. Owner has ordered a larger machine. Price, \$75. G. ERNEST NEWMAN, Canton, Pa.

PHOTOGRAPHS

OF THE

League Meet in New York,

FOR SALE BY

Pope Manufacturing Co., Boston, Mass.
R. V. R. Schuyler, 189 Broadway, New York.
H. B. Hart, 811 Arch Street, Philadelphia, Pa.
S. T. Clark & Co., Franklin Building, Baltimore, Md.

OR ORDERS MAY BE SENT TO
Benj. G. Sanford, Div. Sec'y L. A. W., Continental Bank, New York.

PRICE \$2.00 EACH.

The handsomest bicycle picture ever produced. Size, 13x17. Every club should have one.

To the Trade.



JOHN D. BETHEL, 124
Chambers Street, New
York, manufacturer of
Canvas and Leather goods,

respectfully announces that he can make
very low figures in Canvas and Leather
Bicycling supplies. Orders solicited.

Standard Watch Co.

Our Latest Novelty!

THE

TANDARD CALENDAR.

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

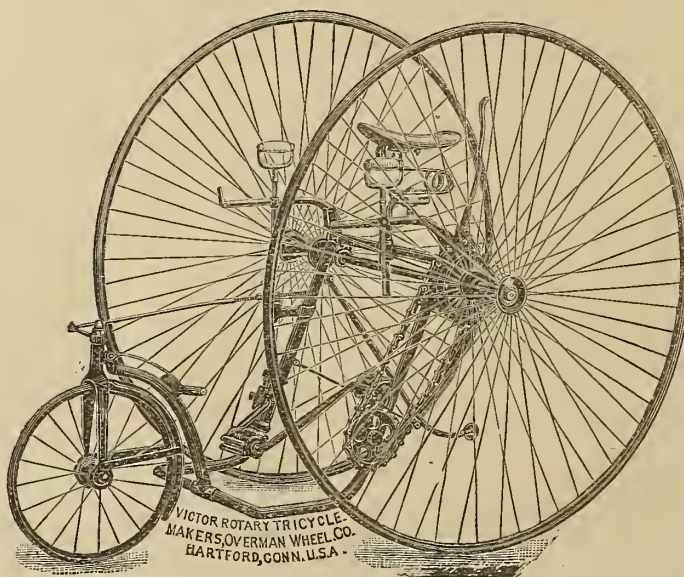
Ask your Jeweler for this and other Standard Watches.

MAX FREUND & CO.,
SOLE AGENTS, NEW YORK.

VICTOR ROTARY TRICYCLE.

Highest class work. New features. All made interchangeable; the first Tricycle ever so made. Front steering, double driving, Bown's Æolus ball bearings to all wheels. Frame entirely of weldless steel tubing. Handles adjustable. Long-distance suspension saddle, adjustable up and down, fore and aft. Tires of finest Para rubber compressed into rims, and not contractile, as is generally used, thus lasting much longer and giving greater elasticity.

ABAB CRADLE SPRING,
fitted to rider's weight.



Finished in Harrington's enamel, and gold lines. Handles, saddle-post, steering, hub caps, small hub, foot-rest and all nuts and bolts nickle plated on copper. Weight complete, ready to ride, 92 lbs. Saddle bag, spanners and oiler. Price, crated, \$160. We send this machine out with the claim that it is the finest Tricycle ever offered in this or any other market. Send 3ct. stamp for illustrated catalogue. Cabinet Photo., 15c. Made by

OVERMAN WHEEL CO.,

Hartford, Conn.

To the Wheelmen of America.

THEODORE GOETZE & CO.,

256 Grand Street,

NEW YORK, N. Y.

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

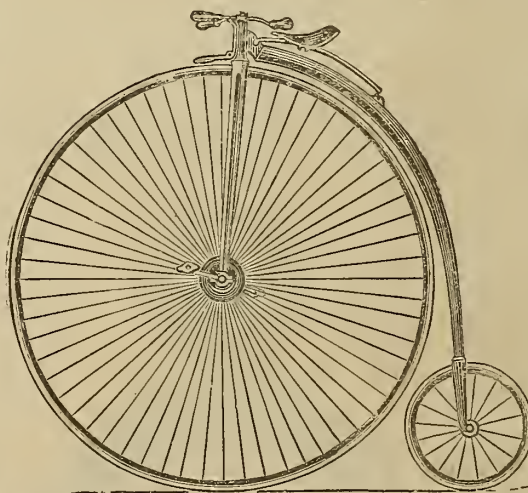
\$1.50 per single pair; by mail, 10 cents extra.
\$12.00 per dozen pairs.

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.
OLIVER & JENKINS.

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 nickled, except felloes, - 137.50

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

The "AMERICAN," with balls to both wheels and hollow forks, all bright, \$200.00

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.



Zacharias & Smith,
ORATON HALL,

CORNER OF BROAD AND BRIDGE STREETS, NEWARK, N. J.

One of the Finest Riding Halls in the U. S.

Skillful Riding Guaranteed on both the CRANK and Star Machines.

Thirty minutes from New York. Street cars connect with all depots.

AGENTS FOR THE COLUMBIA, HARVARD, AMERICAN CLUB, SANSPAREIL, STAR, SHADOW, AND THE VICTOR TRICYCLE.

Second-hand Bicycles of all patterns. Bicycle repairing a specialty.

THE JOINT RACE MEETING —OF THE— GERMANTOWN AND PENNSYLVANIA BICYCLE CLUBS

WILL BE HELD AT THE
GENTLEMEN'S DRIVING PARK, PHILADELPHIA,
STAURDAY, SEPTEMBER 29, 1883,

AND WILL COMPRISE THE FOLLOWING EVENTS:

THREE MILE L. A. W. CHAMPIONSHIP OF AMERICA.

ONE and FIVE MILE PENNSYLVANIA STATE CHAMPIONSHIPS.

OPEN TO PENNSYLVANIA L. A. W. MEMBERS ONLY.

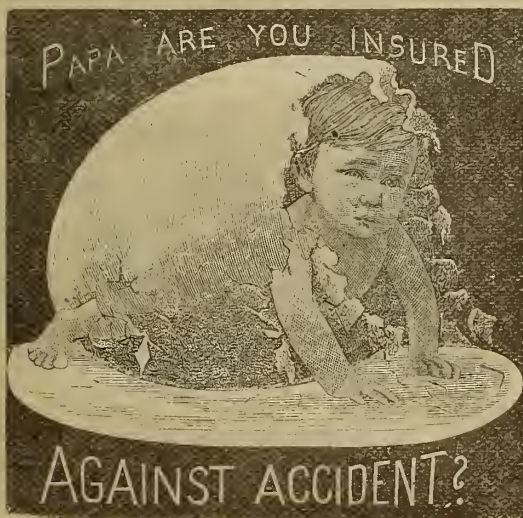
Half Mile Juniors' Race—Boys under 16 years. One Mile Novices' Race—Open to any never having won a first prize. Two Mile Handicap—300 yards limit. Slow Race—One Hundred and Fifty Yards Handicap, 15 yards limit. One Mile Tricycle Handicap. Fancy Riding. One Mile Pennsylvania Club Race, open to Pa. Club men only. One Mile Consolation Race—1st prize, Calendar Watch, from THE WHEEL; 2d prize, L. A. W. Pin, from C. H. Lamson.

Entrance Fees, \$1.00 to Championships. 50 Cents to other events.

To T. HOUARD WRIGHT, CHAIRMAN, 232 WALNUT STREET, PHILADELPHIA, PA.

Entries close September 25, 8 P.M. Handsome Gold and Silver Medals to 1st and 2d in each event. Championship Medals, in accordance with League Rules, must be won three times consecutively before becoming property of winner.

*In the morning of the same day will be held the First Annual Meet of the Pennsylvania Division L. A. W.
For particulars address C. M. MILLER, 1126 Walnut Street, Philadelphia.*



ARE YOU INSURED AGAINST ACCIDENT?

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

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

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

The prudent and careful man who avoids 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

FIDELITY & CASUALTY Co.,

E. E. CLAPP, Manager Accident Department,

NEW YORK, NEW JERSEY & PENNSYLVANIA.

OFFICE, 149 BROADWAY, N. Y.

WM. M. RICHARDS, President.

JOHN M. CRANE, Secretary.

ROBT J. HILLAS, Assistant Secretary.

THE BRITISH CHALLENGE,

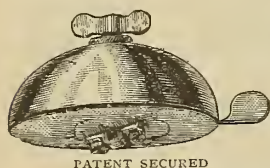
Made by SINGER & CO., Coventry.

Sole Agents, STODDARD, LOVERING & CO., Boston.

Importers of other leading English Bicycles and Tricycles.

GOOD AGENTS WANTED.

A. L. ESTABROOK, Artist Tailor, 4 East 59th Street, Official Tailor to the League of American Wheelmen and Cyclist Touring Club, by appointment. Bicycle suits a specialty. Estimates furnished to clubs.



PERFECTION BICYCLE ALARM.

WILL FIT ANY BICYCLE
Is fastened in front on
the brake upright.

PATENT SECURED
Automatic and Instantaneous in Action.

Single stroke, succession of strokes, or continuous at pleasure.

EVER READY, LOUD, AND CLEAR.

Out of the way in case of a "header."

Full descriptive circular furnished on application.

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THE SERRELL ALARM CO.

161 and 163 Clymer Street,
BROOKLYN, N. Y.

Wheelmen, Attention!

E. I. HORSMAN,

80 and 82 William Street, New York,

Respectfully announces that he has secured for New York City the sole agency of the celebrated

VICTOR ROTARY,

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

ALSO NEW YORK AGENT FOR THE

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

Use Horsman's Lawn Tennis and Lawn Pool.

THE MOST EXTENSIVE MANUFACTURERS OF

BILLIARD AND POOL TABLES

IN THE WORLD.

The J. M. BRUNSWICK & BALKE CO.,



724 Broadway, New York.

LOWEST PRICES,
EASIEST TERMS,
FINEST GOODS.

The only quick cushion that is also accurate. War-
ranted in ANY climate for Ten years.

THE

J. M. BRUNSWICK & BALK CO.,

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NEW YORK.



All those who from indiscre-
tions, excesses or other causes
are weak, unnerved, low spir-
ited, physically drained, and
unable to perform life's du-
ties properly, can be certain-
ly and permanently cured,
without stomach medicines.
Endorsed by doctors, minis-
ters and the press. *The Med-
ical Weekly* says: "The old
plan of treating Nervous De-
bility, Physical Decay,
&c., is wholly superseded by
THE MARSTON BOLUS."
Even hopeless cases as-
sured of certain restoration
to full and perfect man-
hood. Simple, effective,
cleanly, pleasant. Send for
treatise. Consultation with
physician free.
MARSTON REMEDY CO.,
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M. J. GLEASON,

(EX-CHAMPION 5 MILE RUNNER)

FASHIONABLE BOOT AND SHOE MAKER,

116 Nassau Street, N. Y. [Opposite Currier & Ives].

Fine Shoes a Specialty. Special Reduction to Bicyclers

Now Ready for Delivery.

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ANNUAL

FOR 1883.

BY HENRY STURMEY, C. C., C. T. C.

Over 350 pages and 250 Illustrations.

Contains Illustrated Details of all the Novelties of the
year in connection with Tricycles now in use—over 250 in
number.

Price, postpaid, 65 cents.

A liberal discount to the trade. Sole agents in the
United States for Iliffe & Sturmeys publications.

Overman Wheel Co.,

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MISCELLANEOUS.

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

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of the Columbia and Sanspareil Bicycles; also for all high
class English Bicycles and Tricycles. A full assortment
of wheel sundries in stock. Everything at, or below,
New York and Boston figures. Repairing with prompt-
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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,
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Wheel, by J. G. DALTON. Very amusing raid on
the sentimental poets, and the most peculiar and auda-
cious humorous verse of the century, by the oldest of
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riding, is open for engagements. Address, W. D.
Wilmot, 597 Washington Street, Boston, Mass.



H. B. HART,

No. 811 ARCH ST.

Philadelphia, Pa.

The Columbia,
The Harvard,
The British Challenge

BICYCLES

BOYS' BICYCLES AND VELOCIPEDES.

Second-hand Bicycles constantly on hand, at low
prices.
Repairs thoroughly and promptly done.
Send for Catalogue.

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MEDALS AND BADGES

OF ALL DESCRIPTION MADE TO ORDER FROM ORIGINAL DESIGNS.

DIAMONDS, WATCHES, AND RICH JEWELRY IN GREAT
VARIETY AND AT CLOSE PRICES.

Correspondence invited.

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JOHN WILKINSON CO.

68 & 70 Wabash Ave., Chicago, Ills.,

Have the largest store in America devoted to

ATHLETIC GOODS

OF EVERY DESCRIPTION.

Sample of Cotton Athletic Shirt sent on
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Send for large Illustrated Catalogue.

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COLUMBIA BICYCLES

**BEFORE YOU BUY A BICYCLE**

Of any kind, send stamp to
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DAYTON, OHIO,

For large Illustrated Price List of
New and Second-Hand Machines.
SECOND-HAND BICYCLES WANTED.

JUST OUT—List of Thirty Second-Hand Bicycles which will
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RECORDS! RECORDS!!

From 1 to 25 miles accomplished on

THE PATENT INVINCIBLE
ridden by H. L. CORTIS, Esq., Amateur Champion, who
made the marvelous record of 1 mile in 2 min. 41 3-5 sec.,
and 20 miles within the hour.

The INVINCIBLE for 1883

is now perfected with all latest improvements, detach-
able Handle Bars, Ball Bearings to all parts. Will be
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In ordering, state height and class of machine.

No. 1—Strict Racer, 5-8 and 1-2 inch Tire;
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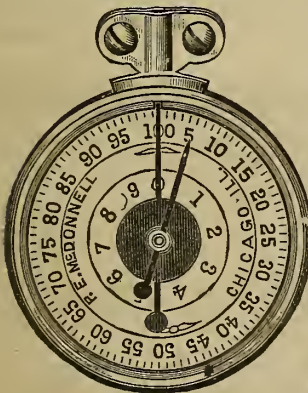
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Price, - \$19.

All Machines fitted with the Patent Double Section
Hollow Rims. Also supplied to all other manufacturers.
Order them to be fitted to your machines.

SURREY MACHINIST COMPANY,

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A CYCLOMETER.

For Bicycles,
Tricycles or any
other wheeled
vehicle, war-
ranted to record
accurately any
distance from
the fraction of a
mile to one thou-
sand 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 ab-
solutely water
and air tight.

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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ARAB CEMENT

For Fastening Rubber Tires.

STRONGEST KNOWN!

We Guarantee Satisfaction.

25c. STICK BY MAIL.

Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

Ira Perego

—SPECIALTIES IN—

**BICYCLE SHIRTS, TENNIS
JERSEYS, LACROSSE SHIRTS,
AND BICYCLE GLOVES.**

*Complete assortment of Bicycle
and Tennis Hose in all Colors.*

128 & 130 FULTON ST., 87 NASSAU ST.

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L. A. W. Badges.

New Design. Handsome Solid Gold
Pins, garnet stone centres, \$3.50 and
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Best finish with small DIAMONDS, \$15
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On sale in New York at M. J. PAILLARD & Co.'s, 680
Broadway, and in Philadelphia, at H. B. HART'S, 811
Arch Street.

T. HUNT STERRY,

4 East 59th Street, New York,

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RESPECTFULLY announces that he has
every facility for the repair of

BICYCLES.

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.

STORE YOUR BICYCLES,

\$3.00 Per Month.

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

BICYCLES, TRICYCLES AND SUNDRIES.

Agents wanted for the Kittredge Combined "Japan
Paint Rust Preventer." Dries quickly, holds long, is not
brittle, presents polished, jet black surface. Bicycles
stored and cared for. Sole makers of the Galway Sum-
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R. KITTREDGE & CO.

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Kittredge Bicycle Department

having made special arrangements to supply the Expert
Columbia, and the Standard Columbia Bicycles on the
INSTALLMENT PLAN, will make time and easy pay-
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Decorate and Beautify your Homes,
Offices, &c.

Quaint, Rare and Curious Papers by
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Close Figures Given on large Contracts.

If you intend to sell your house, paper it,
as it will bring from \$2000 to \$3000 more
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Samples and Book on Decorations mailed
free.

H. BARTHOLOMAE & CO.,

MAKERS AND IMPORTERS,

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Near Broadway,

N. Y.

THE HARTFORD**SEWING * MACHINE.**

THE LARGEST AND LIGHTEST RUNNING.

Ball-Bearing Balance Wheel.

Anti-friction Movements. New and Elegant designs in
Decoration and Wood-work. For illustrated
Catalogue apply to

WEED SEWING MACHINE COMPANY,

HARTFORD, CONN.

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*.

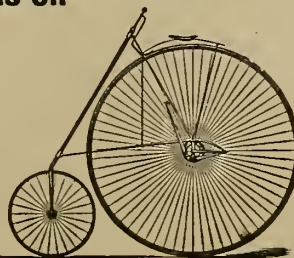
A "Reformed Crank Rider" says:—"In strength, safety, control,
driving leverage, ease of motion, and coasting, the Star leads all
Bicycles; while its positive action, quickness in steering, and econo-
my in pedaling are excluded from any other similar vehicle."

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

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.

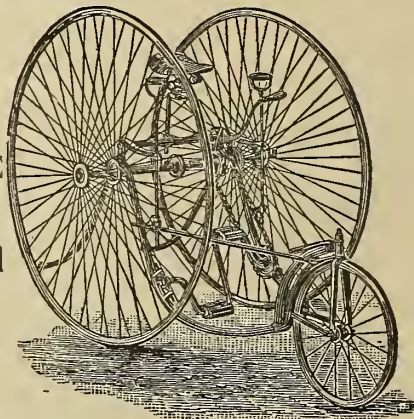


COLUMBIA TRICYCLE.

FOR GENERAL USE

BY

Ladies & Gentlemen



CONFIDENTLY

presented as the Finest

Made, and

MOST PRACTICAL

Tricycle Manufactured.

EXPERT COLUMBIA.

A medium-weight bicycle. The most artistic and scientific bicycle made.

COLUMBIA RACER.

Some fourteen pounds lighter than the Expert. The most practical racer constructed.

STANDARD COLUMBIA.

The "Old Reliable Steed" for general road use.

EVERY VARIETY OF ACCESSORIES CONSTANTLY ON HAND.

Send 3 cent stamp for Illustrated
(36 page) Catalogue.

THE POPE M'FG CO.,
597 WASHINGTON ST.,
Boston, Mass.

COLUMBIA

Bicycle School and Salesroom,

214 & 216 East 34th Street.

A FINE LARGE RIDING HALL, WELL
HEATED AND GOOD INSTRUCTION.

Season Ticket, \$5.00,

May be applied toward purchase.

A COMPLETE STOCK OF

BICYCLES,

TRICYCLES, AND

SUNDRIES.

CONSTANTLY ON HAND.

Also, PARTS FOR ALL THE COLUMBIAS.

Open from 8.30 A.M. to 10 P.M.

VISITORS ALWAYS WELCOME.

GALLERY FOR LADIES.

ELLIOTT MASON,

MANAGER.

R. V. R. SCHUYLER

(Successor to SCHUYLER & DUANE.)

Importer and Dealer in Bicycles,

189 BROADWAY, NEW YORK.

SOLE UNITED STATES AGENT FOR

The Coventry Machinists' Co.'s

BICYCLES

AND

TRICYCLES.

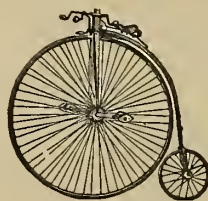


The "American Club" Bicycle.

The "Cheylesmore" Tricycle.

The Cheylesmore Sociable Tricycle.

Nickel Plating, Painting and Repairing.



English Bicycles and Tricycles,

AMERICAN SANSPAREIL AND AMERICAN.

SECOND-HAND AND REPAIRING.

ALSO, CABLE FENCING.

A. G. POWELL & CO., 218 S. TENTH STREET,

PHILADELPHIA, PA.

THE CUNNINGHAM COMPANY,

(ESTABLISHED 1877.)

Importing Manufacturers of Bicycles and Tricycles,

ODD FELLOWS HALL, BOSTON, Mass.

THE "HARVARD,"
Introduced in 1878.
ROADSTER AND
LIGHT ROADSTER.

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