

# THE WHEEL

## A JOURNAL OF CYCLING

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

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### CONNECTICUT STATE DIVISION.

The Connecticut members of the L. A. W. are hereby invited and summoned to assemble for the purpose of forming a State division, adopting a constitution and laws, electing officers and committees, and transacting such other business as may be properly brought before them. All members are invited, and it is hoped that there may be a large attendance, and especially that every League club may be represented.

The meeting will be held at the parlor of the New Haven Bicycle Club Room 7, Masonic Temple, 208 Chapel street, New Haven, at 11 o'clock A. M., on Tuesday, the 22d day of January, 1884.

STEPHEN TERRY, Chief Consul.

### THE CHICAGO TOUR.

After carefully and fully going over the proposed route of the *Niagara to Boston tour*, and considerable correspondence with wheelmen along the way, the route and schedule have been fixed as follows: Tuesday, July 15th, leave Chicago (9 P. M. train), arrive Niagara Wednesday noon. Proceed to International Hotel, dinner at 2 P. M. Wheel across foot Suspension Bridge and down Canadian bank of Niagara river, past new Cantilever and old Suspension bridges, whirlpool and Brock's Monument, to mouth of river, thence steamer across lake, spending night in Toronto. Thursday, 17th, wheel to Port Hope; Friday, 18th to Belleville; Saturday, 19th, to Kingston, thence steamer for Alexandria Bay, Thousand Islands. Sunday, steamer will be engaged for trip among the islands. Monday, 21st, steamer for Montreal, passing through all the rapids, arriving at 6 P. M. Tuesday, 22d, cars from Montreal to Burlington, Vt., thence steamer down Lake Champlain to Ticonderoga. Disembark, and wheel eight miles to Baldwin, head of Lake George, thence steamer down Lake, to Caldwell. Wednesday, 23d, wheel twenty miles to Saratoga. Thursday, 24th, wheel through Glen's Falls and Troy to Albany. Friday 25th, train through Hoosac Tunnel and Northern Massachusetts, to Fitchburg. Saturday, wheel to Boston. Sunday, 27th, and Monday, 28th, in and about Boston, perarranged programme. Tuesday, 29th, the Kennebec tourists leave Boston for a two weeks' tour up the Kennebec river, in Maine. Arrangements are made for our party to accompany them on first day's run, which is from Boston along the Atlantic coast, through Salem, Lynn, and Newburyport, to Portsmouth, N. H., thence rail to Portland, and train for home.

Mr. M. E. Graves, of New York, has been appointed Conductor of the tour. He will issue coupon tickets covering entire route, which can be purchased at very low figures. Marshals have been appointed in various States to head parties that will join us at Detroit, Niagara Falls, and Toronto. Convoys over the route are being appointed. All hotel arrangements and special steamers will be attended to by Mr. Graves. The historical features and points of interest connected with the route are being written up at length, and a large special map of the tour is now being engraved. An ambulance will accompany party during wheel trips. The roads embraced in the tour are excellent. Estimate of total expenses, \$75.

The above outline is respectfully submitted, and correspondence and suggestions invited. Very truly yours,

B. B. AYERS, Manager.

CHICAGO, 114 S. Hoyne Ave., Dec. 29, 1883.

### SOME SUGGESTIONS.

At this period of the wheeling season, when the two wheeled steed stands in its own secluded corner, almost inviting its enthusiastic rider to mount and glide over the surface of the unbroken snow, it seems fitting that some ideas should be advanced and discussions entered into for the purpose of enhancing the value and increasing the power of the League.

That this should be done, and would improve our status, needs but little argument. The time will pass, and is rapidly at hand, when the fifth annual meet and gathering of our great American association will take place. That all wheelmen expect some good to accrue from their annual exchanges of intercourse with cyclists, and mellowing of old friendships, wants little demonstration, and the idea must be advanced now how to make these occasions of greater benefit to League members. At present there are numbers of bicyclists who find no actual and necessary benefit arising from League membership. Residents of New York and vicinity owe as much to their own exertion as to those of the League for the privilege gained in that city, and many men hold their receipt of THE WHEEL as their sole gain. What I wish to suggest is that some great steps be taken to make the League of American Wheelmen a greater force, and that it have some real, great attraction about it, in order that its merits may be fully seen by the most ordinary, and some great advantages may arise immediately upon joining—some advantage that may not be gained by non-membership.

At present, as the League is constituted, and as I stated before, non-members gain almost as great privileges as members. At many hotels the former have the same rates as the latter; they have gained the same privileges as members by the contest in the Ohio house, and with few exceptions no tempting rights are guaranteed entirely to League members, as on some railways. I do not wish to be thought selfish in the advocacy of these views, but I do desire to see, and gained by us, something that may induce a greater and more advantageous growth and influence to our society. We desire to have a representative membership, and should graft more prominent persons into the organization. The Cyclists Touring Club possesses Lord Bury (whom I believe is now in this country), as its head, and we, too, should have many men of that stamp with us. I would suggest then, as one great way of making the L. A. W. a greater power among us, to restrict its privileges to *bona fide* members only. I never could see any palpable reason why consuls should secure hotels for all wheelmen, and why information and extraordinary attention should be extended to non-members. This is, of course, daily done, and is offered in consequence of the fraternal feeling always existing among "bikers." One thing then I say—let us restrict our privileges solely to our own.

Again, no practical help has been offered by the League as a body, and no encouragement granted to tourists. By this I mean no reliable guide has been presented by the League for our numerous roads. Mr. Pratt some time ago arranged and published a book containing a list of routes. This was very good as far as it went, and there remains no just reason why the League should not undertake and carry out, for the benefit of its members, such a directory of the principal thoroughfares. This could easily be done by State Divisions. Why should not, then, Jersey, for instance, publish one of its highways, and so on the other States maintaining Divisions? We might take a lesson from the Canadian Wheelmen's Association, numbering not five hundred members, in this respect, as they have just gone valiantly to work to issue such a valuable guide.

At our annual meeting it seems to me that it would be well to appoint speakers to present papers upon subjects of interest to the members, upon, for instance, any practical improvements that could be made upon machines, new road information, etc., and one rule which I should like to see greatly taken up by the League and amended—"limit" of



age, and that "limit" I would have twenty-one years. As the League is now constituted *any* rider may join, and much trouble has arisen from a membership of boys. What the League needs is men. If we could go to a politician and say, "We command so many votes, you must pass this measure," we would no longer hear of such idiocy as the Green bill. We would then be a political power, and if the New York officials restricted bicycling they would then quickly find that there were so many votes in New York city to defeat them. Thus, then, I say insist upon the League being composed of *men*.

Another feature I might offer for the organization to attempt would be this—the amalgamation of the Canadian Wheelmen's Association with the L. A. W. There exists no reason for a separate organization in Canada. There are only five hundred members, just sufficient to form a moderate State Division. Many of our cyclists tour in Canada, in consequence of the fine quality of the roads, and it would be a fitting termination of the Chicago Club's journey this year to see a union of the two organizations, and the placing of one at least upon a thoroughly sure foundation. That there remains much work for the League there can be little doubt, and that great results have been accomplished is only too apparent, and I trust as the League grows older it may increase in usefulness.

Jan. 10th, 1884.

SQUIBBS.

#### NO RECORD.

We enjoy an occasional try at the road records, but have never yet succeeded in coming near any of them, and don't suppose we ever shall; especially as we can put such an amount of hard work into a day under some conditions of the roads, and particularly in our vicinity, without showing many miles.

Not having had a good run for some time, and needing exercise, I arranged with one of our all day roadsters, whom I will call Crawford (as he might object to his real name appearing), to keep me company on his bicycle while I run the three wheeler.

Although it was late in the season, being near the shortest days, we thought we would enjoy a century run, so we started out at 5 A. M. from this city to run to Reading, and if things were favorable, part way or the whole way back.

It was quite cold and very fresh, so we started after a light lunch in very good spirits. "A light heart and a thin pair of breeches dances merrily through the world," so we run out 22d street and through the Park at a very lively pace. As the ground was hard frozen and my Victor was geared level, a good speed was pleasant for both of us. Our road led out the Lancaster pike, and we passed through Bryn Mawr, and run into Berwyn, 18 miles from start, at 7:15. This part of the road was very good.

We enjoyed seeing one of the grandest sunrises that ever—no, we won't say that ever was, because there have been several that escaped our particular notice,—but it was grand, anyhow. An immense amount of color, a few skimming clouds, a very clear atmosphere, and above all we were feeling good ourselves.

Thus far we had been taking the hills without rushing, but there was considerable wind to work against, so this part of the trip had called forth enough exertion to make us quite hungry. We congratulated ourselves on fixing that in Berwyn, but found the restaurant closed, so got some cakes and apples at a store, and rode on.

This place is on quite an elevation, which

we did not entirely comprehend till we struck off at an angle towards the valley of the Schnykill for about a half a mile, when we had such a view as I cannot give justice to in description. We came out upon the brow of a smooth, hard surface hill, very steep, and winding around with every few hundred yards a break to run the water across the road. To the right and left and three or four miles off, the river twisting and turning among the hills. Groves of trees and cultivated fields alternating very irregularly, from our position, clear across the valley to the hill tops, beyond and up and down the river as far as we could see. Great masses of smoke going up from the iron furnaces, looking like little bonfires, and, to complete the whole, the sun just high enough to shine down into the lowlands, touching all up with the most beautiful color and glow. But our machines are off, and away we go, feet up and brakes on. At first we go slowly, but the bike is after me, so I let out. The speed increases, and instead of rolling easily over the chucks my tri strikes the raised bumps, the cradle spring shuts up with a twang, then for an instant machine and all is entirely clear of the road, and away again like a bird soaring with wings at rest. Oh, my! I can't, I really can't half describe the feeling; one must try himself to understand. Such a coast and at such speed! but what a wind it makes, and how cold! When we stop at the bottom to take account of stock, I find my brake hand numb with cold, and upon removing the buckskin glove find the finger tips are all white. Crawford happens to have warm woolen gloves, more in keeping with the temperature, so he offers to trade till I thaw out. I am very glad to accept, but how my fingers ache a few minutes after when they warm up.

We here strike the common country road, and wend our way towards Port Kennedy, where we expect to cross the river. The road is a light clay, with occasionally sand and a good deal of loose stone, getting worse and more cut up as we proceed, being frozen in ruts and in many places water standing with a scum of ice, through which we would invariably cut, causing very slow progress. After crossing the bridge at the Port—and, as Crawford was kind enough to stay behind to let the heavier machine set its own pace, he was captured by the tollman and mulcted of his spare change. We have several miles of very hilly and bad road to run before we strike the Ridge pike, which is the direct road from Philadelphia to Reading, and no matter what the two-wheeled riders may say (and I'm an old one myself), I got along much more comfortably and with less actual exertion on the three wheeler, than if I'd had a single track machine.

After getting over this road we expected a change on the Ridge, and we got it too. The worst shaking up we had had for a long time, and we were very anxious to get to one of our way stations, Collegeville, where we counted on getting a good square meal. Although this road seemed all hill, yet it was pike in the worst sense of the word, without any side roads and very rough, every stone as hard as flint, with an independent level of its own. My companion made several remarks, and I would gently smile, as we would bend against the head wind which seemed to be increasing. At last we reached Collegeville, 33 miles, at 10 o'clock, where we spent considerable time looking for what we craved, and at last had to content ourselves, as before, with stale cakes, hard pretzels, and apples. We again take the

road, which, by the way, is very fair now, for Pottstown, eleven miles further on, and reach there in good time, and I am setting a wild pace through the town when I hear my name called several times, and turn to see a friend who insists, positively insists, on our stopping to dinner. Well, fellow wheelmen, all you at least understand our feelings. Was it right for us to allow him to make such a sacrifice? Then, if he could have known our capacity, would he have done it? It was useless to explain; he could not understand. But yet he should too, being a wheelman himself; yet he takes the risk. But he knows not of our former disappointments. We explain; he sets his lips tight, draws a long breath, and takes us in. After a good wash and brush, we are conducted into the dining room, introduced to our hostess, very pleasantly received, and—fed; they are very much interested in our run, and we are very much interested in the surroundings, especially that part of them placed before us. After ending up with mince pie, the very worst thing on a run, and then another piece, we have to refuse all other offers, and, with thanks to our kind hostess, we at last clear the brow of our friend by again taking to the road at 1 o'clock for Reading, 18 miles away. Our friend, with a catch in his breath and a blanched cheek, suggests our stopping to tea with him on our return, but we bring a bright smile to his face by stating its improbability.

Now, 1 o'clock is the time we should have been in Reading if we intended to come back by road the same day, but the unexpected roughness and badness of the road, and more than all the wind, made us just 18 miles behind our schedule. We now go on over a very fair road, some very nice coasts and some tough climbs, running into the city on a good long smooth hill, down which my machine seems to again feel its wings. While going at this rate, I observe a drove of cattle ahead taking most all the road; there seems more room to the left, so I plunge to that side close as possible, without slacking speed and it is funny to see the beasts chashez across, keeping heads towards me, ready to be frightened if I blew up. Crawford now took the other side, and the poor cattle seemed to look for an explanation, but we did not wait to give it, especially as all on the streets seemed so awed at the rate of speed we traveled. We now took the main street into the middle of the town, and looked up a restaurant and were busy sampling its wares, when a gentleman came in and introduced himself as a local wheelman, and offered to show us around. It was now 4 o'clock and we had only traveled 62 miles, so the idea of taking the return trip by road was rather discouraging. We gladly accepted our new friend's offer, concluding to take the evening train home. We rode around town, picking up several riders on the way, and had a very pleasant time during our short stay. The tricycle was new there, and all seemed surprised at its performances. The Reading Bi. Club seem to understand hospitality, but train time came and we started on the return; right here please notice, there was no charge made for the transportation of either machine, neither would the baggage man accept anything privately.

This run, although not many miles, yet it increased my respect for the possibilities of the tricycle, and I think Crawford would not now discount the machine as much as he might have done before this experience.

L. A. W., No. 462.

PHILA., Jan. 1, 1884.



## A REMINDER.

At a meeting of the Hermes Bicycle Club, of Chicago, held November 30, the semi-annual election of officers took place, resulting as follows: President, C. E. Murison; Secretary and Treasurer, J. O. Heyworth; Captain, R. W. Sargent; 1st Lieutenant, E. F. Sharp; 2d Lieutenant, H. M. Higinbotham; Bugler, C. E. Murison; Standard Bearer, M. D. Hull; Librarian, K. Fairbank. The club now numbers twenty-four active members.

September 28th the club offered a medal to the member who should turn out to the most club runs, and a first and second medal to members covering the greatest number of miles between September 28th and December 28th. The former was won by H. M. Higinbotham, the latter by E. F. Sharp and H. D. Higinbotham respectively, Sharp covering 2,725 miles and Higinbotham 2,432 miles.

The boys are daily riding in the Exposition building, and keeping themselves in good trim for next season's wheeling.

At present the club are in a very prosperous condition, and hope to help increase bicycling interests in Chicago. HERMES.

CHICAGO, January 1, 1884.

## THE WHEEL IN ST. LOUIS.

The year closing has been a memorable one for the wheel. Last New Year's Day the riders of St. Louis did not number fifty, but like the proverbial snowball, they increased as, like their wheels, they rolled on, and to-day this city boasts of over three hundred cyclers, of whom about six only are riding tricycles.

The Missouri Bicycle Club, of the five bicycle clubs here, still holds the palm in point of numerical strength and speed.

Early in the spring an inter-State race for the five-mile championship was held at the Fair grounds, contestants being invited from Illinois and Kentucky. The prize, a beautiful gold medal, was won by C. H. Jenkins, of Louisville.

The League of American Wheelmen now boasts of over 3,500 members, of whom 64 are of Missouri, and nearly all of the latter are residents of this city. A State division of the L. A. W. has been formed for Missouri, of which Richard Garvey is Chief Consul, Arthur Young, Treasurer, and Louis J. Berger, Secretary. Sub-Consuls have been appointed by this board, and League hotels selected by them, besides doing other good work for the cause. A series of distance guides, marking every mile from the court house to the county line along the Manchester road, will soon be put up under their supervision. The L. A. W. assumes all charges in the only suit brought into court this season wherein the bicycle figured. Ample protection and full road rights are guaranteed to all cyclers, and learned counsel has been retained to enforce these rights when necessary.

The inventive genius of the St. Louis riders came to the fore in the Duryea saddle, and Senseney automatic bell, both patented this season and received with much favor, being now in use from Maine to California. A parade and races of the wheelmen came off on July 4, and were very successful.

The Garvey medal was won by C. E. Duryea early in the season, and later by Louis Lueders, who now holds it.

At the Peoria bicycle races a nickel-plated Expert bicycle (first prize) and medal (third prize) were won by St. Louisians.

The Missouri Bicycle Club sent one dele-

gate to the annual meet of the L. A. W. at New York, who had the honor to be the first to cross the Brooklyn bridge from the New York side on a bicycle.

At the Springfield (Mass.) monster meet, in September, St. Louis was represented by the Chief Consul, and an exhibit of the St. Louis mammoth bicycle, nine feet high, attracted much attention, as did also the Centennial bicycle, also from this city, for which St. Louis claims the title of the pioneer city of the wheel.

The anniversary of the formation of the Missouri Bicycle Club was made the occasion of a delightful trip to Bartold's valley by the club, and a superb banquet tendered the club by Mr. Garvey was done justice to as can only be done by hungry and thirsty M. B. C. men.

About a month ago the son-of-a-gun hill in the rear of Manchester was climbed by A. Young, on a 50-inch Expert bicycle, and two weeks later the Rev. Jeremiah Dunn succeeded in reaching the summit on the same machine. This hill rises in some places as steep as 1 in 6, and is said by riders who have seen the famous Corey hill, near Boston, to be harder to mount than its Eastern rival, which has been mastered by only two riders of the many hundreds attempting it.

The asphaltum paving of Pine and Locust streets gave a decided boom to the wheel, and dealers report an increased demand for machines consequent on these improvements.

No serious accidents have occurred to riders during the year, though headers, it is alleged, have been taken occasionally. The American Star bicycle, with small wheel in front, made its first appearance here this season, and has met with considerable favor, about eight being now in use here.

The hospitable inns on the Manchester road, where the weary cyclist is wont to tarry, have not been forgotten by the men of the silent steed, and Christmas gifts were sent by them to Bartold's and Dietrich's.

The last ride of importance was the 105 mile run for prizes presented by the Missouri Wheel Company. Capt. Beckers called the run for November 18, and of over a dozen entries but seven completed the run, viz.: Greenwood, Berger, Lueders, Stone, Gordon, Reynolds, and Garvey, each of whom were presented with a beautiful silver medal appropriately inscribed.

For 1884 the wheelmen are confident of a decided increase in the number of riders and interest in their favorite sport.—*Missouri Republican, of St. Louis.*

## TRICYCLE RACING.

Only two brief years ago and cyclists in general showed by their contributions to the debates in the cycling press that, in their opinion, tricycle racing was not a branch of the sport to be cultivated. The idea of tricycle races on the path ever becoming popular was scouted by tricyclists particularly; and the *raison d'être* of the old Tricycle Association, in 1880, was the carrying out of a 50 Miles Road Race, commenced in the preceding year, by a private individual. The tricycles of the day were not then a "patch" on those of 1883, and their heavy cumbersome appearance recommended them more to road than to path riding. The improvement of the tricycle was sought and secured.

The first road race was won in 4 hours 55 minutes, on a rear steerer, in 1879; second in 4 hours 21 minutes, on a front steerer; third in 1881, on a front steerer, 4 hours 53

minutes; fourth, on a double steerer ("Coventry Rotary") in the wonderful time of 3 hours 47 minutes 40 seconds; while the time of the fifth race is, for various reasons, not worth chronicling. Each year the machines were lighter and more speedy, and the riders having paid special attention to their mounts, were able to give a good account of themselves. But for these improvements it would not be correct to credit the Road Race. True, it was the desire to appear well in the race on which tricyclists pinned their faith that the improved machine was produced; but it was only after hard training on the path that quick times were recorded. Because, to secure good records, the limit of lightness was resorted to, and these extremely light machines having been ridden on the road at a pace which few riders of the two-wheels could maintain, naturally drew the attention of bicyclists and tricyclists to the question of weight. Bicyclists had deemed the three-wheeler too heavy, and the tricyclists, from long experience, knew what a lighter machine would give. The lighter machines were now being made for racing, and, as in the case of the bicycle, tricyclists were beholden really to track-racing for the improvement in their steeds. When three-wheelers built exclusively for "the path," at a weight of 53 lbs., are being used all over the South, and even in the North, for road-riding, the improvement effected in the 120 lbs. or thereabout steeds of 1879 and 1880, will be clearly seen. True, machines of such lightness are not in general use; but that they may be used without a smash, is a point scored. In 1879 few bicyclists could have dreamt of a "perambulator" like the tricycle of that date, but now the ranks of three-wheelers are daily being swelled by riders of the "narrow-gauge" vehicle, as well as by the more staid and elderly gentlemen, who, a few years ago, never even thought of careening over Macadam highways at such a wild pace. The virtues of "gearing-up" are becoming known, and 1884 will see machines which will still be improvements on those of 1883.

When, in 1878, Keen and Stanton for amusement tried conclusions, the latter on a three-wheeler and the former on a very old bicycle, the tricycle was easily beaten, and was, of course, laughed at prodigiously. In September, 1879, a mile tricycle race at the Newcastle A. B. C. Sports, occupied 5 minutes 23 seconds!

In 1880, M. D. Rucker, from scratch, was carrying off races in 4 minutes 20 seconds or thereabouts, and in 1881, 3 minutes 56 seconds was considered good on the part of Hillier at Leicester, though, as a rule, times were always over 4 minutes, and nearer 5 minutes than the smaller time. Even in 1882, it took W. B. Kirsop 4 minutes 43/4 seconds to win the One Mile North of England Tricycle Championship, his time for scratch in the handicap which replaced that race in 1883 being a little over 3 minutes 48 seconds.

Down further North, not much attention had been paid to tricycle racing, and Corbett, of Leicester, had Bryson to oppose him in the mile race, held on the Powderhall grounds, in 1881. The demons, Hay and Sinclair, were out in 1882, and Hay was quickly on scratch. He had, however, 110 yards in the mile from Lowndes at the Scottish Meet Races, the latter winning in 3 minutes 27 seconds. A year later and Hay (on the occasion of the meet) walked away with the "mile" from scratch, in 3 minutes 40 seconds.—*The Northern Athlete.*



## EXPERT GRACES.

*Editor of The Wheel:* I have noticed your decision to print no more personal opinions about the "Expert" and other makes of machines, and, regretting your decision, I hope you will make an *exception* to the rule and permit the insertion of the present article.

There has been little said in favor of the Expert, considerable left unsaid, and a great deal said against it, and I ask your further indulgence because I think it *only fair* to the said machine that its *good points* and *graces* should be *dwelt upon* and set forth with as much *force*. I have already written on this subject in your issue of December 7th, 1883, wherein I give my version of *points of defect* and *room for improvement*, or *one side* of a two sided question; and I am grieved to see that my article has been misjudged and distorted, and my *suggestions regarded as criticisms*, and that I have been considered an enemy of the machine and *prejudiced* against it; this is *not the case*, and my recommendations to parties to purchase is hardly consistent with an enemy or one prejudiced.

To reach a degree of *perfection* is here impossible, and it is only when we know how others see us, and know our faults, that we can aim to a more correct way. This is equally true with regard to both beings and things.

I doubt if it is possible to find a bicycle with which no fault or room for improvement can be found, and if the bicycle's maker thinks well of suggestions given in reference to his machine, and, adopting any of them, finds he has improved his product, he has gone one step forward towards perfection; and by saying that it was only in this spirit that our remarks were made, we close chapter one and open chapter two.

There is as much difference in bicycles as in men; you will see some men models of erect carriage, graceful, handsome, and kingly; and again you will see some ugly, ungainly, and awkward, and so it is in machines.

To my mind, the Expert in its general form and contour, and its road appearance, is a machine handsome, stately, and graceful; its appearance impressing one with stability, solidity, and safety.

Speaking of solidity, stability, and safety, reminds me that I have seen the Expert ridden in some of the most difficult and dangerous places that one could imagine meeting in touring over ordinary *bad* country roads, and two personal incidents in my experience will suffice to illustrate my point.

I was out one moonlight evening last summer with a party, and my road companion was mounted on an Expert. A short distance ahead of me I noticed a bed rock in the road about a foot square and four or five inches high, with shelving sides. I steered clear of it, and at the same time calling back to him to "look out for that rock." He afterward said that I called too late to warn him, but that he had ridden *right over it* in safety.

I was with a friend on a run last Thanksgiving Day when he rode on his Expert down a mountain road, from an elevation of about 500 feet, and over a road—*oh! well, all the rest of us walked it*; the entire surface was stones and boulders from the size of walnuts to the size of a man's head, and there were ruts and gullies innumerable. My friend went down safely, although it was not a safe proceeding—he would not be dared.

I think I can safely say that there is no machine in the market the finish and nickel plating of which is either equal or superior to that of the Expert; and while it is said

by some that a cloak of nickel is like "Charity" in its covering, the "eating of the pudding" is proof to the contrary with the Expert, as its nickel plating, to stand as its does, *must* be well put on and upon a superior prepared under surface.

We very much admire the Stanley head and forks of the Expert, and believe them to be well and truly made, and thoroughly strong and reliable, and equal to any work required of them, and we cannot praise too much, Mr. Editor, the adoption for the Expert of the long distance centres upon the neck in the head. This feature affords a steadiness in riding not attainable with the old form of neck, and the first time we mounted an Expert we were surprised in being able to ride off *arms folded* because of this feature, and while other makers have also adopted this form of neck, we believe ourselves correct when we state that when "the Pope Co.," by their catalogue of March, 1882, first introduced the Expert to public notice, it was the only machine made in, or imported to, this country having this improvement.

Both of the Expert wheels we consider well made, finely finished, and models of true and accurate running; in other words, they must be *hung* with great care and accuracy, to run in their bearings with such precision. We think further that the wheels of all the Columbia machines have proved in use their sterling qualities. We can but speak well of the quality of the rubber tires and the manner in which they are set. We cannot say whether to credit this to good cement, or good workmanship, or *both*; but certainly they hold like a rock. The ebonite handles are a great feature, and we consider them superior to both horn and rubber, because they not only look better, but are clean, and do not either collect dirt or sweat the hands. The size and arrangement of the portion of the handle bar upon which the handles are screwed is certainly an improvement upon the slender stem used to carry most other handles. The Columbia ball pedals are, we think, certainly equal, if not superior, to ball pedals known distinctively as of English make; they are very free and easy running.

And now, Mr. Editor, let us set aside all points of theory and came down to the *bed rock* of practice, upon which use, and wear and tear show us the merits of the things with which we have to do, and, making all allowance for the comparative infancy of bicycling in this country, we truly affirm that great praise is due the manufacturers of the Columbia machines for their pluck and perseverance, and much credit is due the "Expert" as a good, true, and reliable steed of steel; and more would be superfluous, for handsome is that handsome does; and while parts of some machines have failed to come to time, we think the proportion of such exceedingly small, and, wishing our home steed a great and prosperous future, we subscribe ourselves as of old, CEREES.

## OPENING OF THE OLYMPIAN RINK.

Of the three thousand people assembled at the American Institute last Wednesday evening, on the occasion of the opening of the Olympian Club roller skating rink, probably to per cent. were representatives of the various city wheel clubs, who were anxious for some recreation and exercise, as long as it was connected with wheels.

To those whose last memory of the building was connected with the Prince-Woodside match, last winter, it was a transformation

scene. In place of the cold concrete acre there was a fine maple floor, laid at an expense of over \$10,000, and the icy temperature of the building was materially reduced by well arranged stoves and heated steam pipes, rendering the temperature warm and pleasant, and overcoats and wraps a nuisance. It would have perhaps been better to have retained the coats, as future developments will show.

The monotonous massive arches of the barn-like structure had been tastefully concealed with rows of Japanese umbrellas in variegated hues that were bestowed with a lavish hand, and the old building brightened considerably by this simple mode of decoration.

Up to 9 o'clock the floor was well filled with over 1,000 men, women, and children, and the clattering of 8,000 rollers recalled a tropical thunder storm, or the echoes of a Rip Van Winkle dream. Here and there a solitary wheelman with noisy bell was seen threading his way amongst a ceaseless moving crowd, who good-naturedly elbowed their way along, now stopping to admire the grace of some expert exponent of the art, or to laugh at the misfortune of a beginner who persisted in cleaning the floor at the expense of his clothing.

The Ixion "bus" was on hand, with the New York Division Secretary at the helm, who, besides treating a number of lady friends to a turn around the hall, gave us an opportunity for our first spin in the past three months.

After considerable exertion on the part of one of the managers, backed by a few good natured policemen, a section of the floor was cleared, and the well known D. J. Canary made his appearance and delighted the immense audience with a fine exhibition of fancy riding. The restless crowd swarmed and wriggled in their endeavors to skate in a space the size of an opera hat.

The irrepressible small boy was everywhere but in the right place, and it looked as if the exhibition was to be terminated in a manner not down on the neat programmes. A bottle-green skater went through manoeuvres in a creditable manner, and a regimental band did their utmost to drown the ceaseless hum. One feat after another quickly followed, and Canary had barely time to remove the backbone and mount on one wheel when the crowd on the floor closed around him. It seemed almost an impossibility to ride, but forward and backward he rode until an adventurous skater came too near, and compelled a hasty dismount that closed the formal opening, and the balance of the evening was spent pleasantly enough to the participants and their friends.

The management are to be praised for their enterprise, but must seriously be condemned for the inferior arrangement of their cloak rooms, where poor attendants and impolite and profane language on the part of a junior manager seemed to make many enemies of those who would have been friends to the new enterprise.

The checks on many overcoats and wraps were lost by the attendants, and for four hours three hundred persons struggled to obtain possess on of what properly belonged to them, and it was not until 1 o'clock that the last garment was given out. Many coats were lost in the struggle, and already several complaints have reached us, from well known wheelmen. We trust that the managers will be able to offer some explanation, or at least apologize for the language which was promiscuously bestowed upon both gentlemen and ladies, only equaling in vigor the utter-



ances of some writers in a very small portion of the bicycling press, who wish to be considered gentlemen, but fall far short of the mark they aim at.

### AN OLYMPIAN "GAME."

*Editor of The Wheel:* New York wheelmen, anxious for the promotion of public feeling in favor of the bicycle, are certainly to be congratulated that the reproach of last night's scene at the Olympian Club's (American Institute) opening falls rather upon roller skating than upon the wheel.

A most pleasurable occasion was terminated through the inefficiency of the management, in bitterness of spirit and expressions of wrath, not too strong for the occasion, but more forcible than polite, upon the part of those unfortunates who had confidently entrusted their overcoats, and, in many instances, feminine wrappings, to the "check room" of the concern.

At half past 9 o'clock, two patient lines were already in waiting, which increased as the evening wore away, until at midnight the lobby was filled with a coatless multitude, and at a point not far from 1 o'clock some were still mourning their missing property.

It cannot be urged upon behalf of those in charge of the affair, that it was the result of inexperience, as I understand that they have conducted such rinks at other places; and, even if so, nothing could excuse the gross want of good manners upon the part of one officious attaché, who managed to stamp the character of the place as unworthy of the patronage of those whose support should be most desired by the "Olympian Club."

My friends and self, who suffered personally at the hands and tongue of this individual, will thank you if you will permit us to warn the skating and wheeling public of what they may expect, if the beginning is a fair sample of the course to be pursued at this place in the future.

Yours,

F. H. T.

NEW YORK, Jan. 10, 1884.

### RIDING IN JERSEY CITY.

JERSEY CITY, Jan. 10, 1884.

*Editor of The Wheel:* It is with pleasure that I am able to inform you that the ordinance prohibiting bicycle riding in this city was rescinded by the Board of Aldermen on January 8th.

The Aldermen also passed as an ordinance the regular club riding rules, which are as follows:

**SECTION I.** That the use of bicycles and other similar vehicles in and upon the streets, avenues, and public places in Jersey City, shall be upon condition that the rider of any such vehicle shall keep and observe the following restrictions and regulations:

*First.* A light shall be carried on each vehicle when riding at night.

*Second.* No vehicle when mounted shall be ridden on any side walk or foot path.

*Third.* Vehicles when mounted shall only be used on the carriage way of any street, avenue, or public place.

*Fourth.* The rider of every vehicle shall keep to the right, and under no circumstance pass an approaching vehicle on the left, and on overtaking another vehicle shall ride to the left.

*Fifth.* Care shall be exercised in turning a corner of a street, and speed in riding through any main street or avenue shall not exceed ten miles per hour.

*Sixth.* In riding strict regard shall be paid to the rights of others to the public highway and caution used in approaching horses either standing or driven.

*Seventh.* In approaching a vehicle drawn by a horse, or horses, the driver's raised hand shall be understood as a cautionary signal, and when repeated the rider of the bicycle or other similar vehicle shall immediately dismount.

**SECTION 2.** That any person who shall commit or omit any of the acts the commission or omission of which are hereinbefore declared necessary to be done or forbidden, or who shall violate any provision of this ordinance, he or she so offending shall, for every such offence, forfeit and pay the sum of not exceeding \$20.

**SECTION 3.** That all ordinances and parts of ordinances inconsistent or conflicting with the provisions of this ordinance are hereby repealed.

I wish to thank THE WHEEL (for the gentlemen interested in this matter), for the kind advice it has given us from time to time, which has helped us to settle the riding question in this city in such an amicable manner.

Very respectfully yours,

ELLIOTT W. JOHNSON.

### APPOINTMENTS.

The L. A. W. membership in the State of New York, having reached that figure entitling it to eleven (11) additional Representatives.—ART. 4, Constitution—I take pleasure in appointing eight of that number, the three remaining being yet unplaced.

Fraternally,

N. MALON BECKWITH,  
Pres. L. A. W.

ADDITIONAL REPRESENTATIVES L. A. W.  
FOR NEW YORK STATE.

E. W. Adams, New York City.  
John G. Burch, Jr., Albany, New York.  
A. E. Fauquier, Mt. Vernon, N. Y.  
F. C. Hill, Peekskill, N. Y.  
Frank A. Egan, New York.  
J. R. Torrance, Troy, N. Y.  
W. L. Rathbone, Randolph.  
R. O. Osborn, Poughkeepsie.

### ADDRESS WANTED.

The address of Harry C. Nepson, formerly of Waterbury, Conn., is wanted by Frank E. Drullard, 405 Franklin street, Buffalo, N. Y.

### CYCLISTS' TOURING CLUB.

United States Chief Consul Frank W. Weston  
Savin Hill, Boston, Mass.

#### IMPORTANT NOTICE.

Each 1883 membership should before this have received, enclosed in his December *Gazette*, a renewal blank to be filled out and forwarded with the renewal fee of seventy-five cents, and addressed postal or reply to the Chief Consul as above.

This, if not already done, should be done at once. Names received not later than the 12th of January will be in time for insertion in the February *Gazette*. Applications for membership are now in order. Entrance fee twenty-five cents. Annual subscription seventy-five cents.

There will be a meet run, dinner, and business meeting of the C. T. C., at Poughkeepsie, N. Y., some time next spring, of which due notice will be given.

#### APPLICATIONS.

Elmer G. Whitney, 106 Dartmouth street, Boston, Mass.  
F. W. Bowler, 208 Superior st., Cleveland, Ohio.

## League of American Wheelmen.

The following is a list of applicants for membership received up to date and published in accordance with Article 111, of the Constitution. Any objection must be made to the Corresponding Secretary within two weeks from date of publication, and it will be considered confidential. It is the duty of every League member to examine the names of applicants and see that no objectionable person is admitted to the League. Candidates will please notice if their names and address are correct, and report any error at once to.

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

#### APPLICATIONS FOR MEMBERSHIP.

NO. 50. Total 41. NEW YORK, Jan. 10, 1884

##### Unattached—13:

- 87—L. E. Davenport, 120 Doriance st., Providence, R. I.
- 88—Wendell P. Anthony, Box 1094, Providence, R. I.
- 89—W. F. Graham, Jr., Meriden, Conn.
- 94—Geo. W. Gammons, Talbotville, Conn.
- 95—Allen Hammond, Rockville, "
- 97—Horace A. Adams, Willimantic, "
- 98—Fred. S. Page, " "
- 99—Fred. A. Chadband, " "
- 103—John Holt, Goldsboro, N. C. (Box 537).
- 113—Calvin E. Reed, La Harpe, Ill.
- 114—A. J. Hawaway, St. Mary's, Kansas.
- 119—D. L. Davis, Box 428, Salt Lake City, Utah.
- 123—Burt L. Lucas, Monmouth, Oregon.

##### New Haven Ramblers—add 3:

- 90—G. F. Eaton, New Haven, Conn.
- 91—J. M. Keever, Waterbury, "
- 92—J. F. Brooks, " "

##### Junior Wheelmen of Baltimore—add 3:

- 198—Wm. P. Hall, 460 Madison ave., Baltimore, Md.
- 200—Clarence B. Hight, 350 Druid Hill ave., Baltimore, Md.
- 207—Harry Kingsland, 487 Eutaw place, Baltimore, Md.

##### Rutland Bi. Club—add 1:

- 93—W. W. Burr, West Rutland, Vt.

##### Columbia Bi. Club—add 1:

- 111—J. E. Hunt, Columbia, S. C.

#### MASSACHUSETTS DIVISION—2.

##### Unattached—2:

- 124—Geo. A. Hopkinson, Box 95, Groveland, Mass.
- 130—Richard Booth, Box 426, Medford, Mass.

#### MICHIGAN DIVISION—2.

##### Unattached—2:

- 131—Carl Parmley, Onosso, Mich.
- 137—Jodie H. Robbins, Onosso, Mich.

#### NEW HAMPSHIRE DIVISION—2.

##### Manchester Bi. Club—add 1:

- 138—Chas. E. Lord, Manchester, N. H.

##### Rockingham Bi. Club—add 1:

- 143—George W. French, Portsmouth, N. H.

#### NEW JERSEY DIVISION—6.

##### Unattached—3:

- 157—William L. Fish, 67 Roseville ave., Newark, N. J.
- 168—Edward P. Woodruff, Bridgeton, N. J.
- 169—Theo. L. P. Mulford, Morristown, N. J.

##### New Jersey Wheelmen—add 3.

- 170—F. W. Goodsell, 114 Commerce st., Newark, N. J.
- 171—Henry Wesler, 63 South 13th st., Newark, N. J.
- 174—John Wesler, 63 South 13th st., Newark, N. J.

#### NEW YORK DIVISION—12

##### Unattached—5:

- 176—Chas. A. Klots, 511 East 162d st., N. Y.
- 182—W. H. Demarest, 25 Catherine slip, N. Y.
- 183—L. W. P. Stevens, P. O. Box 2063, N. Y. City
- 186—H. A. Van Liw, 21 East 73d st., " "
- 188—Charles Otis, 313 Greenwich st., " "

##### Citizens Bi. Club—add 2:

- 189—J. S. Aldin, 359 West 30th st., " "
- 190—F. Austin Roy, 210 West 31st st., " "

##### Schenectady Bi. Club—add 5:

- 191—Henry Horstmeier, Schenectady, N. Y.
- 193—Samuel R. James, " "
- 194—W. G. Seemerhorn, " "
- 195—Wm. S. Veeder, " "
- 197—B. Whitlock, " "





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

FRED. JENKINS, Editor and Cor. Sec'y L. A. W.  
45 West Thirty-fifth Street, N. Y.  
N. M. BECKWITH, Pres. L. A. W. } Editorial  
W. V. GILMAN, Treas. L. A. W. } Contributors.

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New York, January 11, 1884.

#### To League Members and Correspondents.

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

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

Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous contribution. 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 advertisement, and all business connected with THE WHEEL should be addressed to the firm. Make all Checks and Money Orders payable to OLIVER & JENKINS.

#### REPUDIATION.

In the *Bicycling World* of December 21st we had occasion to correct the editor of that paper for his interference with an entirely personal matter, and which we believe, as an interested party, we had a perfect right to do as entirely separate and distinct from any official position that the writer enjoys. The paragraph was as follows, and referred to the Springfield Club, on account of their unbusiness like action in regard to certain claims:

"No, it is not likely that I shall referee the races at Springfield next year; nor is it likely that wheelmen who admire fairness will support a club that *endeavors to repudiate its just accounts*. [The italics did not appear in the original.] There may be some few who swallow the story of a financial loss, but those who were present and know how to figure, know better."

The above words were written by the editor of this paper, who signed his full name to the same, in preference to using a *nom de plume*, which he had a full right to do, and which course, if adopted by any number of writers in the cycling press, would result in the purification of the tone of many slanderous articles that have of late become too common in the columns of our contemporary,

the *Bicycling World*. Had we signed our official title to the same, it would have been a different matter, and one in which we could have been held responsible to the Board of Officers. However, we do not propose to shield ourselves on that ground, as we are fully prepared to back up our claim that the Springfield Club have "repudiated their just accounts," and we propose to show, and we hope clearly, how they did it.

Before THE WHEEL was made the official organ of the League, its subscription price was \$1.50, and that of the *Wheelman*, now *Outing and the Wheelman*, was fixed at \$2.00. In order to extend our circulation, we made an arrangement with the Wheelman Company to furnish both THE WHEEL and the *Wheelman* at \$2.50 a year, both firms making a reduction. We advertised this fact and secured many subscribers, among them the entire Springfield Club, which at that time numbered 49 members.

In the latter part of March, quite a while before the League met in New York, and considerably before the Springfield tournament, Mr. A. L. Fennessy, who was Secretary of the club, wrote us that he had secured subscriptions to THE WHEEL and the *Wheelman* from his club, and the names would be sent to the Wheelman Co., he having promised them to one of the editors of that magazine while in Boston. Mr. Fennessy also wrote that he would guarantee that every new member of his club would become a subscriber upon joining. From this we infer that it was the action of the club as a whole, although we do not make the statement positively, presuming it was a similar arrangement to that requiring all new members to join the League of American Wheelmen by virtue of their club membership.

The names were sent us by the Wheelman Company, who were and are, of course, responsible for the payment of the same.

We sent the papers and entered upon our subscription books for a year the names of the entire Springfield Club, which had been forwarded by their Secretary to the Wheelman Company, and the first paper sent them was our issue of April 6, 1883. The Wheelman Company rendered Secretary Fennessy a bill for 49 subscriptions to the *Wheelman* and THE WHEEL at \$2.50 each. Mr. Fennessy paid the company something on account, but, in spite of his public statement that the club have "always paid their bills promptly," the claim was not settled on the 28th of May, two months after the contract was consummated, *nor has it been paid in full* at the present writing.

We have no doubt but that the Wheelman Company considered the account good, and were satisfied to let it remain open. We would doubtless have allowed the same had it been on our own books. Whether we would allow it now is not a matter of immediate interest or concern.

After the action of the convention, the Springfield Club, like many of our other subscribers received two copies of THE WHEEL—one by virtue of their subscription, and one paid out of the League treasury. After some time had elapsed, the Wheelman Company asked for their account, but the Secretary of the association wrote that the members of the Springfield Club refused to pay for THE WHEEL, although they subscribed for it two months before it was made the official organ, and most positively refused to pay for THE WHEEL, but would pay for the magazine. In consequence, there is to-day on the books of the Wheelman Company a balance of \$49 for 49 subscriptions to THE WHEEL, at one dollar each, which was the rate we charged that company, that cannot be collected, and which has been *repudiated by the Springfield Club*, as we understand the meaning of the word.

Webster, who is considered an authority on the English language by many, defines the word thus: REPUDIATE—To refuse any longer to acknowledge; to disclaim; as, the State has *repudiated* its debts. We think, consequently, that we used the correct word in our article to the *Bicycling World*, and are prepared to stand on that ground. We will not dwell on the fact that the prizes to the Connecticut, Citizens, and Ixion Clubs, and some others, yet remain unpaid. We will charge it merely to a delay in settling accounts, although it is now nearly four months since the tournament was held. We are not prepared to say that these obligations will be repudiated, as we believe they will be paid. In consequence of our statements, the Springfield Club have entered the following protest against the *Corresponding Secretary of the League of American Wheelmen*, which we would say, for the benefit of the club, can not be considered as a protest unless it bears the signature of four or more League members, and should be made against Mr. Fred Jenkins, as a League member, and not the Corresponding Secretary, there being no provision in either the Constitution or the Rules for action against an official:

Be it known that Fred. Jenkins, of New York, and the Corresponding Secretary of the L. A. W., has caused to be published in the *Bicycling World*, of Dec. 21, 1883, a statement to the effect that "the Springfield Bicycle Club having repudiated its just accounts," also in the same article that "a few may swallow the story of financial loss, but those who were present and know how to figure, know better."

At a regular meeting of the Springfield Bicycle Club, held Jan. 3, 1884, the following resolutions were passed:

*Resolved*, That in the publication of the above, the said Jenkins did willfully and maliciously misrepresent the Springfield Bicycle Club.

*Resolved*, That the said Jenkins be requested to retract the above statements in as public a manner as they were published.



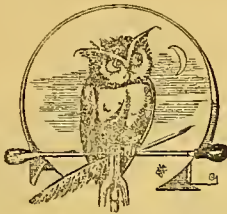
*Resolved*, That unless the said Jenkins complies with our request, the Board of Officers of the L. A. W. be requested to ask the said Jenkins for his resignation, or otherwise expel him.

*Resolved*, That a copy of these resolutions be forwarded to the officers of the L. A. W., and a copy for publication to the official organ of the L. A. W. (THE WHEEL), and to the *Bicycling World*, of Boston, in which the libelous article was published.

SANFORD LAWTON, Secretary  
Springfield Bicycle Club.

We invite a careful consideration of the facts presented, both from League officers and members generally.

There are many who laugh at the idea of accident insurance, and, we must confess, we did not have very much faith in its usefulness, as our riding experience of the past four years had proved to our mind that it was not absolutely necessary. We were persuaded, however, to take out an accident policy, last August, in the Fidelity & Casualty Co., 179 Broadway, New York, for \$5,000 in case of death, and which would pay twenty-five dollars per week if injured. In the middle of October we sustained an injury from which we have recovered, and last Friday filed a claim covering eleven weeks' indemnity. The company promptly paid the same, and we cannot but publicly praise their business methods. To the many wheelmen, who are dependent upon their salaries for support, we unhesitatingly say, get insured. And when you make up your mind to take out a policy, consult the Fidelity & Casualty Company.



Some horsemen sat in the front room of a noted road house on Sunday last looking at the long and varied array of sleighs as they swept by, when far away down the road appeared an object, that from a distance appeared to be a hybrid between a dodo and a whang-doodle. Bets were made as to what it was, when, rapidly approaching, it was discovered to be a bicyclist fully equipped in seal skin cap, gloves, etc., for winter work. Standing near, I at once recognized it as the Secretary of the State League, Sanford. Amid the silence that momentarily fell upon the assembly, an old man in a piping voice remarked, "Well, I'll be gol darned, but what funny things we do see when we ain't got any gun."

How many of the good intentions made by cyclers to date from the New Year have already been broken and gone to the golden whence?

The kickers, like death, bore a shining mark, but the League must have some better

excuse for their infantile protests, before any serious attention will be paid them.

Conant Foster, well known to readers of the *Wheelman* as a cycling poet, and to the early riders of this city as a cyclist of no mean ability, is one of the incorporators of the new floating theatre scheme, which proposes to establish theatres upon shipboard, and proceed by water to interior and inferior towns, to scoop the golden louis d'ors of the festive and verdant residents of pastures new and green.

Dick Nelson has presented the Ixions with a new house. It is true it is so small that it's only used as a matchesafe, but still it shows how the wealthy can help and aid their poorer neighbors.

It's really flattering to me to behold wherever I may go the counterfeit representation of myself. In painting and in chromo, in jewelry and in taxidermy, everywhere the owl occupies a prominent place. The Brooklyn bridge trustees have such an admiration for me that they have caused an owl to be etched upon the door of each of the bridge cars.

The irrepressable Pitt is out with some new photos of himself. They are in every position possible, and present not only a picture of the finest looking bicyclist in America, but also a full edition of all the medals and appurtenances thereof. N. B.—Please send orders early to avoid the rush.

Since I placed before the public the true meaning of L. A. W. as "Love All Wheelmen," I have often thought that that was good enough answer for my lady friends as to its meaning; but there were still two translations for ourselves that would probably be nearer true, if not so palatable. For the "kickers" L. A. W. means, "Let's Always Wrangle," while for us who labor for the best interests of the cause we translate it, "Let's All Work."

Vice-President A. Van A. Winans, of the Ixions, has been visiting Boston.

The Ixions, as good and worthy "C. T. C." ites, issued a call for their members to assemble at headquarters at 11 o'clock, New Year's Eve, and to proceed thence and tender their respects to State Consul F. G. Bourne, being at the same time his last callers in "'83" and first in "'84." In compliance therewith a large contingent, under the management of the "funny man," "the philosopher," and the "club liar," proceeded to make the call and Rome howl, both of which they successfully accomplished.

ELMIRA.—January 9, 1884, occurred the fourth annual election of the Elmira Bicycle Club, with an attendance of 19 members out of 33. The officers elected for the ensuing year are as follows: President, Lou H. Brown; Captain and Vice-President, H. Starr Kidder; Lieutenant, Ed. Coykendall; Secretary and Treasurer, Guy W. Shoemaker; Color Bearer, Samuel Ellis; Executive Committee, Dr. C. W. Brown, chairman, F. Z. Wilcox, J. B. Coykendall, H. S. Kidder, and Lou H. Brown.

The club is in a prosperous condition, all the members, acting, non-acting, and honorary, being League members.

We have at present three tricycles and one Sociable, which makes a pleasing variety in our club runs, and with a steady increase of membership we expect a boom in cycling circles the coming spring. PREX.

## FOR SALE AND EXCHANGE.

WANTED—52 or 54 inch E traordinary Challenge Ball Bearings all around; must be in first-class condition, and cheap Address BUSINESS, P. O. Box, 1083, Meriden, Conn.

WANTED—A 51-inch American Star Bicycle; must be in good order and complete. Address full particulars to THOMAS M. BOOZ, 43 Lexington st., Baltimore, Md.

56 INCH British Challenge, built by special order by Singer & Co., and embodying all the latest improvements, with extra finish and materials, fitted with "Challenge" cube pedals; Hancock tires; extra length drop handle bars, with very large horn handles; has also two brake bars; nickel-plated all over, and in splendid order. Cost \$185.00; will sell for \$140.00. Full particulars by addressing HARVEY HARRIS, No. 135 Douglass place, Chicago.

## MISCELLANEOUS.

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

## ST. LOUIS, MO.

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

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

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

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# EVERY MEMBER OF THE L. A. W.

**And all other Wheelmen who try it,**

*Will find that Two Dollars invested in a year's subscription to*

## **OUTING** **AND THE** **WHEELMAN**

*Is one of the pleasantest and best paying investments that can be made. Under the new name, and with the new management, all the features which, during the past fourteen months, have endeared THE WHEELMAN to the Bicycling and Tricycling fraternity of the world, will be continued and made stronger and better. The choicest wheeling literature, descriptive, practical, and poetic, and the best work of leading artists and engravers, illustrative of the experiences and exploits of wheelmen, will be published monthly in its pages. Besides this, a full and accurate monthly record of all important wheeling matters will be given, affording in the files of the magazine, or its bound volumes, a complete illustrated history, from year to year, of the progress and development of the bicycle and tricycle throughout the world.*

**IN ADDITION TO ALL THIS,**  
 OUTING AND THE WHEELMAN will present fresh, attractive and valuable literature covering the general field of outdoor recreations, pleasure, travel, physical culture, home brightening, &c. It is a magazine for every lover of nature, every devotee of any manly or womanly recreation, every tired worker of either sex who needs recreation and doesn't know it, and every woman who believes in making her home bright and cheerful.

### THE JANUARY ISSUE,

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

**PRICE, 20 CENTS.**

**TWO DOLLARS A YEAR.**

Liberal Premiums for all work done for us in obtaining new subscribers.

Send for List.

*The Wheelman Company,*

175 TREMONT STREET, - - - BOSTON, MASS.





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The Harvard,  
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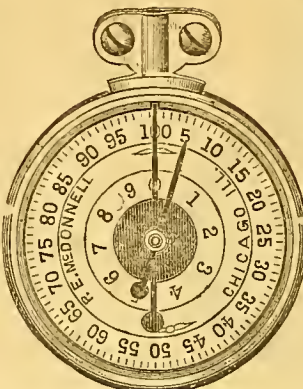
Send for terms and sample Alarm. Money refunded if bell is not satisfactory.



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

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A PRACTICAL ROADSTER, SAFE FROM HEADERS OR  
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The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

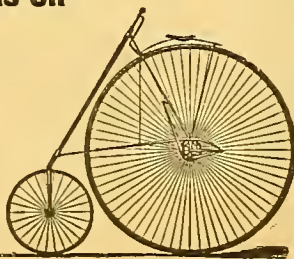
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

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

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

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IS THE ONLY RELIABLE FINISH FOR 'CYCLES.

*Long Tested and Proved Good.*

*It Stands all Weather and Mud.*

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

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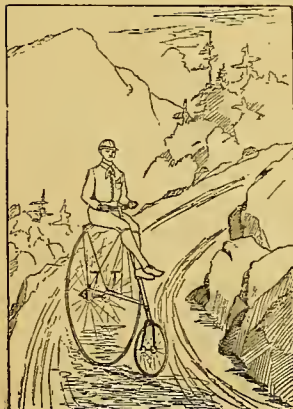
Respectfully announce that they are prepared to furnish first-class German Knitting-yarn Stockings in any color, worked in ribbed patterns, at the unprecedented price of

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

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

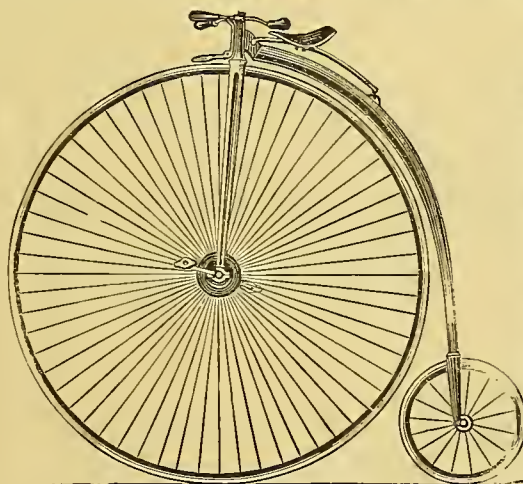
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Gentlemen: We find your Stockings to be all that they are described. OLIVER & JENKINS.



The American Sanspareil Roadster,

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The Strongest, Most Rigid and Handsomest Bicycle in America.

Andrews' patent head, with 5 in. centres, elliptical steel backbone, fluted front and semi-tubular back forks, 26 in. dropped handle bar, gun metal hubs, direct spokes, detachable cranks, parallel pedals with Hancock rubbers, dust-proof adjustable ball bearings, double-to-front single-to-back wheel. Fitted with handy tool bag, finish all-bright parts nicked on copper, balance finely, coach-painted and lined in gold and vermilion. Price, . . . . . \$125.00  
Or, full nicked, except felloes, . . . . . 137.00

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

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

The British, Sp. British, and Xtraordinary 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.

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

**BICYCLE RIDING SCHOOL,**

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

**A NEW LAMP AND TOOL BAG**

Expressly for the AMERICAN STAR.

Liberal discount to the Trade.



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

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

## WHAT HE SAID.

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

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

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

## WHAT IS THE FACT.

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

The 1883 Expert backbone is  $1\frac{1}{2}$  inch diameter at both points, and has no taper except toward the rear fork.

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

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

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

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

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

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

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

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

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

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

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

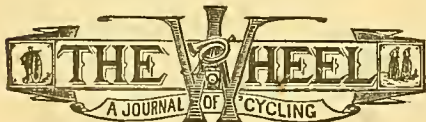
The Expert was designed, tested, and made by expert mechanics, expert riders, expert machinists, and is to-day ridden by more expert wheelmen, well known as such, in this country, than any other make of bicycle.

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

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

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

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THE WHEELMAN

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THE WHEEL,

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