

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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THE WHEEL. -

DELIVERED AT THE BANQUET OF THE LEAGUE
OF AMERICAN WHEELMEN, MONDAY, MAY
28TH, AT METROPOLITAN HOTEL,
NEW YORK CITY.

(From the Wheelman.)

'Tis usual, in times like this, I think,
To rise, then bow, then clear your throat, and drink.
I take advantage of this custom old,
To pledge the wheel, that we so dearly hold.
And that good fellowship, which comes with wine,
I trust will pardon every halting line.

The wealth of love we cherish for the wheel
Would never smoothly flow from pen of steel.
Too slow, too laggard, is the metal pen,
In this fast century, for the thoughts of men;
We needs must have an eagle's quill to-night,
With speed and strength acquired in many a flight.
With such pen, inspired by this repast,
Which turns my head—for poets usually fast—
We need for paper that which can be ours,
The snow-white petals of the spring-time flowers.
And as for ink, I'm sure your choice is mine:
What else would do on such a theme, but wine?
When, bruised and battered on some country road,
My bones have been like wheat or barley sowed,
I should perchance, in my unsteady years,
Instead of wine, have chosen bitter tears.
But vanished now are all those aches and pains;
While they have fled, the country road remains,
To cheer the wheelman, as he rolls along,
And wakes the sunset echoes with his song.
A country road suggests a thousand things,
A thousand memories of the past it brings
To wheelmen's hearts—the south wind in the trees,
The rippling brook, the busy hum of bees,
The chirping squirrels, birds twittering in their nests—
All these, and more, a country road suggests.
Perchance the moon, soft shining in the skies,
Perchance the love-light in a maiden's eyes,
Or else, perhaps, some unrecorded run,
A melon-patch, a farmer, and a gun.

It might suggest—what might it not suggest?
I could go on till night had gone to rest,
And day awakened, ere I reached the end.
Nay, do not pale, the kindly gods defend;
I would not dare your patience so to test,
For countless memories in each wheelman's breast
Will call to life past joys, almost divine,
With subtler skill than feeble words of mine.
Were mine the task to give a golden crown
To him who seemed most worthy of renown;
Were mine the task to give a golden prize
To him who seemed most worthy in my eyes,
My mind would be toward park officials bent,
And yield the prize to him who'd first relent.
Soft blandishments his ear should open wide,
And into it a rapid, rushing tide.
Of eloquence should pour, until he cried—
"Take all the whole broad universe and ride."
Right-minded men, I ask of you to-night,
Why vicious horses, that both kick and bite,
Can use the park for needful exercise,
While we gaze o'er the fence, with wistful eyes?
Our steady stallions never misbehave,
And yet they're snubbed—'twould make St. Peter rave.
I rise for right, the park gates must come down,
Or, with your toughened sinews, sack the town.
Perhaps I am too warlike for the time;
But blood and thunder will work into rhyme,
When those, who should be blessed with Argus eyes,
Forget to grasp what might become a prize.

Our lengthy marshal's lofty altitude
Permits him, like an old hen o'er her brood,
To keep an oversight the whole park o'er,
If he might ride, at will his sixty-four.
But, No! Some son of Erin, green and raw,
Restraints him by the majesty of law;
And they forget his smile, so broad and bright,
Would save the expense of the electric light.

But personalities are out of place,
Kind friends, just here,
And, with whatever grace
I can command I start, where I began,
And take a tumble, as a wheelman can.
The wheel is not, as many think, a toy—
A thing of beauty is an endless joy,
Till death o'ertakes us on the shadowy brink;
And even then a passport 'tis, I think,
(To realms above, where wheelmen all will dwell).
I don't know one who'd feel at home in—any other locality.

And 'tis a theory I hold, with due respect
For ancient things, of whatsoever sect,
That old Elijah, whom the ravens fed,
Was of his age three thousand years ahead;
And when he left this world to go up higher,
'Twas not within a chariot of fire,
But on a bike, which wheeled him out of sight,
So swift he couldn't sell his patent right.

We sail the seas on bicycles marine,
And wheels aerial will again be seen.
'Tis not absurd—one thing alone remains,
Supply with cash a few inventive brains,
Then advertise a cloud-land roadster which
Combats a whirlwind, with its patent switch.
I wish to ask, with deference polite,
Who ever knew League wheelmen to get tight?
To ride the wheel requires a sober man;
You're thus reformers on the temperance plan.
Exceptions to all general rules, I fear,
Must be allowed. The League meets once a year,
And for one day, one by-law 'twill repeal,
Should any man too often toast his wheel.

JAMES CLARENCE HARVEY.

WHEEL GOSSIP.

First Springfield and then Philadelphia.

The New York train project seems to give general satisfaction.

The Citizens expect to send a good delegation to Springfield.

Now doth the busy Chief Consul poke the little consuls with the "official prod," and request his route slips and hotel appointments returned for registration.

Mr. R. A. Worthington, the Secretary of the Champion City Bicycle Club, enjoyed the delights of a wheel on Riverside Drive the other evening.

The Chief Consul is W. L. Howe, and not W. S., as announced. Mr. Howe wishes the names and addresses of Iowa Wheelmen.

The Manchester Bi. Club recently held a hill-climbing contest, which was won by Captain C. H. Wilkins.

Mr. Edgar L. Davenport, the Consul from Canton, was in town the other day and visited the up-town clubs.

The Brockton City and Union Clubs, have in preparation a series of races at Brockton, for October 3d, which are deserving of support.

The one mile race for the championship of Maryland, will be given September 14th, open only to members of the League of American Wheelmen, at the Annual Fall Race Meeting of the Maryland Club, at Oriole Park.

The Middletown Bicycle Club purpose taking a run to Albany and return, about September 1st, by way of the east side of the Hudson.

This club has now some thirteen members, and reports that the business men of the town are beginning to get interested in the wheel.

It is likely that the M. Bi. C. will hold a race meeting at the coming county fair.

Middletown has 9,000 inhabitants, and this year granted sixty-five liquor licenses. Is this the reason their club is not already larger?

The captain and lieutenant of the Paliquioques, of Danbury, intend to ride to Springfield, taking two days for the run.

The posters of the K. C. W. races, September 1st, are out. It looks as though the boys would distinguish themselves. The medals are to be very pretty, as well as to contain a substantial amount of the yellow metal.

Do not forget our old friend, Ira Perego, in these days of League activity. Mr. Perego continues to carry the same complete supply of cycling furnishings as formerly.

If you have a bicycle to sell, advertise it in THE WHEEL, in the "For Sale and Exchange" column. Every bicycle advertised thus far has been sold.

Bicycle agents would do well to advertise their second-hand lists from week to week.

The Ixions are counting on a splendid time at Springfield, with their Jim Burdette and Burbank. Jimmie will take his banjo, which, with his changeable visage, and peculiar smile, will likely prove very exciting to one's risibilities.

New York will go to Springfield almost to a man. They will have a special train. The clubs of the neighboring cities are invited to join. Frank A. Egan, 38 Broad street, has the matter in charge, and will be pleased to answer any correspondence on the subject.

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.

BOARD OF OFFICERS.

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

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

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

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

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

STANDING COMMITTEES.

Membership—C. K. Alley, Chairman, care S. S. Jewett & Co., Buffalo, N. Y.; Frank P. Kendall, Box 889, Worcester, Mass. Fred. Jenkins, 45 West Thirty-fifth street, N. Y.

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

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

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

Railroads—Burley B. Ayres, Chairman, 114 S. Hoyle Avenue, Chicago, Ill.; M. E. Graves, 207 Broadway, N. Y.; J. N. Pero, Fremont, O.; H. W. Forward, Cleveland, O.; F. T. Sholes, Cleveland, O.; W. H. Miller, Columbus, O.; W. A. Friese, Milwaukee, Wis.; Richard Garvey, St. Louis, Mo.; C. D. Standish, Detroit, Mich.; A. Trego, Baltimore, Md.; George D. Gideon, Philadelphia, Pa.; F. A. Elwell, Portland, Maine, and A. A. Bennett, 166 Main Street, Cincinnati, Ohio.

CHIEF CONSULS.

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

Connecticut—Stephen Terry, Box 2003, 309 Main St., Hartford.

Delaware—Charles H. Kittinger, Wilmington.
District of Columbia—Philip T. Dodge, 816 F St., Washington.

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

Indiana—Harry Bates, Indianapolis.

Iowa—W. S. Howe, Box 966, Oskaloosa.

Kentucky—Orville Anderson, Louisville.

Maine—C. H. Lamson, Portland.

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

Massachusetts—E. K. Hill, Worcester.

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

Minnesota—C. H. Porter, Winona.

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

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

New Jersey—L. H. Johnson, Orange.

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

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

Pennsylvania—George Sanderson, Scranton.

Province of Ontario—Albert Rennie, Hamilton.

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

Rhode Island—A. G. Carpenter, Providence.

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

Vermont—C. G. Ross, Rutland.

Wisconsin—A. A. Hathaway, Milwaukee.

Wyoming—W. O. Owen, Laramie City.

West Virginia—Charles B. Ott, Wheeling.

REPRESENTATIVES.

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

Connecticut—T. S. Rust, Box 1093, Meriden.

Delaware—Willard A. Speakman, Wilmington.

District of Columbia—

Illinois—H. G. Rouse, Peoria.

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

Maine—Frank E. Elwell, Portland.

Maryland—Yates Penniman, Baltimore.

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

A. S. Parsons, Cambridgeport; F. P. Kendall, Worcester;

J. S. Webber, Jr., 51 Main St., Gloucester.

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

Minnesota—H. H. Barber, Brainerd.

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

New Hampshire—E. M. Gilman, Nashua.

New Jersey—H. C. Douglas, 82 Parkhurst Street, Newark.

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 Ontario—John Moodie, Hamilton.

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

Rhode Island—

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:

Massachusetts—Frank P. Kendall, Box 889, Worcester, Mass.

Michigan—W. C. Marvin, Ovid, Mich.

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.

The following is a list of Division Treasurers, to whom all renewals of membership for the year ending May 30, 1884, should be sent:

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

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

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 (*pro tem.*), 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; Pittsburgh, Ft. Wayne & Chicago; Pittsburgh, Cincinnati & St. Louis (C., St. L. & P.); New Castle & Beaver Valley; Lawrence; Ashtabula & Pittsburgh; Erie & Pittsburgh; Cleveland & Pittsburgh; N. W. Ohio; Meadville; Alliance, Niles & Ashtabula; Jeffersonville, Madison & Indianapolis; Indianapolis & Vincennes; Chicago, Milwaukee & St. Paul; Ohio & Mississippi; Cincinnati, Hamilton & Dayton; Cleveland, Columbus, Cincinnati & Indianapolis; Indianapolis & St. Louis; Chicago & West Michigan; Michigan Central (including Canada Southern); Louisville, New Albany & Chicago; Cincinnati, Indianapolis, St. Louis & Chicago (Kankakee Line); Lehigh Valley; Toledo, Ann Arbor & Grand Trunk; Chicago & Eastern Illinois; Cleveland, Lorain & Wheeling; Vandalia Line; Chicago, St. Louis & Pittsburgh; 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.

TRANSPORTATION CHARGES.

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 L. A. W.

No. 34. Total, 75. NEW YORK, Aug. 24, 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—11

- 4014—C. F. Smith, Columbus, Ind.
- 4015—Wm. Donner, " "
- 4016—Henry Saunders, " "
- 4017—Joseph H. Clough, 88 Park street, Portland, Me.
- 4018—Edward J. Dearborn, Biddeford, Me.
- 4019—James E. Fitchell, " "
- 4020—R. M. Hannafor, 1591 St. Catherine street, Montreal, Can.
- 4021—William A. Lorenz, 55 Garden street, Hartford, Conn.
- 4022—Lewis A. White, 7 Maple avenue, Waterbury, Conn.
- 4023—W. E. Sawyer, La Crosse, Wis.
- 4024—R. E. Shepard, " "

Chicago Bi. Club—add. 8:

- 4025—C. F. Smith, 410 La Salle avenue, Chicago, Ill.
- 4026—D. M. Stevens, 477 Madison street, " "
- 4027—Samuel Dansiger, 10 N. Jefferson street, Chicago, Ill.
- 4028—H. F. Fuller, 470 N. State street, Chicago, Ill.
- 4029—C. P. Van Schaack, 37 Twenty-second street, Chicago, Ill.
- 4030—N. M. Van Sicklen, 161 Wabash avenue, Chicago, Ill.
- 4031—F. H. Irish, 60 S. Halsted street, " "
- 4032—Dr. J. W. Wassall, 103 State street, " "

MASSACHUSETTS DIVISION—10.

Springfield Bi Club—add. 6:

- 4033—F. P. Ware, 16 Bliss street, Springfield, Mass.
- 4034—Frank H. Miller, 26 Green street, " "
- 4035—Geo. S. Lovelace, 231 Main street, " "
- 4036—Geo. W. W. Ray, 139 Spring street, " "
- 4037—Chas. Lombard, care Russell Day, " "
- 4038—D. W. Davidson, West Springfield, Mass.

Weymouth Bi. Club—add. 2:

- 4040—B. W. Burrell, Weymouth, Mass.
- 4041—Chas. G. Sheppard, E. Braintree, Mass.

Worcester Æolus—add. 1:

- 4042—Henry W. Smith, 13 Chestnut street, Worcester, Mass.

Unattached—1:

- 4039—Chas. Schaffer, 126 Union street, Springfield, Mass.

MISSOURI DIVISION—4.

Frisco Wheelmen—add. 2:

- 4071—David Davis, St. Louis, Mo.
4072—F. C. Ritchie, " "

Clarksville Bi. Club—1:

- 4074—F. A. Clifford, Clarksville, Mo.

NEW HAMPSHIRE DIVISION—3.

Unattached—1:

- 4043—E. G. Robbins, Box 257, Peterboro, N. H.

Manchester Bi. Club—add. 2:

- 4044—Fred. C. Baldwin, Manchester, N. H.
4045—Frank H. Hardy, " "

NEW JERSEY DIVISION—5:

Unattached—1:

- 4046—Geo. E. Long, Jos. Dixon Crucible Co., Jersey City, N. J.

Millville Bi. Club—add. 1:

- 4047—W. Scott Calkins, Box 56, Millville N. J.

Plainfield Bi. Club—add. 2:

- 4048—Thomas S. Burr, Plainfield, N. J.
4049—L. M. Evans, " "

Camden Bi. Club—1:

- 4050—W. J. Atkinson, 518 N. 5th street, Camden, N. J.

NEW YORK DIVISION—14.

Elmira Bi. Club—add. 2:

- 4075—Arthur M. Johnson, 317 E. Water street, Elmira, N. Y.
4076—Jerry C. Kingsbury, 309 South Main street, Elmira, N. Y.

Cattaraugus Co. Cyclist Club—add. 3:

- 4077—C. C. Thompson, East Randolph, N. Y.
4078—Mont. M. Wood, Jamestown, N. Y.
4079—C. D. Appleby, Randolph, N. Y.

Staten Island Wheelmen—add. 3:

- 4080—E. W. Gould, P. O. Box 64, West Brighton, S. I., N. Y.
4081—P. C. Winter, New Brighton, S. I., N. Y.
4082—B. J. Carroll, " "

Unattached—6:

- 4083—L. Friedlander, 65 and 67 Nassau street, New York City.
4084—Jas. Clarence Harvey, 309 W. 14th street, New York City.
4085—W. C. Hering, 2006 5th avenue, New York City.
4086—John M. Crane, 179 Broadway, " "
4087—James Merrihew, 336 W. 29th St., " "
4088—Fred. B. Merrihew, " "

PENNSYLVANIA DIVISION—20.

Frankford Bi. Club—add. 2:

- 4051—George Hare, 4619 Worth street, Frankford, Philadelphia, Pa.
4052—Arthur Matthews, 4619 Worth street, Frankford, Philadelphia, Pa.

Reading Bi. Club—add. 3:

- 4053—J. Arthur Curtis, 507 1-2 Penn street, Reading, Pa.
4054—Wm. Fitchom, 505 Penn street, Reading, Pa.
4055—H. K. Whitmer, 442 " " "

Pennsylvania Bi. Club—add. 1:

- 4056—S. Bernard Chambers, 52d street and Lancaster avenue, W. Philadelphia, Pa.

Unattached—14:

- 4057—Dr. L. H. Gibbs, Hyde Park, Pa.
4058—Bernard P. Connolly, Scranton, Pa.
4059—Jacob R. Schlager, " "
4060—John J. Van Nort, " "
4061—R. S. Ruddle, Mauch Chunk, Pa.
4062—Casper W. Miller, Howellville, Delaware Co., Pa.
4063—Wm. Duncan, 101 Perrysville avenue, Allegheny City, Pa.
4064—Wm. R. Landis, Chestnut Hill, Philadelphia, Pa.
4065—Albert Stadelman, Overbrook, Philadelphia, Pa.
4066—John H. Cilley, Lebanon, Pa.
4067—Howe Adams, 413 Walnut street, Philadelphia, Pa.
4068—B. Oscar Green, West Chester, Pa.
4069—F. W. Griffen, 1345 N. Eleventh street, Philadelphia, Pa.
4070—Thomas Tibbetts, 3961 Hutton street, Philadelphia, Pa.

L. A. W. RENEWALS, AUG. 24, 1883.

Week ending Aug. 17, 1883.

Total, 37.

Unattached—1:

- 1605—J. W. Davis, G. T. R. Stores, Dept. Pt., St. Charles, Montreal, P. Q.

MISSOURI DIVISION—1.

- 3148—W. E. Henderson, Iron Mountain, Mo.

OHIO DIVISION—2.

Xenia Bi. Club—1:

- 3040—S. D. Kingsbury, Xenia, Ohio.

Buckeye Bi. Club—1:

- 1838—J. W. Wray, Columbus, Ohio.

NEW YORK STATE DIVISION—11.

Unattached—1:

- 1338—W. M. Edmans, 61 Grand Division street, Troy, N. Y.

Utica Bi. Club—1:

- 3650—James H. Cutter, 65 Whitesboro street, Utica, N. Y.

Owl Bi. Club—1:

- 376—James H. Gilmore, 16 Court street, Utica, N. Y.

Touring Wheelmen (Brooklyn)—8:

- 488—George R. Bidwell, 161 Clymer street, Brooklyn, N. Y.
3358—George W. Browne, 195 Penn street, Brooklyn, N. Y.
1279—Frank H. Douglass, 25 Bedford avenue, Brooklyn, N. Y.
3446—H. J. Hall, Jr., 360 Macon street, Brooklyn, N. Y.
3360—A. C. D. Loucks, 183 McDonough street, Brooklyn, N. Y.
3354—Edward Pettus, 66 S. Ninth street, Brooklyn, N. Y.
3356—J. M. Sorzano, Jr., 246 Carlton avenue, Brooklyn, N. Y.
3357—A. W. Strong, 63 Penn street, Brooklyn, N. Y.

MASSACHUSETTS DIVISION—10.

- 3452—N. G. Norcross, Box N. N., Lowell, Mass.
2469—J. Q. Hatch, Northboro, Mass.
1747—Granger Whitney, Beverly, Mass.
3171—Geo. N. Loring, Pleasant street, Brockton, Mass.
2867—John W. Byers, Newton Bi. C., Newtonville, Mass.
878—Frank P. Churchill, Brockton, Mass.
1378—Warren T. Currier, 134 Orange street, Chelsea, Mass.
1018—John R. Heard, 13 Bainbridge street, Roxbury, Mass.
3163—Geo. O. Hayward, City Bi. Club, Brockton, Mass.
1381—F. M. Gilley, 189 Washington street, Chelsea, Mass.

PENNSYLVANIA DIVISION—12.

Unattached—3:

- 1846—E. H. Ames, Titusville, Pa.
3300—Benj. M. Norman, 831 Arch street, Philadelphia, Pa.
750—F. A. Miller, Susquehanna, Pa.

Clarion Bicycle Club—1:

- 3405—Harry R. Wilson, Clarion, Pa.

Lancaster Bicycle Club—4:

- 2423—C. B. Longnecker, Lancaster, Pa.
2426—W. F. Correcht, " "
2430—Michael J. Gray, " "
2428—Martin Rudy, " "

Germantown Bicycle Club—4:

- 353—Geo. D. Gideon, 1725 N. Twenty-first street, Philadelphia, Pa.
2894—Westcott Norman, 1126 Walnut street, Philadelphia, Pa.
2892—Simon Delbert, 1724 Arch street, Philadelphia, Pa.
2893—Walter E. Herring, Philadelphia, Pa.

WHEELMEN OF IOWA.

The undersigned, having been appointed to the office of chief consul in the League of American Wheelmen, desires your general and generous co-operation in promoting bicycling and tricycling interests in this State. Our principal highways are not frequented by wheelmen and

tourists, as much as we would like to see. The most of them do not know that we have as good roads as we really have, and that is one reason we would like to hear from all; and another one is that we wish to form a State Division if there are enough wheelmen.

We wish to appoint consuls in all our cities and towns, where there are wheelmen who will be alive to your interests and full of information about places, roads, and hotels, etc., in their vicinity, to guide-mark the main thoroughfares with the League stencil, to appoint hotels where wheelmen may feel assured of good treatment and fair charges, to advise with those whose rights are infringed, and in various ways assist in introducing our modern vehicles to the favorable consideration of the general public. To these ends we invite the members of the L. A. W. to activity in enlarging our numbers, old members to renew, others to join us, and all to assist in the accomplishment of these purposes. I should like the name of every wheel club in this State, with a list of its officers and members, the name and address of every bicyclist and tricyclist (excepting mere children), whether man or woman, member or not member of the L. A. W. I want to know who and where the cyclists are, and how many there are of them; and shall be thankful for any information on the subject; even a single name by postal-card will receive prompt attention.

W. L. HOWE,

Chief Consul, Lock Box 966, Oskaloosa, Ia.
Aug. 24, 1883.

THE L. O. W. MEET.

To the League of Ohio Wheelmen, Greeting:
It is with pleasure that your Executive Committee announces the fact that arrangements for the celebration of our third anniversary are rapidly approaching completion.

This year finds the bicyclers of the State in thorough organization, perfect harmony, and full of enthusiasm. The first greeting was the utterance of a single club; the second that of a newly formed State League, which is now thoroughly organized, and on the alert for the best interests of wheelmen in the promotion of good fellowship and sociability between votaries of the wheel, and the recognition by the public of their rights and privileges.

One of the advantages of proper organization was thoroughly demonstrated during the last winter, in the defeat of the bill introduced in the Legislature at Columbus, which in effect would have prevented bicycle riding in this State had it passed. Were it not for the promptest action on the part of the officers of the L. A. W. and L. O. W., most ably assisted by the efforts of wheelmen throughout the State, it is almost a certainty that the obnoxious bill would have passed.

The ranks of bicyclers in the State have been very largely increased during the past year, and by care and thoughtfulness the non-riding portion of the community so favorably impressed that the prejudice against our steel steed has been greatly lessened, and in most localities entirely overcome.

The Second Annual Meet of the League of Ohio Wheelmen, held in Columbus, August 28th and 29th, of last year, was an entire success. The Meet this year, we are convinced, will be even more thoroughly enjoyable and successful.

Heretofore the meet races have been run under great disadvantages. The first year they were run on an ordinary horse trotting track, and last year, owing to the location of the land and heavy rains, the bicycle track built for our use was rendered unfit for racing, and the trotting track was again used. Determined to have no more failures in this respect, the Buckeye Bicycle Club have built a one-fifth mile track, twenty-five feet wide, on the Base Ball Park, and it is believed that the track will be found all that is desired.

The ground is of hardest clay, and no expense has been spared to secure a smooth hard surface. The Buckeye Club have held their club races upon this track, and found it entirely satisfactory. The Park is a handsome enclosure, situated but a short distance from the centre of the city, and is provided with a grand stand and abundant seating capacity, and will afford spectators a full view of all races from start to finish.

The races and grounds will be under our exclusive management and control. We would add that the pleasure, profit, and advantage derived from these annual gatherings are so well known to those who have attended former meets, that we confidently assert that no wheelman can afford to allow our third anniversary pass by without attending.

In conclusion, we repeat the words that closed the greeting of last year: "Reports from all parts of the State are of the most encouraging nature for a large attendance at the Meet, and we trust, and earnestly hope to greet in person every wheelman in Ohio" next month.

Fraternally yours,

THE EXECUTIVE COMMITTEE.

QUAKER CITY NOTES.

Editor of the Wheel: Here are a few items of news which may be interesting to your readers. There is to be quite a bicycling boom in Philadelphia this fall. The formation of the State Division League has done wonders toward consolidating and identifying the wheel interests in Pennsylvania. A second meeting of the Division was held at Horticultural Hall on Friday evening, August 19th, for the purpose of hearing from the Committee on Constitution and By-Laws, and also for considering the feasibility of a grand meet of the Division during the fall. Among the clubs represented were the Philadelphia, Germantown, Pennsylvania, Marietta, Scranton, Frankford, American Star, York and Alpha Club, of Bethlehem. The out-of-town clubs voted by delegates, as did also the Germantown and American Star clubs. The portion of the programme dealing with the question of a constitution proved a fiasco. Each of the members composing the committee appointed to look into the matter appearing to be in blissful ignorance of what his co-committeemen *didn't know*; the chairman, in evident disgust with his job, resigned his place to Mr. Wood, of Germantown, who undertook the position without demurring. The matter of the Meet met with better success. Evidently everything was cut and dried for the consummation of the project. It was very apparent that there was a good understanding between Germantown and Pennsylvania, and Col. Sanderson filled his place of chairman in so natty and politic a manner that within a very short space of time the Meet was arranged for the 29th of September at Philadelphia, taking the Fifth Annual Meet of Philadelphia Wheelmen on that date as a nucleus to work on, and having in conjunction as an attraction the fall race meeting, given jointly by the Germantown and Pennsylvania clubs, who offered to provide the Division with suitable medals, if the one and five mile races at their meeting should be recognized as the State Division Championships for those distances for 1883. The offer was accepted, so that the above clubs have cause to feel satisfied, especially if they get the three mile L. A. W. Championship, for which I understand they have applied, and may have by this time. Both the Germantown and Pennsylvania clubs had appointed committees to organize race meetings, but, on coming to a knowledge of the fact that both clubs were pretty much after the same design, they decided to join forces, and set on foot a project for a race meeting, which is expected to be the most complete and interesting event of the kind ever held in Philadelphia. The

ball is set rolling now, and there is good evidence that the hands that started it will give it a few energetic shoves before being done with it. The events at the meeting, I understand, are to be numerous and varied, and will include tricycle racing and fancy riding. The prizes are to be worthy of the keenest competition for their capture, and will be of a very different stamp compared with those provided for the Bi-Centennial races of last year. There is no reason why a race meeting, such as is held in contemplation by the above-mentioned clubs, should not be a success. The sport is a novel one yet in Philadelphia, and advertising is about all that is needed to make it what may perhaps be the greatest success of the year. The track is a splendid one, V. C. Place having made a record of 3 minutes 1 second for the mile shortly after it was laid last year during the Bi-Centennial sports, and that too when there was no competitor to press him. As soon as something further is known, I will send you some notes. Springfield will no doubt occupy every one's attention for the next month; but after Springfield comes Philadelphia.

N. N.

HAS HE REALLY STARTED?

Jack Keen's attempt last week to lick all records from one to twenty miles in the hour at Surbiton resulted in his covering 16 miles 900 yards in the time. Jack is off to New York to run Prince, and we wish him better luck.—*Cyclist*.

KINGS CO. WHEELMEN'S RACES.

Letters of acceptance have been received from the following eminent wheelmen, who will officiate at these races on Saturday afternoon, September 1st: Fred. Jenkins, referee; Dr. N. M. Beckwith, Edwin Oliver, A. W. Guy, and Robt. F. Hibson, judges; W. R. Pitman, starter; E. A. Caner, Wm. Jorger, J. H. Long, and F. H. Douglass, scorers; Frank M. Price, Harold Serrell, and H. W. Sagendorf, clerks of course; A. L. Esterbrook, Alex. Schwalbach, and W. D. Bloodgood, timers.

The medals will be on exhibition at McCue Bros., 178 Broadway, up to 25th inst.; after that date and until 28th inst., at J. E. Stanton & Co.'s, 402 and 404 Fulton street, Brooklyn; after which, and until the 1st September, at McKeon & Todd's, corner Broadway and 4th street, Brooklyn, E. D. Remember that entries close August 29th.

E. K. A.

COREY'S RIDE.

Editor of the Wheel: Is there not a mistake made in the account of Mr. Corey's ride down Mt. Washington, which you copy this week from the *N. Y. World*? It says that "he went so fast he could not see, and was obliged to turn his head to breathe;" and immediately after that the trip was made in 1 hour 15 minutes. The distance from the summit to the Glen House is just 8 miles, which would make the rate of speed a shade over 6 miles an hour, at which it ought not to be hard to either see or breathe. Nothing is said of any halts, and as the grade is almost exactly uniform, there are no stretches on which one would slow up sufficiently to proportionably increase the speed in other places. Surely the time made must have been fifteen minutes, for it is quite easy to walk down in less than two hours; but would be very difficult, I should think, to hold in a machine to anything like that rate of speed, or rather slowness.

Yours truly,

EDWARD J. SHRIVER.

NEW YORK, August 16th, 1883.

WHEEL RACES.

August 1st, Peoria, Ill. Dirt track, ten laps to the mile, in fair condition. Peoria B. Club races.

One mile—first heat—Chas. Hansel, first, time, 3 minutes 42 seconds; Charles F. Vail, second, 3 minutes 43 seconds. Second heat—Charles H. Vail, first, time, 3 minutes 45 seconds; Chas. Hansell, second, 3 minutes 48 seconds. Final heat not decided.

One-half mile—John Lindsay, first, time, 2 minutes 7 seconds; Aug. Koch, first, time, 2 minutes 9 seconds.

One hundred and seventy-six yards—slow race—Chas. Hansell, first, time, 1 minute 33 seconds; F. H. Pierce, second, time 1 minute 38 seconds.

August 8th. Races at Canton, Pa. Good track, fair attendance. Not under L. A. W. rules.

Quarter mile—first heat—A. W. Cook, first, in 58 seconds. Second heat—B. Westgate, first, in 52 seconds. Third heat—Westgate, in 1 minute 4 seconds.

Half mile—first heat—A. Krise, first, in 2 minutes 1 second; Second heat—B. Westgate, first, 1 minute 52 seconds. Third heat—Westgate, 1 minute 58 seconds.

One hundred yards—slow race—F. Black, first, in 2 minutes 27 seconds.

August 14th. Races at Springfield, in connection with other sports. Mile track of clay, in fair condition.

One mile—James Landon, first, time, 3 minutes 35½ seconds; Wm. Craw, second, time, 3 minutes 35½ seconds.

Two miles—Chas. Fiske, first, time, 7 minutes 17½ seconds; W. Barton, second, time, 7 minutes 17½ seconds; Barton rode under protest, having competed in circus races.

August 15th. Races at Findlay, Ohio. Half mile clay track, in poor condition.

Three mile race—Frank Lankin, first, time, for one and one-half miles, 8 minutes 30 seconds. Did not finish entire distance, at request of judges. Harry Mickey, the only contestant, withdrew at second lap.

One mile—best two in three—Wm. Mitchell, first, time, 3 minutes 48½ seconds, and 4 minutes 17 seconds. Geo. W. Sands, second. No time taken.

One-half mile—best two in three—John C. Keller, first, time, 1 minute 37 seconds, and 1 minute 56½ seconds.

August 15th. Races at Ballston Spa, N. Y. Half-mile gravel track, in poor condition. About two thousand people present.

Three mile race—John G. Burch, Jr., first, time, 12 minutes 26 seconds; W. W. Cole, second.

One mile—first heat—W. W. Cole, first, time, 3 minutes 45 seconds; J. G. Burch, Jr., second, 3 minutes 47 seconds. Second heat—W. W. Cole, first, time, 3 minutes 33½ seconds; J. G. Burch, Jr., second, 3 minutes 35 seconds.

Columbus, O., August 18, 1883.—The second of a series of club races was given by the Buckeye B. Club, August 14th, at Recreation Park, where a five lap track has been constructed. The prizes are gold badges, and to be won three times by the same person to become his property.

In the first series of races, the following were the winning contestants:

Three mile—W. A. Knoderer, time, 12 minutes 25 seconds.

One mile—T. T. Tress, time, 4 minutes 1 second.

One-half mile—W. Neil, time, 1 minute 53 seconds.

In the second series the winners were:

Three mile—J. P. McCune, time, 12 minutes 25 seconds.

One mile—T. T. Tress, time, 3 minutes 49 seconds.

Half-mile—Dan. Krum, time, 1 minute 50 seconds.

Besides the above races W. Neil won a fifth-mile hurdle (3 hurdles) race in 1 minute 23 1-2 seconds, and D. Krum won a fifth-mile "hands off" race, in 55 seconds.

The boys are now hard at work on the L. O. W., and we can assure all wheelmen who come, a "tip-top" time.

The city affords several beautiful parks, and numerous drives, where wheeling is unsurpassed.

There will be two hundred and fifty wheels in the parade, so come one and all and have a good time. "BUCKEYE."

BUFFALO GOSSIP.

Editor of the Wheel: Now that our Club has voted to join the League as a club (subject only to ratification at our next meeting, which will undoubtedly result favorably), we will introduce ourselves to you, and let you know who we are. Our club was organized about five years ago with three members, and now has on its active roll fifty-nine, and is growing constantly. We held our second annual tournament last year, meeting with success in every particular, and are now preparing for one to take place on Thursday, September 13th, when we shall be glad to see our bicycling friends from all parts of the country. We will promise a good day's sport, including a ride through our avenues (which will bear comparison with those of any city in the United States), exciting races, and a good time at our banquet in the evening. We offer \$150 worth of prizes, and have a five-mile race, three-mile race, tricycle race, exhibitions of fancy riding, and slow race, open to all amateurs. The remainder of the citizens of our city, being about 199,941 in number, who are so unfortunate as not to be wheelmen, treat us kindly, attend our tournaments in large numbers, and thus far have yielded liberal privileges in regard to riding in the streets and parkways. Finally we have had many jolly times together, and look forward to many more, and never enjoy ourselves so well as when we have cyclers from afar visiting us.

Yours very truly,

BUFF.

BUFFALO, August 15th, 1883.

MASSACHUSETTS DIVISION — LEAGUE OF AMERICAN WHEELMEN.

Edward K. Hill, Chief Consul, 195 Front street, Worcester.

Charles P. Shillaber, Treasurer, 131 West Chester Park, Boston.

Frank P. Kendall, Secretary, P. O. Box 889, Worcester.

STANDING COMMITTEES.

Finance—F. S. Pratt, Worcester, Chairman; S. E. Green, Worcester; J. Fred. Adams, Haverhill.

Meetings—H. E. Ducker, Springfield, Chairman; W. B. Everett, Boston; Geo. Chinn, Marblehead.

Railroads—A. S. Parsons, Cambridgeport, Chairman; C. L. Clark, Newton; G. L. Brooks, Worcester.

RULES.

1. The name of this organization shall be The Massachusetts Division of the League of American Wheelmen.

2. The Massachusetts Division shall form a branch of the League of American Wheelmen, in accordance with Article IV. of the Constitution of the League, and comprise all members of the League residing in the State of Massachusetts.

3. The Division shall be subject to the constitution and rules of the L. A. W., and shall aim to further the interests and purposes of the national organization.

4. The special object of the Division shall be the advancement of cycling in the State by improving facilities for touring, promoting unity of action in wheeling matters, and encouraging of good fellowship among its members.

5. The State officers of the League, consisting of chief consul and Representatives together with a Secretary and a Treasurer, shall form an Executive Board to direct all the affairs of the Division. They shall meet at the call of the Chief Consul, and a majority of the officers shall constitute a quorum.

6. An annual meeting of the Division shall be called by the Chief Consul as soon as expedient after the annual meeting of the League to elect Secretary and Treasurer, appoint standing committees, and organize the routine of business for the ensuing year, and to transact any other business that may come before the meeting. A special meeting may be called by the Chief Consul upon the written request of any twenty-five members of the Division.

7. The Secretary and Treasurer shall be chosen at the annual meeting by a vote of the Division, and shall discharge the duties of their respective offices, until their successors are appointed.

8. The following Committees shall be appointed annually, and serve until new appointments are made.

Committee on By-Laws.

- " Finance.
- " Meetings.
- " Membership.
- " Races.
- " Railroads.

The Committees shall each consist of three persons, and shall be appointed by the Chief Consul from the Division membership. They shall attend to all matters referred to them by the Executive Board, and, when required, shall act in concert with like committees of the L. A. W.

9. These by-laws may be altered or amended by a vote of three-fourths of the members present and voting at any meeting; or should an amendment or amendments be offered in writing, to the Executive Board by any twenty-five members, in the interim, they shall be submitted to a mail vote of the entire membership, and a three-fourths vote shall be necessary to the passage of the same.



The club liar has been much elated since I apparently accepted the authenticity of Pharaoh's Chariot Wheel, which he recently presented to the Ixions, and has for some time been making boasts that he would shortly present the club to old "Ixie" himself. Late one evening, last week, he rushed into the club all excited, shouting, "Eureka!" and finding no one there but "Damon and Pythias" playing checkers, he at once proceeded to fill them full of a discovery he had made, claiming, if they would only follow him, he would show them Ixion himself, alive and breathing. Somewhat sceptical, but overcome by his apparent certainty, they followed

him until they had arrived at Fulton Ferry, and there taken passage upon a ferry-boat for the village of Brooklyn; at this point they became anxious, and began to insist upon his producing Ixion, in *propria persona*, as he had promised. Carefully leading them to the forward end of the boat, he pointed dramatically at the pilot-house, and whispered, "There;" but neither Damon nor his friend Pythias could see aught but a brawny pilot, throwing the wheel from side to side, as the boat forced her way through the rushing waters. And, turning to the liar, both exclaimed "Why, you fool, that's the pilot." "But ain't he the man at the wheel?" snickered the liar as he dodged through the cabin-door and was lost to sight.

The Citizens are preeminently a wealthy club. Even their colored janitor has caught this infection from them, and is now spending his summer vacation at Newport, at the villa of his mamma.

Dick Nelson is back, and once more causes gladness in the hearts of his many friends by his presence on the road and in the club.

The discovery upon Mt. Ararat of the remains of Noah's Ark has filled the soul of Pit with joy, as he is confident that there will be found therein some substantiation of his oft-repeated claim to having won the first championship of the State of Maine just previous to the prevalence of aqueous downpours that made the building of the first-class steamer "Ark" a necessity.

I saw Pool, the fascinating treasurer of the Citizens, carefully studying all the buildings in 42d street, and trying to find the location of that female bicycle club which was illustrated last week in the *Cops' Chronicle*. I am afraid Pool intends, as soon as he discovers the whereabouts of this fair club, to try and convince them of the necessity of electing him a member.

The club infant quite frequently burdens the Staten Island ferry-boats with his 200 lbs. of beauty, and softly murmurs, "Carrie," when asked why and where he goes.

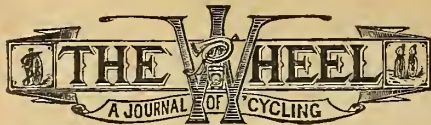
"Ye President" Egan has become a convert to the three-wheelers, and intends henceforth to ride an Overman.

The total cost for a New Yorker to go to Springfield and return, and to pay all his necessary expenses for three days while there, is estimated at \$15.00. The equivalent given for the price asked ought to insure the presence of every wheelman in this vicinity.

"Treadwater" Harris, the lieutenant of the Ixions, has returned from Canada, and speaks in terms of praise of Canada mutton.

The ground has been broken for the new club-house of the Citizens. Great excitement is manifested regarding the contents of the box to be inserted in the laying of the corner-stone. It will, if possible, contain a copy of Pitman's new book, a note from Oliver's bugle, a lock of hair from the top of Nelson's head, and something original from the *South Boston Enquirer*. The committee in charge of securing these scarce and rare articles have reported that all will be on hand in time for the ceremony except the last named, and beg to be discharged from their search for anything new or original from the pen of the "Pirate," as no such thing is in existence.

The new club dog intended to take the place of the late eloper, "Patsey Ixion," has received the name of "Brandy." In speaking of Patsey the other evening, in tones of mournful cadence the club philosopher remarked, "Yes, all dogs have their daze, when hit with a club."



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

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

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

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NEW YORK, AUGUST 24, 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.

FAIR PLAY.

July 19th we received an application for sanction to the races of the Medina (Ohio) Club, who proposed to give a bicycle tournament on the 17th of August. They pledged themselves to conform to League rules, and their application was indorsed by the Secretary of the Cleveland Bicycle Club, who stated that the races would be run in accordance with League rules. We accordingly forwarded a blank and copies of the racing rules as customary.

It seems that a resident of New Jersey, who rides a "Star," and is a member of the League, determined to try for the prize in the mile race, and accordingly telegraphed his entry, which was accepted, and at considerable expense he undertook the journey, arriving at Medina the morning of the tournament, and, when the race was called, took his place in line mounted on a "Star" bicycle. Judge his surprise when he was called out, and told by the judges that he could not start; that his competitors objected to his machine on the score that it was not a bicycle, and that it would fall and hurt some one. There was no objection raised on account of speed, but the sequel will prove that this was the main reason for the objection.

Rule 4 is very concise, and reads that "choice or change of machine, and choice of costume are not limited." As the races were run in accordance with League rules, the judges had no authority to discard the "Star" man's entry, and they violated the rules by so doing. After the race was over, the "Star" man rode against time, and covered the distance in 5 1-2 seconds quicker time than the others, thus proving that there were other reasons than the one specified in protesting him.

Ever since its introduction in this country the "Star" has been condemned and sneered at by the "crank" riders, but this is the first instance where, to our knowledge, it has not been allowed to compete in races. We read of its riders every day in races, and sometimes they win them. The "Star" has proven itself a practical and speedy machine, and we fail to see why it should be barred out. If the crank rider is afraid to meet the Star in honest competition, the League will have to hang out a sign, "Only cranks admitted." As long as Star riders are members of the League they are entitled to protection under its rules. We ride a "crank" machine, a "Star" machine, and a tricycle, and are not so narrow-minded as not to recognize the good points in all of them. We love fair play, and we want to see the "Star" have an equal chance with other machines. If judges are to be found that will discriminate between machines, we wonder what will become of our racing. If we are to have special "Star" races, we shall soon see in programmes, "Open only to 'Experts,' or 'Harvards,' or 'Clubs,'" or any particular, well-known make of machines. It is a distinction without a difference, and it should be wiped away at once and not allowed to exist. If the "Star" rider is willing to compete with his "crank" brethren, we see no reason why he should not be allowed equal privileges. The above facts are obtained from a reliable correspondent, but as there are always two sides to a story, we think an explanation from the judges of the race, who assumed the responsibility of withdrawing the rider, would be in order.

THE RIGHT OF THE ROAD.

It is always a source of gratification when we read of a malicious driver brought to justice, and as a little anecdote of this kind came to our notice the other day, without mentioning names, we will chronicle the result.

A prominent member of the Staten Island Wheelmen, who is also a "Citizen," was riding quietly along, the other day, keeping within the law, both in regard to speed and the right side of the road, when he encountered a driver, such as we all occasionally meet, who was traveling in an opposite direction and also on the supposition that he owned the road. Saluting our friend with language that needs no recording here, but which is foreign to the Bible, he turned his horse sharp to the left and deliberately crowded our friend into the gutter. The wheelman, who is somewhat of an athlete, escaped without much in-

jury, and seizing the horse produced a deputy sheriff's badge, and promptly arrested the offender. A more crestfallen horseman was hard to find, when the Justice promptly fined him ten dollars, and now the riders at that pleasant summer resort have the satisfaction of knowing that there is one less brute to handle.

NOTICE TO CHIEF CONSULS.

I have on hand, and subject to your order, League Stencil Outfits, Route Slips, Hotel Certificates, Membership Blanks, and Consul Certificates.

The Hotel Certificates have just been printed, and the Consul Certificates have the present Board of Officers printed on the back.

The Membership Blanks have been supplied to all Division Secretaries, and should be obtained through them where Divisions exist.

Yours fraternally,

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

NEW YORK, Aug. 21, 1883.

FROM THE CLUBS.

NASHVILLE.—At a special meeting of the Nashville Bicycle Club, ordered by the President, Saturday evening, Aug. 11th, the following action was taken over the death of one of its members, Julian Eakin Spence:

"The melancholy information having been brought to the Nashville Bicycle Club that one of our members, Julian Eakin Spence, has departed this life, the members of the club have met this evening to give expression to our sorrow for the sad occurrence.

"It has been but a few weeks since the lamented deceased was one of the party who made a run to Eldorado Springs, and then was, to all appearance, in the full vigor of young manhood. Shortly thereafter he was stricken with fever, and after a lingering illness he died, on the night of Aug. 9th.

"To us, in the enjoyment of youth and physical strength, death is peculiarly terrible; because, in such cases, it seems most unnatural; and we cannot but feel acutely the loss which this club and the family of our departed friend have suffered.

"We lament him as a cheerful companion, an honorable gentleman, and an esteemed member of our club. We shall miss him sorely in our meeting and our excursions; and, mourning his loss, we will cherish his memory in our hearts.

"To his bereaved mother and family we tender the sympathy of his intimate friends. No words of ours can remove her sorrow; but we may, perhaps, offer some consolation in the assurance that we mourn with her in this great bereavement, and the memory of his virtues may soften her regrets.

"An emblem of mourning shall be carried on our wheels for the period of one month in honor of our departed fellow-wheelman.

"It is ordered that this action of the club be spread upon the minutes, and that a copy be forwarded to Mrs. Spence, signed by the officers and members.

"A. E. Howell, president; V. L. Cunyngnam, vice-president; L. N. Jesunofsky, secretary; Gilbert Parks, treasurer; J. S. Ross, standard-bearer; J. W. Maddin, Jr., M. B. Howell, Jr., E. Gannaway, F. G. Fite, T. Fite, F. P. Elliott, J. B. Burdette, J. L. Thompson, L. Drake, T. H. McNish, F. T. Welburn, R. H. Bell, A. E. Baird, J. H. Thompson, J. B. Hayes, E. T. Baker, A. J. Dyas, Jr., G. Allison, E. Coles, J. A. Cantrell."

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 Victor Rotary Tricycle; used one month; good as new; owner moving to sand country. Price \$135.00. Address T. B. RAYL & CO., Detroit, Mich.

FOR SALE—

A 42-inch Horseman Bicycle, price, - - \$25
 A 48-inch Union parallel bearing, price, - 35
 A 46-inch Standard Columbia, ball bearing, price, 65
 A 46-inch Special Columbia, full nickel, price, 85
 A 48-inch Special Columbia, full nickel, price, 87
 All in good order. Address
 Box 192, Wappingers Falls, 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

Columbia Bicycles and Tricycles.

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.

ARAB CEMENT

For Fastening Rubber Tires.
STRONGEST KNOWN!
 We Guarantee Satisfaction.
25c. STICK BY MAIL.
 Dealers, send for Prices.

OVERMAN WHEEL CO., - Hartford, Ct.

Advertising Rates of The Wheel.

One Inch, One Year.....	\$50.00
" Three Months	13.00
" One Month.....	5.00
" " Insertion.....	1.25
Four Line Advertisement in "For Sale and Exchange" column, One Insertion.....	1.00
Two "	1.50

As THE WHEEL has now the largest circulation of any 'cycling newspaper on this continent, advertisers will see the advantage of making use of its columns.

Advertisements for *The Wheelman* will be received at this office on same terms as at the home office, as follows:

One Inch, One Insertion.....	\$ 4.00
Quarter Page (Four Inches).....	15.00
Half " (Eight Inches).....	30.00
One " (Sixteen Inches).....	60.00
Page following title, first page after reading matter and third page of cover.....	75.00
Inch on above pages.....	5.00
Outside page on back cover.....	100.00

A liberal combination rate to advertisers taking space in THE WHEEL and *The Wheelman*. Correspondence invited.

OLIVER & JENKINS,

PUBLISHERS OF "THE WHEEL."

TWENTIETH ANNUAL

New England Fair

ON THE GROUNDS OF

The Manchester Driving Park,
 MANCHESTER, N. H.

SPECIAL PREMIUMS FOR WHEELMEN
 TUESDAY, SEPTEMBER 4, 1883.

Grand Bicycle Races—\$200.00 in Premiums.

Grand Parade of Wheelmen at 2.15 P. M., followed by Races, open to amateurs only, for which will be awarded the following:

FIRST RACE—TWO MILES.

3 prizes—Gold, Silver, and Bronze Medals.

SECOND RACE—ONE MILE.

3 prizes—Gold, Silver, and Bronze Medals.

THIRD RACE—ONE-HALF MILE.

3 prizes—Gold, Silver, and Bronze Medals.

Best two in three heats. Sweepstakes premium open to wheelmen of N. H.—Single dash of one mile, Society's Silver Medal, \$20.

The races will be in charge of the Manchester Bicycle Club. Entries will be free, and should be made on or before Thursday, August 30th, with Charles A. Smith, 797 Elm street, Manchester, N. H., the Secretary of the Club.

The track will be in good order, and ample provision made for the convenience of wheelmen.

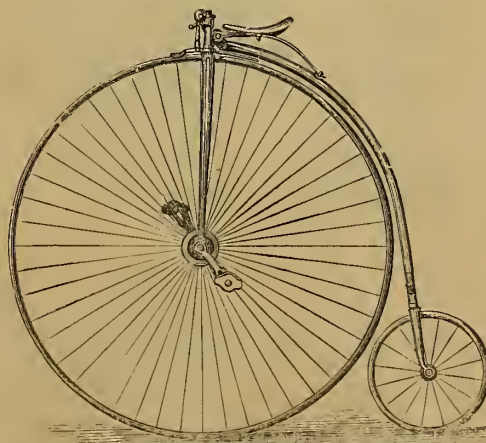
Clubs giving notice to the Secretary of the Manchester Bicycle Club, prior to Saturday, September 1st, stating proposed hour of arrival, will be met at the railway station and escorted to the wheelmen's headquarters at Hotel Windsor.

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 Summer Helmet. Agency and subscriptions taken for *The Wheelman* and *Amateur Athlete*. Bicycles repaired. Call or send stamp for catalogue to

166 MAIN STREET, CINCINNATI, OHIO,
 B. KITTREDGE & CO.

THE NO. 0 PREMIER.



Double adjustable Ball Bearings. Solid
 steel Forging Forks. Gun metal Hubs.
 Sixty-four direct Spokes. Andrews head
 five-inch centres. Finished in first-class
 Paint and Polish and supplied with all
 tools and necessities.

We have all the sizes in stock and
 confidently recommend them as the best
 value for the money of any Bicycle made,
 and an A 1 article for those who do not
 care to invest in a fancy machine at this
 season.

46-inch, Balls to front, Cones to rear		\$82 50
48 " " " " " " " "		85 00
50 " " " " " " " "		87 50
52 " " " " " " " "		90 00
54 " " " " " " " "		92 50
56 " " " " " " " "		95 00

A. G. SPALDING & BROS., 108 Madison Street, Chicago.

Send 3 cents for catalogue.

STALL & BURT,

509 TREMONT STREET, ODD FELLOWS HALL, BOSTON, MASS.,
NEW ENGLAND CENTRAL AGENCY FOR THE

"AMERICAN SANSPAREIL" BICYCLES,

ROADSTERS, LIGHT ROADSTERS, AND RACERS, AND THE

AMERICAN BICYCLE.

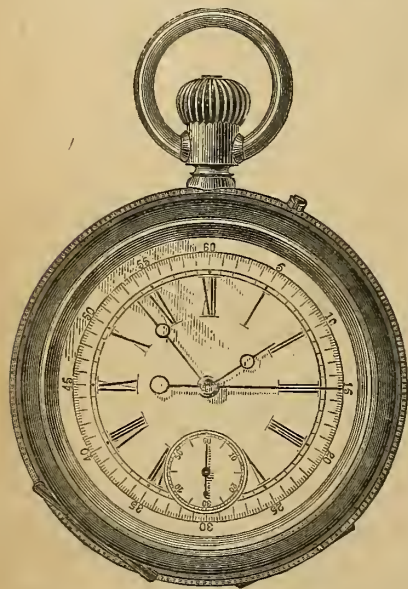
THE VICTOR ROTARY TRICYCLE

AND THE

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A FULL LINE OF SUNDRIES.

SEND 3 CENT STAMP FOR CATALOGUE.



After having Reduced the Price of the Celebrated

LONGINES

Chronograph Fly-back Watch

TO \$30,

We are now offering the most accurate and reliable timing watch in this market. All grades of fine and complicated watches, from the unequalled JULES JURGENSEN down to the lowest priced Swiss make.

FINE DIAMONDS AND JEWELRY.

Badges and Medals Made to Order.

Fine watch repairing in all its branches.

"LONGINES" EXACT SIZE AND APPEARANCE.

DOUGHTY & PEDERSEN,

23 MAIDEN LANE, N. Y.

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.

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Every evening at 8. Saturday Matinee at 2. After months of careful preparation Johann Strauss's beautiful Opera Comique.

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BY THE McCALL OPERA COMIQUE COMPANY
The Opera to be followed by a
GRAND PROMENADE CONCERT
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ARONSON'S CASINO ORCHESTRA.

MADISON SQUARE THEATRE.

At 8:30.
Teed Auditorium Matinee Wednesday at 2.
THE RAJAH. Constant Laughter and Applause.
THE RAJAH. A charming character comedy, with
THE RAJAH. exquisite scenery. Great cast.



All those who from indiscretions, excesses or other causes are weak, unnerved, low spirited, physically drained, and unable to perform life's duties properly, can be certainly and permanently cured, without stomach medicines. Endorsed by doctors, ministers and the press. *The Medical Weekly* says: "The old plan of treating Nervous Debility, Physical Decay, &c. is wholly superseded by THE MARSTON REMEDY." Even hopeless cases assured of certain restoration to full and perfect manhood. Simple, effective, cleanly, pleasant. Send for treatise. Consultation with physician free.
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FASHIONABLE BOOT AND SHOE MAKER,

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Fine Shoes a Specialty. Special Reduction to Bicyclers

THE PERFECT STYLOGRAPHIC PEN.



Just what you want when touring; just what you want for scoring; just what you want always. Sent by mail on receipt of price. No. 1, Engraved, \$1.00. No. 2, Engraved and Gold Mounted, \$1.50.

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We invite attention to our large line of bicycle suits; ready made; samples sent on request. Club uniforms a specialty. Estimates given on application.

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SUCCESSORS TO

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Clothiers,

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EASIEST TERMS,

FINEST GOODS.

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

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J. M. BRUNSWICK & BALKE CO.,

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NEW YORK.

THE MONARCH OF ALL.

THE GRANDEST, GREATEST, and most glorious Bicycle Camp, Meet and Tournament, will be held at SPRINGFIELD, MASS.,

SEPTEMBER 18, 19, 20, 1883,

UNDER THE AUSPICES OF THE

Springfield Bicycle Club.

BICYCLE RACES,

TRICYCLE RACES,

CAMP ILLUMINATION,

DISPLAY OF FIREWORKS.

3 BANDS OF MUSIC.

Prizes amounting to \$4,500.

\$1,000 Challenge Cup of solid gold and silver will be presented to the winner of the 20-mile Amateur Race by the Pope Mfg. Co., of Boston.

Wheelmen everywhere please send your name to the S. Bi. Club and receive the *Springfield Wheelmen's Gazette* FREE for six months. Gives full particulars. A good, readable paper, six months for nothing.

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Plan your summer vacation so you can enjoy the greatest bicycle event of 1883.

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FOR SALE BY

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Benj. G. Sanford, Div. Sec'y L. A. W., Continental Bank,
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The handsomest bicycle picture ever produced. Size, 13x17. Every club should have one.

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Bicycling supplies. Orders solicited.

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WHEELMEN'S RACE MEETING,

Sept. 1st, 1883.

\$250.00 IN PRIZES.

FOUR EVENTS. OPEN TO ALL AMATEURS.

Half mile dash scratch. One mile handicap. Two mile handicap Twenty-five mile scratch to beat record, 1:43½

Entrance fee of one dollar for twenty-five mile race, and fifty cents for other events, may be sent to E. K. AUSTIN, P. O. Box 2414, New York City. Closing August 29th.

Above races will be held on Grounds of Williamsburgh Athletic Club, Wythe avenue, Penn and Rutledge streets, Brooklyn, E.D. Called promptly at 3½ P.M. Grounds may be reached from New York via Roosevelt or Grand street Ferry and Franklin avenue cars.

The Wheelman

FOR SEPTEMBER.

The closing number of the first year, contains articles describing PHILLIPS and ABBOT ACADEMIES, ANDOVER; the MERRIMAC VALLEY; ATHLETICS and GYMNASTICS at HARVARD, and the History of LAWN TENNIS in AMERICA. President Bates contributes another of his delightful tales, "Sprague's Big Coon." There are five chapters of TRAILING ARBUTUS, a CHARMING, BREEZY, PIQUANT NOVELETTE. Besides these there are numerous articles of peculiar interest to Wheelmen. This number completes the second volume, and is accompanied by a very full and admirably arranged index to both volumes. All those who love good literature and fine art, or are interested in bicycling, should get this number, and see what THE WHEELMAN for the past year contains. Single copies can be obtained from all newsdealers, or from

THE WHEELMAN CO.,

608 WASHINGTON ST., BOSTON, MASS.

PRICE 20 CENTS.



Automatic and Instantaneous in Action.

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

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PERFECTION BICYCLE ALARM.

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

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ANNUAL

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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.

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

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MISCELLANEOUS.

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

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The Columbia,
The Harvard,
The British Challenge

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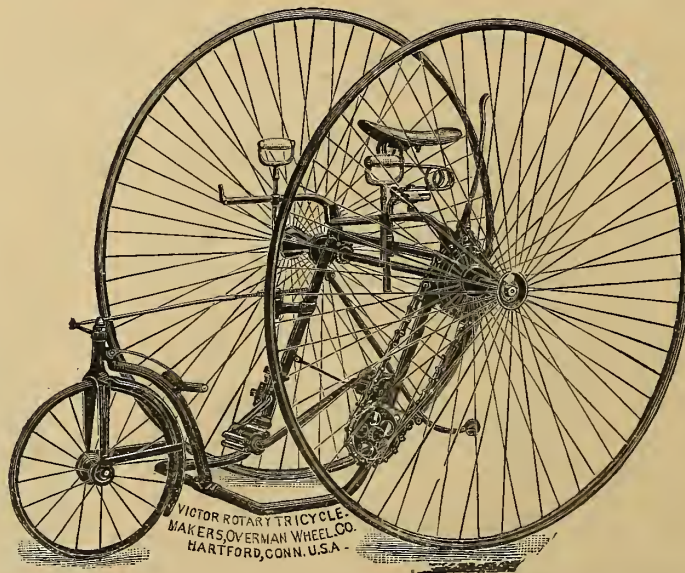
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Finished in Harrington's enamel, and gold lines. Handles, saddle-post, steering, hub caps, small hub, foot-rest and all nuts and bolts nickle plated on copper. Weight complete, ready to ride, 92 lbs. Saddle bag, spanners and oiler. Price, crated, \$160. 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

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THE WHEELMAN'S SONG.

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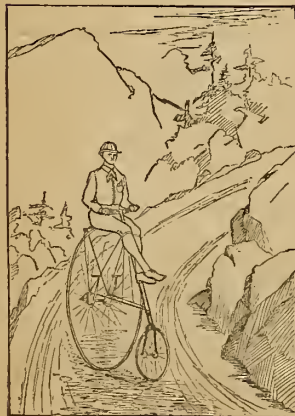
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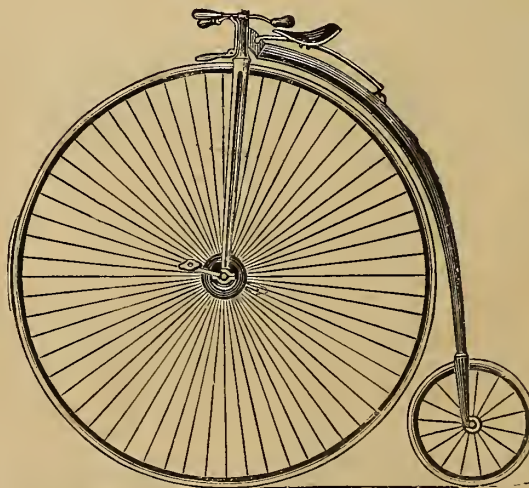
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Andrews' patent head, with 5 in. centres, elliptical steel backbone, fluted front and semi-tubular back forks, 26 in. dropped handle bar, gun metal hubs, direct spokes, detachable cranks, parallel pedals with Hancock rubbers, dust-proof adjustable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

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

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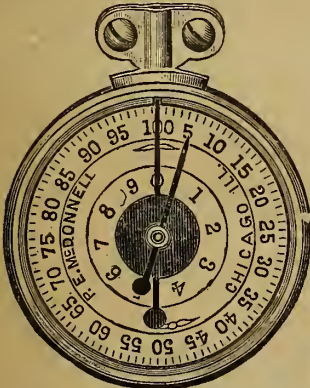
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Always clean and ready for riding direct from door to entrance of Central Park.

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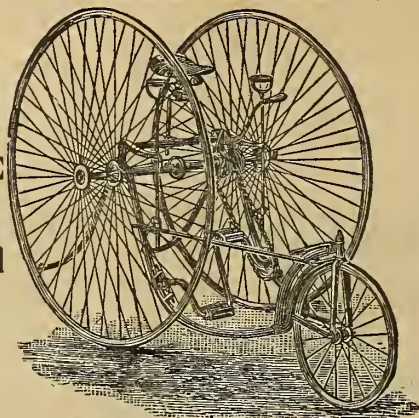
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FOR GENERAL USE

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"Who does not know the glorious fun that grows,
As part and parcels of the whirling wheel,
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EXPERT COLUMBIA.

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

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TRICYCLES.



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Nickel Plating, Painting and Repairing.

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MOST PRACTICAL

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THE "HARVARD,"

Introduced in 1878.

ROADSTER AND
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Introduced in 1880.

RACER, SEMI-RACER,
AND FULL ROADSTER.

THE "SHADOW,"

Introduced in 1881.

LIGHT ROADSTER.

We commenced receiving orders in advance for the 1883 patterns of the above favorite machines, as early as December last, and the indications are that the demand this season will largely exceed our facilities for supply. We are, therefore, compelled to warn our patrons that it is only by ordering early that they can hope to avoid the annoyance of delay.

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Our large Illustrated Catalogue, containing valuable information to purchasers and full description of our machines, sent post free to any address on receipt of a three cent stamp by us or by our agents as above.