

THE WHEEL

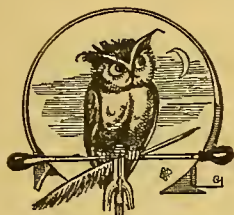
A JOURNAL OF CYCLING

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

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Every bicycler nowadays, is considered un-energetic if he does not attempt to make a record of some kind or another, or at least make one that somebody else has made.

Now has come that season of the year when the cyclist who has been forced to quit riding, through the inclemency of the weather, begins to look up matters pertaining to his comfort and further enjoyment of the sport in the coming season. Nothing so much adds to this as the proper choice of a uniform and a careful test of the new C. T. C. has satisfied me that it answers all these requirements, and is the only one that I have ever discovered that did.

The blue of the Citizens and the gray of the Ixions are often seen side by side upon the avenues these pleasant days, and bring to some of the older riders remembrances of days in the history of this country when wearers of blue uniforms rarely rode in friendly converse and companionship with those who wore the gray.

Jay Gould's son rides an old Standard Columbia. It seems hard to think that may be his father has not money enough to purchase the son one of a little better construction.

As has been previously remarked, it is somewhat of a frigid day in Siberia when the "old man" gets entirely left, and Pit's last performance shows his friends that he has not entirely lost either his pluck or his skill.

Why do writers and riders, when writing about their mounts, constantly endeavor to employ, instead of the proper nomenclature therefor, some poetic name, such as "silent steed," &c.? The riders of to-day but too well know that bicycles and tricycles are things of every day life for utility and prosaic uses, and not for poetic endearment by flowery and womanly names.

The Citizens have adopted a club cat, and have named him "Mack."

The coming racing season will show many astonishments to the knowing ones. It would not surprise me to see Hendee or

Gideon both clean Frazier out with his own mount.

Owing to about a dozen resignations from the "American Star Club" in Philadelphia, the Germantowns will probably gain this number of new riders, they having been accorded the courtesy of the Germantown's rooms.

Those sending me matter intended for use in this column, must append their names thereto, or else no attention will be paid them.

"The Cycle" contains a column of advice to young ladies entitled "Hints for love-making." After reading same, I have come to the conclusion that the editor has got the subject down entirely too fine, not to have learned it by experience.

THE SECOND CANADIAN TOUR.

Editor of the Wheel: The Chicago Bicycle Club, at its last business meeting, decided to hold its tour next year from Niagara Falls to Boston, leaving Chicago Tuesday evening, July 15th. The route so far decided upon is from Niagara Falls to Niagara, thence by steamer across Lake Ontario to Toronto; thence along the north shore of the lake stopping each night at Port Hope, Belleville, and Kingston. From Kingston by steamer among the Thousand Islands and down the St. Lawrence river to Prescott, from which place the wheel will be resumed along the bank of river to Montreal. Leave Montreal next morning, taking train down Lake Champlain for Lake George, from which region wheels will be used to Rutland, Vt., thence train over the mountains to Bellows Falls. Then down the Connecticut river through Greenfield to Springfield, and from thence via Worcester to Boston. From Boston take steamer to Portland, and thence home by rail through the White Mountains. The trip will consume two weeks, the bicycle mileage amounting to but very little more than the Canada tour. We are assured of a large party at the outset, for our old Canada tour crowd will be with us again. We do not think anybody had occasion to find fault with our management last year, and everything went along comfortable; but we will make this tour even more comfortable and throw in some luxuries. The territory covered is admirably adapted to touring, and in the light of an excursion is simply immense, for the diversity and varied scenery of the country passed through will be extremely interesting. Can you not speak of

this editorially and lend us the columns of the WHEEL to promulgate the gospel of touring? It is my intention to get up a pamphlet and map of the tour, giving all features, descriptive and historical, and have it in the hands of wheelmen in February or March.

Very truly,
B. B. AYRES.

114 So. Hoyne av., Chicago, Nov. 16.

WHEEL MATTERS IN SOUTH JERSEY.

Editor of The Wheel: I notice in the last number of THE WHEEL (which, by the way, is unusually good), the name of an applicant for membership in the League, from Salem, the first, I think, from that place, but it is to be hoped only the forerunner of a host. Updegraff, of the Star, has been in that city, and started a riding school, the result of which will probably be a doubling of the number of wheelmen there. There were about half a dozen riders before, but without organization.

A League Consul will probably be appointed there at once, as a recommendation has been sent in.

George M. Andrews has lately been appointed Consul for Woodstown, and wheelmen desiring information as to roads, etc., in this locality, or in fact for thirty miles around (for he has covered them all), will find him ready to respond. From the small number of wheelmen from abroad coming this way, I opine, that the good quality of our roads is not generally known. A favorite run is from Woodstown to Bridgeton, or Millville. The round trip to the latter place and return, via Salem, being 80 miles.

We were favored on the 3d inst., by a visit from the veteran Wheelman, of Millville, Thos. B. Somers, accompanied by Dr. Bolard, of the same place, who rode over to dine with Consul Andrews, and returned the same day. The day before three of the W. B. C., E. F. and A. T. Lewis, and Mr. Andrews, made the round trip of 72 miles, from Woodstown via Whig Lane, Pole Tavern, Elmer, Vineland, Millville, Bridgeton, Quinton, and Salem, to Woodstown, accomplishing the distance easily by daylight, with ample time for refreshments and rest en route.

The road from Woodstown to Salem (about 11 miles by the wheelman's route) can be ridden without a dismount. From Salem to Bridgeton, 18 miles, is equally good, with some magnificent coasting; while from Bridgeton to Millville the road cannot be surpassed. In the opposite direction, from

Woodstown to Woodbury, 16 miles, two turn-pikes lead by diverging routes, but meeting at Woodbury; one via Swedesboro, the other through Mullica Hill; thence to Gloucester, 4 miles of good road, and ferry to Philadelphia.

So this region is quite accessible and enjoyable. The writer having wheeled about 1,200 miles over these roads since the middle of May last, knows whereof he affirms. The above described routes are by no means the only good ones in the neighborhood, as nearly all the roads from Woodstown are good for the bike. If Karl Kron will come this way, we will furnish him a 100-mile run "straight away" or otherwise, which will fill his order. Have just read your editorial, "Ride with Care." Shake

Them's my sentiments, but it took a fractured jaw-bone and three weeks of nursing-bottle diet to get them firmly rooted. The wheelman who buys wisdom at the price of a broken bone, is very apt to make good use of the dearly acquired jewel thereafter. He is fortunate if the first purchase is not such that he will never have further use for the article.

When you get out, Mr. Editor, take a trip this way, and receive a welcome at the hands of the Woodstown Bi. C., and especially from SKEEZICKS.

PEORIA GOSSIP.

Our Club has taken a New departure and a new era has begun in bicycling in this vicinity, I am convinced. Not satisfied with our headquarters in the Academy of Music, new rooms have just been secured and fitted up in good shape, and will be formally opened with a reception Thursday evening, Nov. 15th. The rooms in question are located at 213-215 so. Adam St. and are in the business center of the city, passed by two lines of street railroads and in every way convenient and accessible. We have a large riding hall, which is suitable and which will be used for dancing and roller skating. Opening off the hall is an elegant club room, reading room and reception room combined. It is very nicely furnished, etc. The windows are ornamented with handsome drapery, and the doors opening into the riding hall are draped with portiers, while a handsome banner, in the club colors, with monogram, reaches from the top of the portier to the ceiling. Pictures, mainly of bicycling and out-door subjects abound, and the Springfield Meet Lithograph, without which no club room would be complete, is conspicuous. A piano, games of all kinds, files of all the bicycling and a few other sporting papers, complete the furnishing of this room. A Glee Club has been one of the institutions of the club for some time, and, taken with the fact that nearly every member plays some instrument, makes it evident that we have no lack of music. Adjoining the club room, and across the hall, are two large rooms completely filled with first-class gymnasium apparatus. The outfit is very complete and we have the best gymnasium in the city, without doubt.

Although the rooms have been open but a few days, they have already become the centre of attraction with the members of the club, and a jolly party of wheelmen may be found there congregated every evening. They have a decided attraction for the unattached, and our next business meeting will see numerous additions to our already large membership.

Receptions will be given at regular intervals during the winter, and especial pains

taken to interest desirable men who are not now wheelmen.

The indications are decidedly that the interest will not only be kept up through the winter, but that it will grow and find us in better shape in the spring than at the present time.

H. G. ROUSE,

Sec'y P. Bi. B.

NICKEL OR 'NAMEL—A NOVEMBER EXPERIENCE.

A cyclist looks along the muddy road
Which pluvial showers have drenched in
piteous mode;

He durst not bring his trike outside the gate,
For it is covered o'er with nickel plate.

Aforetime in the hot and dusty days,
The nickel glittered neath Old Sol's bright
rays,
But now grim winter has come round once
more;
The constant cleaning is a dreadful bore.

A glance inside the "Pushing Pennyworth"
Reveals therein of goods for sale no dearth;
Eld's, Adamson's, or Welsh's useful wares
Are warranted to rid us of our cares.

Some 'namel bought and duly plastered on,
We try th' effects of mud and rain thereon;
And in its sable gloss rejoice to find
Virtues more lasting, though of a duller
kind. —*Wheel World.*

THE NEW HAMPSHIRE RECORD.

Wednesday afternoon John N. Pearsons, Frank R. Parker, and Moses Sheriff, members of the Manchester Bicycle Club, left this city on the 4:20 Portsmouth train for Epping, where they were to meet a delegation of bicyclists from Portsmouth. But for some cause the Portsmouth boys were not on hand, and the Manchester riders made the trip to Portsmouth alone. The design was to see how many miles could be covered in twenty-four hours. The start from Epping was made at 6:25 P. M., arriving at Exeter at 7:10, Hampton 8:18, allowing ten minutes for necessary stoppages. The cyclometers registered seventeen miles at Hampton. Left Hampton at 9:20, arrived at Rye at 10:15; a little beyond Rye Parkers' machine broke the backbone, and he was obliged to retire, having covered 28 3-4 miles. A stop was made at 11:10, when the remaining two started for Portsmouth, where they arrived at 12 o'clock, midnight, precisely; cyclometers, 35 3-4 miles. There the party were joined by Frank Moses, of Portsmouth, a member of the Rockingham club, and leaving Portsmouth at 1:10 A. M., Thursday, reached Rye at 4:05; cyclometer's record, 42 miles. Left Rye at 5:15, and arrived at the Union House in Hampton at 7:00, via Little Boar's Head; cyclometers, 62 miles. Breakfasted and left Hampton at 8:35, returning to Jenness' at Rye, which was reached at 9:20. Archie L. Jenness joined the party here, which left at 9:55, with the cyclometers at 76. Proceeded round Little Boars' Head, ten miles beyond which Sheriff took a header, breaking handle-bar and pedal pin, which caused a delay of fifteen minutes. Sheriff had covered, up to this time, 88 miles, and he walked 12 miles into Portsmouth, where he arrived at 3:15 P. M., pushing his wheel, covering 100 miles. Riding time, 15 hours 28 minutes.

The trial was now left to Jenness and Pearsons. At 11:27 A. M., left the spot

where Sheriff broke down, arriving at Hampton at 11:36; cyclometers, 90 miles. Left Hampton at 11:45, arrived at Jenness' house at Rye, at 12:40 P. M.; 98 1-4 miles. Jenness dropped out here, having rode 22 miles. Frank Moses rode 41 miles in all.

Leaving Jenness at Rye at 1:05, Pearsons continued the trip alone, reaching Portsmouth at 2:05 P. M.; record, 105 miles. Left Portsmouth at 2:22, arriving at Epping at 5:55, making a total of 130 miles, being the largest 24-hour record made in the State. Pearson's riding time was 16 hours 10 minutes.

The night was bright but cool, and the trip was highly enjoyed. Sheriff was troubled with a lame leg which caused him some inconvenience in riding. His machine was a 52-inch Expert; Pearson's and Parker's 56-inch Standard. The cyclometers used were Butcher's on the 56-inch, and a McDonnell on the 52-inch.—*Exchange.*

IS THE EXPERT SUPERIOR TO ANY ENGLISH MACHINE?

Every rider who mounts an Expert will say "Yes." Don't be in too great a hurry, brother bicyclist, but listen to one who has made bicycles his study for many years gone by, and whose experience is not bounded by observations extending over a few "tours" on American roads; for while he does not hold up his own opinions to the admiration of the world, he does voice the opinions of those who have made bicycles for five, ten, and even fifteen years, and surely their opinions are superior to ours, which come from biased and partial minds, so far as "mounts" are concerned.

In the first place, if the Expert is superior to any English make, as "Hannah C." thinks fit to say, *why* is it?

Because it stood the Canadian tour better than Yales, Sanspareils, Premiers, Harvards or Clubs? We judge so; and as we do not think it fair to condemn any one or five machines when placed in a balance against fourteen Experts, we would like a little space, Mr. Editor, in which to give our wisdom (as obtained from others, and by personal experience), full play.

"Hannah C." says the front forks of the Experts are the most rigid, etc., of "any bicycle that has ever appeared in this country." This is not a just, but a sweeping assertion. Are English makers a lot of ignoramuses that they do not yet know how to make stiff front forks? We do not think so. What have Rudge & Singer, of Coventry, Hickling, of Maidenhead, Humber, of Nottingham, Clark, of Birmingham, and the Surrey Machinist Co., of London, been doing for the past dozen years that they do not know how to make superior forks? We have tested their forks in their own shops, and while Bayliss, of Coventry, says English front forks are from one to five pounds lighter than the average make, they cannot be excelled for stiffness and rigidity. We know this personally, and have heard it said by competent riders and judges, many times.

Tap the front fork of an Expert with your thumb nail, and then tap an Invincible (Yale), or Rucker, of nearly the same section. The Expert sounds dull and heavy. There is no sharp ring. Why? Because there is a *super-abundance of metal*. It is not necessary for strength to make the section an eighth or a quarter of an inch thick. It increases the weight without increasing the strength of a machine. We do not know of a more elegant front fork than the Surrey Machinist

Co.'s, or Rucker's. In appearance they are identical with the Expert's, but they are much lighter, and none the less stiff. We are not making these assertions hastily, but have carefully considered every word.

Take the front forks of an Invincible Racer. They are a marvel of lightness, and yet see how they stand up under Cortis when his tremendous muscle power is put on them between the handles and pedals? Have the Expert Racers as good a record? The Rudge and Sanspareil Racers have, and yet "Hannah C." sweeps them all away with a stroke of his pen. It is hardly fair, Mr. Editor, for while we are an American, do not like to see our English cousins slighted by a local rider, who puts up his opinion against their years of experience.

The fluted fork, as used in the Challenge Club, and other machines, possesses undoubted merits, but our experience tends to show that the broad, elliptical forks are better and handsomer.

One of the most vexed questions that has worried English makers for years, is, "Shall the perch, or backbone, be round, oval, or elliptical?" They differ in opinion, and while we cannot say that any section is superior to any other, if properly made, yet riders have their preferences, and buy to suit their tastes. Ask any mechanical engineer, however, if a plank on its edge will not bear more weight than lying flatwise, and he will say "Yes." From this we judge the elliptical perch is desirable, but it cannot be said to be better than the round or oval. "Hannah C." regards the round one with the most favor; the one and one-half-inch section as made for the latest Experts. Bayliss, of Coventry, puts a one and three quarter inch perch on his Duplex Excelsior, and other makers have the same privilege, but does this show because they are larger that they are better? Notice the delicate round perch of the light roadster Rudge. It looks as if too frail to bear its own weight, but last year we "banged" one over 1500 miles without an accident. We are riding an elliptical backboned machine now, but can hardly say it is any stiffer. We prefer it and we ride it.

The test of "Hannah C." mentions in regard to perches (by grasping the felloe and backbone and trying to force them together) demonstrates nothing, so far as our own, and the experience of makers we have talked to, goes. It simply shows the head may be loose, the bearings not properly tightened, or a "crystalized," springless tube of metal. To test it easily, take it out of the head, and take off the back wheel. Stand it on the floor, with the arch upwards, and see how much *dead weight* it will carry without "giving." If the Expert's backbone, which weighs, *on the scales*, from ten ounces to four pounds more than any English machine's perch does, will carry more pounds of "crushing force," then our tests were made carelessly (which we do not believe).

The machine we are riding the most now is a 60 inch Invincible (nearly like the Yale of the Cunningham Company), and while it weighs but forty-three pounds, we can truthfully say that we never before possessed so satisfactory a mount, so far as freedom from vibration and easy propulsion goes. On it we have negotiated many hills that resisted previous efforts on a 56 inch Expert, which we think is mainly due to the rigidity of front forks, and a light stiff wheel. The front wheel has 96 spokes, No. 16 wire, Birmingham gauge, and the celebrated D. S. H. rims, which, after many trials of other makes, we think cannot be beaten. English makers are

acknowledging this by adopting the Surry Machinists, Company's patents, and it will not be long before the D. S. H. rims will be as universally used in this country as they are in England. The Clement rim is something like it, as is also the Club, but both being shallower in section and made of one tube, they do not, and *cannot*, possess the strength. These rims would be a valuable addition to the Expert, along with smaller wire, say No. 13 instead of No. 11, as they now use.

"Hannah C.'s" suggestion in regard to rear forks is a good one, although we consider the semi-tubular rear forks preferable to the hollow ones, there being two less brazings, and consequently two less weak spots. A well made semi-tubular rear fork cannot be excelled, and when made as in the Invincible, (by splitting it out of the end of the backbone and pressing it into shape, doing away with any brazing) we do not see what form can be lighter, stronger or stiffer. A large majority of English makers use the semi-tubular forks, *brazed* to the backbone, which is recommendation enough, but as the Surrey Machinist Company hold patents on their back forks, the other makers are slower in adopting this novelty than they have been the novelties and improvements which the Invincible bicycle has undoubtedly brought out.

It has not been our intention to run down the Expert, or to puff up any particular make of machine, as every rider knows that our American machine is a good one, though ten pounds heavier than necessary. How has it stood the test? Very satisfactorily. Ask our English cousins how their favorite machines stand the test, and they will answer the same. We can reply by saying that we have ridden from twenty to thirty different makes and have owned many of these, but ever since our life was nearly lost by the breaking of an Expert backbone on a long coast we have been fearful of remounting this make. Since that dangerous fall we have ridden many machines down the same hill, with a larger front wheel and longer backbone, and although the perch was never over one and three eighths inches in diameter we have not had a mishap, which "speaks volumes for the excellency of the wheels."

We could say much more, and will be happy to do so at no distant day, Mr. Editor, with your kind consent, but we must now close. We are heartily glad America has produced so good a machine as the Expert. Much can be said for and against it, as can of every machine, but as every rider has his own mind and choice in the matter, it seems hardly necessary to say that the Expert is a better, or a poorer machine than those made in England.

PHIL. MOORE.

BY WHEEL TO "PUTNAM'S HILL," GREENWICH, CONN., AND BEYOND.

Our route lies through some of the most picturesque of New England scenery, noted alike for its walled fields, long, sunny slopes, and cosy homesteads which are pictures of solid comfort and good living. Grand and wide-spreading old apple orchards are here on either side, and in each "valley of babbling waters" we find their attendant cider mills. In this wheelback jaunt, the task of walking up the hills is more than offset by the coasting down, not to mention the charming views we get from their tops, and the chats with the farmers along the way.

One of these smooth down grades carries us on a quick run over a wooden bridge spanning the Mianus River, and into the sleepy hamlet from which the river takes its name. The sight of the wheel brought to a standstill what few signs of life there were, and we had their undivided attention at the dismount, as we reached the foot of Diamond Hill, on and about which the little town is built. Up the rocky hill we trundle, and mounting, glide silently past the village blacksmith, whose offer to "shoe our horse" we politely decline; then the road, flying back under us, looks like coarse, engraved lines on a block of wood; and we flit by a pretty stone church, with its tall spire, which is a landmark for miles around. At a cross road here is a leaning guide post, with its deformed hand pointing to Stanwich and Roxbury; we like the sound of their names, and promise ourself an exploration run that way at the first opportunity, sure of more interesting glimpses of rural Fairfield county. The sun comes out bright, and everything is serene, as we speed along a stretch of level approaching the historic "Putnam's Leap," familiarly known about here as "Put's Hill," through which the highway cuts at an easy grade, at a spot which vies with another a little to the south for the honor of being the one of that dangerous flight in years gone by, and in either case the wheelman wonders what variety of a "header" he must have taken in the descent, for even now, smoothed down as it is by time and the plow share, it is rugged enough, except where the old New York and Boston post road affords such good coasting.

On our questioning a boy as to "the exact spot of Putnam's Leap," he replied, with a sweeping flourish of his whip: "Oh, right around here somewhere, sir," and we were conscious of a decided feeling of relief and satisfaction at beholding "the exact spot."

How the old stage coach and four used to rumble over and through these hills and valleys in those palmy days of staging! How these hills have echoed with resounding horn and cracking whips from the tops of those old Pullman cars of other days. It was the rifle shots of hunters that they used to hear then in place of the now so frequent locomotive whistles we hear.

Now, miniature forests of maize and rye and oats clothe the hills once so densely clad with maples, beeches, oaks, and hickories, and which furnished such stores for their furry habitants, whose representatives yet frisk along the stone walls between the scattering trees of their choice, and whose presence add so much of life and pleasure to these November runs, which are all too infrequent.

But time flies, and soon the wheels do, as we mount and skim along over the well-kept road-bed leading into the prettiest part of a delightful country town—Greenwich. Here we pass the old house that was Putnam's Headquarters, and has been modernized, and is the summer home of a family of wealthy New Yorkers, as is many another house in this "Summer land of song"—and boarders.

We are wheeling past some of the finest residences and most attractive grounds to be found anywhere, and here is what one takes for a fine little City Park, but which a small sign-board politely says are "Private grounds; strangers will please not enter." We would like to shake the hand that worded it so carefully, and in such contrast to those so often seen, which tell you to "Keep off this place, under penalty of the LAW."

Great shade trees line this broad street, and there are spacious stone churches, and a little further on we glide up to the Hotel Greenwich, and around the corner into Greenwich avenue. From the head of it we can see down the whole length, nearly to the railway, and the little cove that puts in there from the Sound, whose waters glisten in the sunlight, and seem trying to prevent our seeing faint, blue Long Island in the hazy distance.

What charmed lives they must lead here; for on every hand are evidences of wealth and luxury out of the ordinary way. One thing they are slow about over here is the bicycle; for as yet there are none owned here, we are told, and we believe it from the interest they evince in our fifty-inch Columbia, in its holiday attire and best behavior.

Having paid our respects at the Graphic office, and done some business errands, we mount the tamed charger and coast down the avenue half a mile or so, under the railroad culvert and speed along en route for "the Point," where the shipping, a mill, and some stores are.

Down here everything smacks of the sea; old tars swagger about or sit spinning yarns the lee side of boat houses, and reckoning up their gains in the oyster traffic, in which many are engaged and talk knowingly of.

Bleaching in the sunshine and storms down here is the wreck of an old canal barge, which the oldest inhabitant says has been rotting there in the tides' ebb and flow for thirty-five years. Red rust stains in places the whitening old planks yet remaining, and little shell-fish cling to the old sides from which briny tears trickle down at each receding tide.

Just across the cove here, beyond the shifting sails, is the once famous "Tweed Club House," now enlarged and used as a summer hotel.

Our reverie is broken by the flapping sails of an oyster boat they are making fast to the wharf, the sun's westerling reminds us that day is nearly done, and we are soon doing some record breaking on a short cut route homeward.

STAMSON.

League of American Wheelmen.

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

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

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

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

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

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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.
Missouri, George C. Oeters, 209 S. Main st., St. Louis.
New Hampshire, E. M. Gilman, Nashua; Wm. W. McIntyre, Portsmouth.
New Jersey, H. C. Douglas, 82 Parkhurst st., Newark; E. S. Fogg, Woodstown; E. H. Rose, Trenton.
New York, C. K. Alley, care S. S. Jewett & Co., Buffalo; A. G. Coleman, Canandaigua.
Ohio, Al red Ely, Jr., 11 Granger st., Cleveland; W. H. Miller, Box 245 Columbus.
Pennsylvania, George D. Gideon, 1725 N. 21st st., Philadelphia.
Province of Quebec, J. D. Miller, Montreal.
Vermont, Frederick G. Tuttle, Rutland.
Wisconsin, A. Meinecke, Jr., Milwaukee.
Wyoming, C. S. Greenbaum, Laramie City.

DIVISION SECRETARIES.

The following is a list of the Division Secretaries to whom applications should be sent, or any inquiries concerning the Division addressed:
Indiana, M. F. Robinson, 47 Vance Block, Indianapolis.
Kentucky, A. S. Dietzman, Louisville.
Massachusetts, Frank P. Kendall Box 555 Worcester.
Michigan, W. C. Marvin, Ovid.
Minnesota, Fred S. Bryant, St. Paul.
Missouri, L. J. Berger, St. Louis & San Francisco Railway Company, St. Louis.

New Hampshire, E. A. McQueston, 654 Elm st., Manchester.
New Jersey, Harold Serrell, Plainfield.
New York, Benj. G. Sanford, Box 2425, New York city.
Ohio, C. J. Kray, Columbus.
Pennsylvania, Victor M. Haldeman, Marietta.
DIVISION TREASURERS.
Massachusetts, Charles P. Shillaber, 131 West Chester Park, Boston.
Michigan, G. E. Gorham, Marshall.
Minnesota, Capt. Young, Northfield.
Missouri, Arthur Young, Fifth and Walnut sts. care Frisco Line, St. Louis.
New Hampshire, C. H. Sanders, Fisherville.
New Jersey, Fred Provost, pro tem., New Brunswick.
New York, Louis H. Brown, 153 Lake st., Elmira.
Ohio, D. E. Barnum, Springfield.
Pennsylvania, Fred McOwen, 216 S. Third street Philadelphia.

NOTICE TO BICYCLE CLUBS.

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

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

NUMBERS ON MEMBERSHIP TICKETS.

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

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

Yours fraternally,
 W. V. GILMAN,
 Treasurer.

TRANSPORTATION.

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

TRANSPORTATION CHARGES.

Boston & Albany charge one cent per mile; minimum charge fifty cents.

Boston & Maine charge twenty-five cents any distance.

Pennsylvania and Philadelphia & Reading, 25 cents for 50 miles or less, and one half cent per mile over fifty.

Eastern Railroads—One-half cent. per mile, minimum charge of twenty-five cents, owner's risk.

Between New York and Boston all Sound lines 50 cents, viz.: Fall River line, Norwich line, Stonington and Providence line. New York and Albany, People's line, 40 cents for one, 25 cents two or more; New York, West Shore, & Buffalo, N. Y. & Cent. Hudson River, New York, Lake Erie and Western, 25 cents for 50 miles or less, 1-2 cent each additional mile. New York to New Haven, via boat, 25 cents.

L. A. W.

APPLICATIONS FOR MEMBERSHIP L. A. W. No. 45. Total, 25. NEW YORK, NOV. 23, 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 address are correct, and report any error at once to.

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

Unattached—10:

- 3166—Hal B. Donly, Simcoe, Can.
- 3169—Walter R. Roberts, 7 Main st., Bangor, Me.
- 3170—J. G. Ramey, Southern Express Co., Rome, Ga.
- 3172—Fred. A. Jackson, box 429, New Haven, Conn.
- 3175—H. Alton Chidsey, 198 Exchange st., New Haven, Conn.
- 3176—Geo. C. Kirkham, box 455, New Haven, Conn.
- 3177—Leroy J. Kirkham, box 455, New Haven, Conn.
- 3193—Eugene P. Newhall, 288 Washington st., Minneapolis, Minn.
- 3227—Chas. E. Miller, box 35, Norwalk, Conn.
- 3194—S. B. Wright, 346 Arbor Place, Chicago, Ill.

New Haven Ramblers—add 1:

- 3189—M. R. Halliday, 366 Whalley ave., New Haven, Conn.

Hermes Bi. Club—add 3:

- 3195—John Corwith, 1702 Michigan ave., Chicago, Ill.
- 3198—Howard Page, 1803 Indiana ave., Chicago, Ill.
- 3203—Elmer B. Martin, 2706 Michigan ave., Chicago, Ill.

Rockford Bi. Club—add 5:

- 3205—Freeman Lillibridge, Rockford, Ill.
- 3206—Herman Burpee, Rockford, Ill.
- 3207—Frank Ashton, Rockford, Ill.
- 3209—Arthur U. Willoughby, Rockford, Ill.
- 3214—Ed. H. Wilcox, Genoa, Ill.

MASSACHUSETTS DIVISION—1.

Unattached—1.

- 3215—Chas. J. Keen, Easthampton, Mass.

OHIO DIVISION—3.

Unattached—1.

- 3217—Chas. F. Ressler, Eaton, Ohio.

Cincinnati Wanderers—add 1:

- 3218—Sherman Gere, Avondale, Cinn., Ohio.

Champion City Bi. Club—add 1:

- 3225—Stanley S. Myers, Springfield, Ohio.

PENNSYLVANIA DIVISION—2.

- 3220—Edward Conner, 126 South Eighteenth st., Philadelphia, Pa.
- 3224—Albert B. Parker, Norristown, Pa.

IXION'S LONG DISTANCE RUN.

The Ixions started at 12 midnight on Saturday, to attempt and gain the record for the longest club run for any club in the State, within 24 hours. For this purpose they had gone to Red Bank, N. J., having been informed that suitable roads there existed for their purpose. The contrary fact was not learned until the accidents of the first part of the run thoroughly established that the roads could not have been much worse, and any record made thereon would be fully earned by hard work. Six men started at 12 o'clock, exactly, the time and word being given by

Dr. Marsden, the local Consul. Their names and mounts were as follows: Will R. Pitman, 56-in. Expert, McDonnell Cyclometer; Geo. B. Pearson, 52 Expert, Pope Cyclometer; Geo. C. Saffer, 54 Expert, McDonnell Cyclometer; Wm. DaCamara, 52 Expert, McDonnell Cyclometer; Ed. Everett, 49 Timberlake, Pope Cyclometer; Jas. S. Burdett, 50 Expert, Ritchie Cyclometer. The reading of the cyclometers was taken by Dr. Marsden, and found to agree with the score sheets of Frank A. Eagan, who was to keep the records of the run. It was understood that only four of the starters, Pitman, Pearson, Everett, and DaCamara, were to endeavor to make any extended run; the balance simply started to keep them company as far as possible. Dr. Edwin Field, of the Monmouth Wheelman, of Red Bank, acted as guide, and Jack Keene coached and looked after the contestants, in which he was ably aided by "Doodle" Robinson. The route taken was from Red Bank to Sea Bright, a distance of 6½ miles each way. On the first round on this route, Everett was thrown, and, breaking his handle bar, was out of the race, while DaCamara, having only bent his in the same fall, waited until his return to starting point, to straighten it, and, in doing so snapped it off leaving him to follow Everett into retirement. There now remained only Pitman and Pearson, and it soon became evident that Pitman was going to astonish his friends in this run. The first 13 miles to Sea Bright and return was made in 1-17 by Pearson, Saffer barely 1-4 of a second later; and Pitman 7 1-4 minutes later; Saffer and Pearson here dismounting for 5 1-4 minutes, while Pitman kept on. The next round found Saffer out from a header and Pitman and Pearson passing starting point at 2.50 1-4 together. Pearson here dismounted and Pitman continued without a stop, reaching Red Bank again at 4.20, and dismounted for a rub and rest till 5.04 1-4, when he mounted for beyond Elberon 15 miles from start from there to Sea Bright to West End, 6 miles, to start at Red Bank, 13 miles, arriving at 7.55. Rest was then taken till 9.35 and run to Keyport and return, 12 miles each way, made by 11.58 1-2. Dinner and rest till 1.16 1-2 and start again for West End 13 miles, to Sea Bright 6, back West End 6, West End to start, 13 miles by 5.32 1-2. Supper and rest till 6.32 1-2, found darkness awaiting him, and the poorness of the roads not warranting his riding them, he did two miles stretch upon Front street until 8, when he was stopped by Keene's advice. He had then ridden 10 miles, making a total of 153 miles in 20 hours, or in 15 hours and 48 minutes actual riding time. Pearson stopped after having ridden 101 3-4 miles at 8.13 P. M.

The thanks of the Ixions are heartily given the Monmouth wheelmen and their President, Dr. Marsden, and also to Dr. Field for their aid and assistance in making the run what it was.

Too much cannot be said of the care given the contestants by Jack Keene, who was everywhere apparently, first in the kitchen getting meals, then mending machine, then rubbing down, and last, but not least, riding and helping by his presence to push them along. Robinson also did all in his power to aid and assist. Next year Keene will come over early enough before the Springfield races to train those who desire to ride there, and the Ixions intend having him train and care for four or five of their men, who will endeavor to do 200 miles in twenty-four hours.

SELAH.

MANSFIELD GOSSIP.

Editor of The Wheel:—Probably this is the first "Note" you have heard from this city of hills and bouldered roads. Well, it is not strange, the reason is apparent in the above sentence, but to an American all things seem possible. Thus it has been here. Two or three solitary riders have graced our streets for the past few years. But on Nov. 1st, sixteen young men, citizens of Mansfield, organized the "Mansfield Wheel Club," and I am glad to say they have the nerve, the influence, and all other necessary qualities to make the club one of the clubs of Ohio. We have determined on holding a loan exhibition and fair, beginning on January 17th, 1884, to continue six days.

Loans for the occasion are solicited from all parts of the country. Already, quite a variety of curiosities have been tendered, and all things indicate a *perfect success*. The membership of the club consists of the following persons, all applicants for membership to the "League of American Wheelmen," except two, whose names will be forwarded at our next meeting: Rolla Taylor, Pres.; L. S. Harmon, Vice-Pres.; C. H. Elliott, Treas.; A. P. Seiler, Secy.; Efflo Proctor, 1st Lieut.; Theo. H. Campbell, W. F. Harn, Geo. U. Harn, D. Huxthall, Dr. E. D. Rumpler, C. J. Harris, Rufus Tracy, Frank Gadsby, E. H. Lindsey, B. J. Balliett, C. H. Snyder, Capt.

MANSFIELD, Ohio, Nov. 19th, 1883.

CYCLISTS' TOURING CLUB.

FOUNDED 1878.

This international organization has over ten thousand members, and is increasing its strength daily, in nearly every civilized country throughout the world. Amateur cyclists everywhere are cordially invited to join its ranks. Applications should be sent (preferably through a State or City Consul) to Frank W. Weston, United States Chief Consul, Savin Hill, Boston, Mass., who will forward blank form to any address, on receipt of a stamped directed envelope. The dues are—for the first year—including the silver badge, \$2.50. Subsequent dues, 85 cents per annum.

NOTICES.

The Chief Consul wishes to call attention to resolutions, Nos. 410 and 411, *Club Gazette*, Oct., 1883, pages 353 and 354.

The C. T. C. uniform is fully described in the C. T. C. column of *The Wheel*, of 15th June, 1883, page 5, and a large size photograph showing front and back view, can be had by sending ten three cent stamps to "Partridge" photographer, 2832 Washington street, Boston, Mass. Lady members can now obtain the club cloth for Tricycling costumes as wanted.

The Club Handbook for 1883, (thirty cents), and the new sterling silver badge (two dollars), can now be obtained from the Chief Consul.

The Eighth Annual Meet, at Harrogate, Yorkshire, England, will take place on the first Monday in August, 1884. All American members who possibly can, should make it a point to attend. Arrangements for reduced steamship rates are in progress, and the Chief Consul will be happy to afford information to all who may be interested. The last practicable date of sailing will be Saturday, 22d July next.

Letters to the Chief Consul requiring reply should always have enclosed a stamped directed envelope.

APPOINTMENTS.

Consul for Marietta, Pa., VICTOR M. HALDEMAN, of Marietta.

Consul for Scranton, Pa., F. C. HANO, of Scranton.

Consul for Newburyport, Mass., W. C. JOHNSON, of Newbury, Mass.

Consul for Bethlehem, Pa., JAS. S. DODSON, 32 Centre street.

APPLICATIONS FOR MEMBERSHIP.

R. G. Gamwell, 68 Doyle avenue, Providence, R. I.

I. de Selding Brown, 138 St. John street, New Haven, Conn.

A. A. Gamwell, 68 Doyle avenue, Providence, R. I.

W. B. Holt, Howell, Mich.

Percy C. Winter, New Brighton, Staten Island, New York.



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
W. V. GILMAN, Treas. L. A. W. { Contributors.

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New York, November 23, 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.

OUR NUMERICAL STRENGTH.

While there are doubtless many in the League who have noticed the unusually large lists of applications as published from time to time, there are few, outside the Board of Officers, who have any idea, otherwise than a general one, as to the exact number of active members, or where they are located. Without commenting on the significant fact that we number now one thousand more names than were ever enrolled on the books of the League, we will print a table that has been prepared, showing the exact membership up to and including the list of applications published November 2d. Should we include the lists of the past two weeks it would swell the total of 3,130 somewhat, but, as all have not been published the required length of time, we prefer only to give the standing at the first of the present month.

Classified by States, the list is as follows:

| | |
|--------------------|-----|
| New York..... | 654 |
| Massachusetts..... | 556 |
| Pennsylvania..... | 473 |
| Ohio..... | 327 |
| New Jersey..... | 203 |
| Connecticut..... | 193 |
| Illinois..... | 100 |
| Michigan..... | 99 |

| | |
|---------------------------|-------|
| New Hampshire..... | 93 |
| Maryland..... | 76 |
| Missouri..... | 64 |
| Kentucky..... | 32 |
| Iowa..... | 31 |
| Maine..... | 30 |
| Wisconsin..... | 28 |
| Indiana..... | 24 |
| District of Columbia..... | 22 |
| Vermont..... | 21 |
| Canada..... | 18 |
| Rhode Island..... | 17 |
| Tennessee..... | 14 |
| South Carolina..... | 9 |
| Colorado..... | 8 |
| California..... | 6 |
| West Virginia..... | 6 |
| Texas..... | 5 |
| Germany..... | 4 |
| North Carolina..... | 2 |
| Minnesota..... | 2 |
| Kansas..... | 2 |
| England..... | 2 |
| Arkansas..... | 1 |
| Arizona..... | 1 |
| New Brunswick..... | 1 |
| Virginia..... | 1 |
| Georgia..... | 1 |
| Dakota..... | 1 |
| Delaware..... | 1 |
| Total..... | 3,130 |

This list is instructive, as it furnishes not only evidence as to where the most active interest is being evinced, but proves that the existence of a State division tends to increase the membership of the League, and unite its supporters by giving them a closer insight as far as the League work in detail is concerned, while the general interest is kept alive by the publicity given to its doings in the official organ.

According to the revised Constitution, as "no State with a membership of less than fifty shall be entitled to a Representative," this table will cause some vacancies in the Board of Officers, while other States, by their increased numbers, will be entitled to a larger representation. In some cases these have already been appointed and confirmed, but in order to place the matter in its simplest form, we submit another table which explains itself.

| State. | Present No. Representatives. | Entitled to. |
|--------------------|---------------------------------|-----------------|
| New York..... | 3 | 13 |
| Massachusetts..... | 4 | 11 |
| Pennsylvania..... | 1 | 9 |
| Ohio..... | 2 | 6 |
| New Jersey..... | 3 | 4 |
| Connecticut..... | 2 | 3 |
| Illinois..... | 1 | 2 |
| Michigan..... | 1 | 1 |
| New Hampshire..... | 2 | 1 |
| Maryland..... | 1 | 1 |
| Missouri..... | 1 | 1 |

There were Representatives elected last March in Kentucky, Maine, Province of Quebec, Vermont, Wisconsin, and Wyoming, who were, under the rules, entitled to a Representative; but unless they can raise the membership to fifty in each of their respective States, they can hardly be considered as members of the Board of Officers. This will prove, perhaps, as an incentive to work

up recruits during the winter, in time to qualify by the next meeting of the Board, which will probably be held in February.

We would suggest that the Nominating Committees, in those Divisions where vacancies exist, forward the names of suitable candidates to the President, that he may make the appointments, subject to the approval of the Board of Officers, at their next meeting, so that we can have a full list as soon as possible. Whenever the membership increases, entitling any State to an extra representation, the fact will be duly published, so that the vacancies may be filled as soon as practicable.

HOW IT STANDS.

The 'cycle, bi- and tri-, has become such a prominent means of conveyance, that the public can no longer afford to ignore its rights and privileges, to be blind to its many advantages, or to fail to recognize 'cyclers as an order of men of superior intelligence and physique and more highly cultured in many ways than the foolishly conservative lover of suburban trains, horse cars, or his own snail-like walk. I affirm that the majority of the best specimens of manhood, physical and intellectual *together* in one person, will be found to be 'cyclers.

No fool can *ride* the bicycle. He may sit on one and make it go, but he can never acquire that skill which prevents falls and ensures the benefits, for he has neither the brains nor the perseverance, and a few "headers" will deter him from making further attempts to join "the great fraternity." Thus, in this case at least, "the fittest survive." It may have been all very well, five years ago, when men rode only "to wear Knickerbockers and "to be seen of men," to call them fools, swells, &c.; but now that the universal reasons for 'cycling are to improve the health, and obtain rest for the mind and body, to save time, expense, and to enjoy a pleasure akin to what the imagination conceives flying to be, any who apply terms of disparagement to a 'cyclere are inexcusably behind the times and display willful ignorance, contemptible to educated persons generally.

There is no longer any doubt that the best form of exercise is riding on a bicycle or tri-cycle. The testimony is overwhelmingly in favor of this view. (See articles by Drs. Richardson, Blackham, Corbin, Kinch, Baldwin, &c., in the *Lancet*, *Gospel of Sanitary Service*, *Medical Age*, New York, Columbus and British *Medical Journals*; also those in the *Wheelman* and bicycling papers by doctors, lawyers and clergymen.)

The wheel can excel the horse in rapidity on the road, and can travel much farther daily. This has long been proved and can be observed to be the fact at any time.

Every 'cyclere will bear witness to the pleasure afforded, all those engaged in the professions know the intellectual tranquillity bestowed, and many a clerk, cramped at his desk, feels the bodily rest conferred by a "gentle spin" on his "big, round wheel."

As regards expense, some save enough in time, car fare, etc., to pay for their machine in a very short time; a few manage to make their wheel only a little less expensive than a horse; but the large majority find that 'cycling pays a handsome interest on the investment, saying nothing of pleasure and exercise, which alone would warrant a greater expense than a horse.

'Cyclers are not æsthetic or dudists. To be convinced of this one has only to behold their well developed physique (especially at dinner) and erect bearing. No small minority are college men, with well earned degrees, and I doubt if there are many clubs which cannot boast of fine Greek and Latin scholars. Not only is there a greater percentage, among 'cyclers, of clergymen, doctors, lawyers, teachers, and students, than of any other occupations (which fact alone would answer for their superiority), but that percentage is of the best in these several employments. How true are the words spoken at the banquet given by the Mayor and Council to the Chicago tourists at Goderick's: "To be a 'cyclist is to be a gentleman, a scholar, and a pride to the human race."

The immediate intellectual effect of 'cycling is repose, for "we never speak as we pass by." But this begets not only renewed activity, but activity toward higher objects and under better control by the revived will, and the result of this is a higher order of intelligences. Now 'cycling will not take the place of study, morals, or the Christian life, for it works only through the physical. It prevents immorality to a certain extent, secondarily; for to be a good rider and enjoy it, one's habits must be very temperate. But it lays part of the foundation for a perfect life by making the body strong for the work of study, and by engendering a love for the good, the true, and the beautiful, since a wheelman sees this trinity in his machine, thus giving one that mental vigor and penetration necessary to grasp to its fullest extent the perfection of a Christian life, if only one will.

The lovers of the wheel, then, being above the average of the human species, are more liable to know their rights and privileges, and more entitled to the courtesy of the road than are the drivers of trucks, wagons, and hacks, or the young men in curl papers, who sit behind their fast horses. They ask a few things more than they are entitled to by law, respectfully requesting that the laws be observed, among them that pedestrians be kind enough not to carelessly push them over, to fall down in front of them, causing a dismount, to stupidly stand in the only passage; and that not more than four teams drive abreast in one direction, that drivers and their teams please not to block a street, and then stop and talk, nor willfully forbid a 'cyclist to pass them. These are infinitesimals to drivers and walkers, but it is of much convenience to riders that they be observed.

I most earnestly hope that 'cycling will become more general. I can assure all that the health and pleasure resultant from riding will ever greatly exceed the pecuniary outlay. And what outlay of money can buy the friends met in 'cycling circles, or on "Canada tours?" With a hearty wish that the "mystic seal of the flying wheel" may be set on you, reader, I remain,

Yours truly,

H. F. FULLER,
Librarian Chicago Bi. Club.

OUTING AND THE WHEELMAN.

The *Wheelman* for December is a fresh illustration of the marvelous hold of the bicycle and tricycle in public favor. The leading article describes a vacation spent near Mt. Agamenticus, on the coast of Maine. It is beautifully illustrated and intensely interesting. President Bates contributes another of his inimitable tales. Mr. Bates has consented to write a story or sketch for every

issue for a year. "Pixie and I" is the title of a sketch of travel in Wales. S. Conant Foster, "The Wheelman Poet," appears in a very comical poem, illustrated by seven silhouettes, by Stull. It is the finest piece of bicycling verse we have read for a long time. "Paris and Vicinity" is a timely article by Mr. Griffiths, of the Massachusetts Club. Karl Kron describes very fully all the roads leading to Springfield. Mrs. Catherwood contributes the second part of "Castle Trundle." "Boston to Buffalo and Beyond," is the description of a trip taken by a Phillips Academy boy. P. Deviller furnishes some French 'cycling history. "The Other Wheel" is the somewhat humorous title of an article on the tricycle, by Dr. Blackham. "H. H. M." contributes an intensely interesting and timely article on "Greek vs. Modern Physical Culture." "Modern Canoeing," by Kirk Munroe, is a very complete exposition of this subject. Editorials and Wheel news add much to the issue. The book notices would be creditable to a critical journal. The January number will contain contributions from John Burroughs, John Sanborn Phillips, Maurice Thompson, Harriet Hurd McClure, Mrs. M. H. Catherwood, C. E. S. Wood, and others. It will be lavishly illustrated by Henry Sandham, F. Childe Haslam, and other artists. The *Wheelman* has combined with *Outing*, and *Outing and the Wheelman*, the name of the new magazine, will cover the entire field of outdoor recreations and travel.

ANSWERS TO CORRESPONDENTS.

Ariel. Not guilty, but return the horse.

R. L. T., Muscatine, Iowa. Received with thanks. The Board of Officers decide where the next meet will be at the spring meeting which is held two months before the date of the meet. The average width is about six feet.

2468. Your yearly dues are not payable until June 1st 1884.

C. H. W., Manchester, N. H. Thanks. Duplicate by mail. Am still a tripod.

A. Munson—Thanks. Very acceptable. Hope you will continue.

F. P. Kendall—Reports to hand. Have altered the one referred to.

3065—Alteration will be made in records.

V. M. H.—Sent exchange as promised.

F. J. Drake—Have changed address as requested.

E. L. Beekwith—Application blanks by mail and stencil by express. Will send circulars as soon as published.

H. A. Smith—Try it again. Will mention it soon.

S. Terry—Did not get Earl's ticket back.

J. A. Worthington—Your name has always been on list, but your address has never been properly reported before. Let us know if you have any further trouble.

3462—Will send the missing numbers.

Anti-Kicker—While the case is probably aggravating, we think it best not to mention it in any way.

Racer—No, the editor referred to was not present when the record was made, and knows little of the facts. His report was from a local daily without credit. We will have a surveyor's certificate in a few days.

G. H. Potter—Paper sent.

E. Mason—Have made the desired changes.

A. P. Seiler—We will be glad to hear from you in the future.

Will C. Marvin—Applications received, but too late for this week.

Rowland Johnson—Thanks for your kind wishes.

Chas. Zacharias—Thanks for your favor.

Wm. H. Thomas—Exchange forwarded with pleasure.

WHEEL GOSSIP.

Not yet a "kicker."

The Kings County Wheelmen's moonlight parade was a success.

Mr. J. G. Burch, Jr., of Albany, has given up the diamond business, and turned his attention to wheel matters. May the wheel of fortune never cease to revolve in his favor.

Mr. E. A. Thompson, who was the fastest amateur New York has ever produced, has been obliged to permanently retire from the path on account of heart disease.

The *Wheel World*, for November, in addition to broad, well-filled columns of reading, contains a portrait of C. E. Liles, who distinguished himself both in bicycle and tricycle path races the past year.

Wm. A. Cather, Consul for Shenandoah, Pa., had his wheel and personal effects burned in the great fire that swept that town last Monday.

A Washington paper says that "knee breeches have already been adopted in that city for business wear by a dozen gentlemen connected with the Capital Bicycle Club, who have had them made with their winter suits and propose to wear them through the season. Some of the suits, which have already appeared on the street, are as stylish and 'nobby' as a West End swell or a Broadway dude could possibly desire."

The following letter from the general passenger agent of the Missouri Pacific Railway, a system covering nearly ten thousand miles of railway in the Southwest, is a fair specimen of other letters received from railways who have pledged themselves to carry bicycles free by the issue of circulars to that effect, but where baggagemen have imposed on wheelmen by requiring payment for transportation. In every case where the matter has been brought before the chairman of the railroad committee, refund has been cheerfully made by the railroads.

B. B. AYERS, Chairman,
RAILROAD COMMITTEE, L. A. W.
CHICAGO, ILL.

Dear Sir:—I have your favor of the 17th inst., and am very much obliged for the information contained therein. All of our baggagemen were thoroughly instructed to make no charge for bicycles carried in baggage car, and this man had no right whatever to deviate from the order issued. I certainly do not approve of such action on the part of our employes, and will take steps to see that a stop is put to this at once. Enclosed I hand you with pleasure the fifty cents referred to.

Yours truly,
H. C. TOWNSEND, G. P. A.

Century rides are becoming popular, and long runs without a dismount are also coming into vogue. A recent example is that of Mr. F. O. Swallow, who rode from Westboro to Boston, without a dismount, in 3 h. and 48 m. The distance covered being 41¾ miles. Between South Framingham and the Reservoir, the average time was 13 1-6 miles an hour.

The Springfield bicycle club held an important meeting November 15th, at which it was voted unanimously to make an assessment upon the members to wipe out the deficit of \$1,600. The assessment will amount to about \$15 per member, and the movement on the part of the club and the cheerfulness with which its members respond is certainly highly creditable to it as an organization. There are rumors of a six days' bicycle tournament at Madison Square Garden, New York, Christmas week, in which Springfield parties are interested.—Union.

A morning train over the Baltimore & Ohio Railroad took to Washington the other day a young lady and gentleman well-known in Baltimore. Arrived at the capitol they drove to the Ebbitt House, and called in Mr. Percy Smith, passenger agent for the B. & O. R. R. The trio then proceeded to the City Hall, where a marriage license was procured, after which they went to Trinity Church, where Rev. Dr. Addison pronounced the young couple man and wife, Mr. Smith acting as best man. The groom was Mr. Albert Trego, confidential clerk to Mr. C. K. Lord, general passenger agent of the B. & O. R. R. in Baltimore. Mr. Trego informed a friend that there was some objection to the marriage on the part of certain relatives, so he and his fiancé settled the matter by going to Washington and getting married, Mr. Trego and bride are registered at the Ebbitt House, Washington.

The Wheelman Company is a Massachusetts corporation, organized last week. President, Charles E. Pratt; treasurer, William B. Howland; clerk, S. S. McClure. This corporation has purchased all the properties of *The Wheelman* and of *Outing*, and will publish a consolidated magazine, under the title of *Outing and The Wheelman*. The first number will appear 15th of December next as January number, 1884. The new magazines will have the resources of both the old ones, including editorial and business staffs and financial backings, and it is believed will be a better one than either for wheelmen and all other lovers of manly and womanly out-door recreations.

The wheelmen of Bangor, Maine, who have for a long time been inactive as regards an organization, have at last formed the Pine Tree Bicycle Club with twenty-five members. It is officered as follows: A. Stetson, president; Walter Roberts, vice-president; F. Goodwin, treasurer; Dr. J. E. Young, secretary; W. B. Goodenow, captain; Jas. Crosby, lieutenant, and O. B. Humphrey, bugler. They have a large hall, 30x50 for practice, and two smaller rooms for machines and dressing-rooms. They will soon join the League in a body.

Stall's Lutheran Year-Book for 1884, represents all branches of the Lutheran Church, both in the United States and the World, and is the fullest exhibit of Lutheran statistics ever published in this country. Its varied tables present the home and foreign missionary work from the beginning; benevolent contributions to its various boards, societies, institutions; the names and addresses of all the Lutheran ministers in the United States and Canada, etc. It is also replete with valuable statistics of other denominations, Sunday-schools, religions of the world, growth of christianity by centuries and decades, relative growth of Roman Catholic, Greek and Protestant populations, receipts of all the foreign missionary societies of the United States, growth of the Protestant foreign missions of Europe and America, besides many other valuable and suggestive tables. 96 pages. Price 25 cents. For sale by all book dealers.

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"Card" from Prince.

CHICAGO, Oct. 31st, 1883.

I have just won the six days' bicycle race in this city, covering 889 miles in six days, of twelve hours' daily riding, and rode the entire distance on a "Duryea" saddle, manufactured by the Mo. Wheel Co., of St. Louis, which saddle I recommend to all wheelmen who desire ease, comfort, and safety in riding. I shall use no other saddle in future. Morgan, who came in second in the above contest, (884 miles) also used a "Duryea" saddle.

JOHN S. PRINCE.

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.]

RACERS FOR SALE—53½ inch full Nickeled Expert Columbia Racer, built for Prince, Weight, 33 lbs., in perfect order, ¾ and ¾ tires. \$110. 50 inch Victor Rotary Tricycle, nearly new (rode only 50 miles), Celluloid handles, Harrington's Enamel, Ball bearings, two new Overman tricycle lamps and alarm bell, \$125. MISSOURI WHEEL CO., Twelfth and Oliver streets, St. Louis, Mo.

FOR SALE—1-48 "Xtry Challenge," latest pattern, balls to both wheels, levers and links, nickel-plated, except spokes and rims, which are painted; has been used very little; is now as good as new. Cost, \$185. Will sell for \$140 cash. This machine is particularly suitable for professional, elderly, or corpulent gentlemen. J. WILSON THOMAS, with S. J. CLARK & CO., Franklin Building, Baltimore, Md.

MISCELLANEOUS.

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

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Missouri Wheel Company, successor to Garvey, agency of the Columbia and Sanspareil Bicycles; also for all high class English Bicycles and Tricycles. A full assortment of wheel sundries in stock. Everything at, or below, New York and Boston figures. Repairing with 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 ride 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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Now Ready for Delivery.

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Sample of Cotton Athletic Shirt sent on receipt of 50 Cents.

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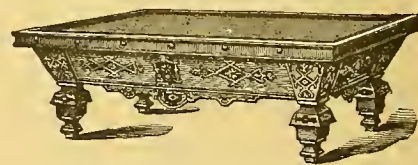
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Weak Nervous Men



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The Harvard,
The British Challenge

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Second-hand Bicycles constantly on hand, at low prices.
Repairs thoroughly and promptly done.
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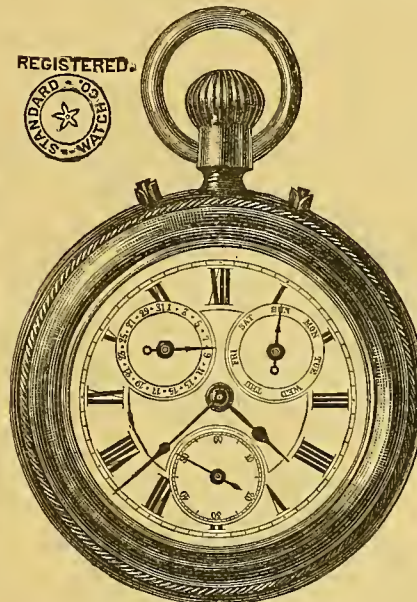
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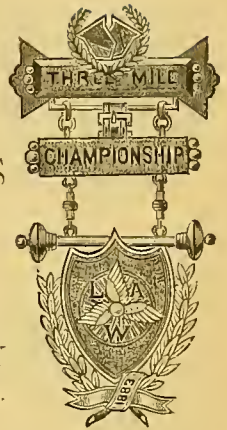
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Twenty Ligne, Open Face, in
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Date and Day of the Week. Full
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other Standard Watches.

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

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

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

The prudent and careful man who avoids danger and stays at home may slip on a banana-skin or such a trivial thing as a piece of orange-peel, which may result in death. Danger is so easily hidden in such little things that the City of New York has a special ordinance upon throwing remnants of fruit on the sidewalk, and police constantly watch the fruit-stands lest the sellers neglect to post up the law in bold letters.

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

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Attention, Bicycle Dealers

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Automatic and Instantaneous.

Send for terms and sample Alarm. Money
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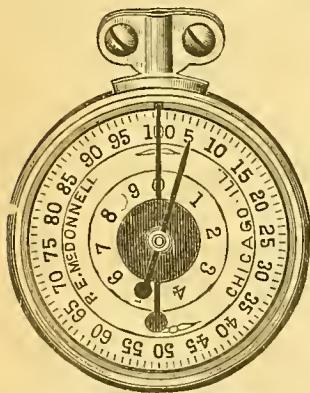


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thousand miles.
It is attached to
one of the right
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There are nei-
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The new flat-seated tires are a great improvement, and the new
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A "Reformed Crank Rider" says:—"In strength, safety, control,
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The workmanship and entire practicability of each and every
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Wood, riding an "American Roadster," ———

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

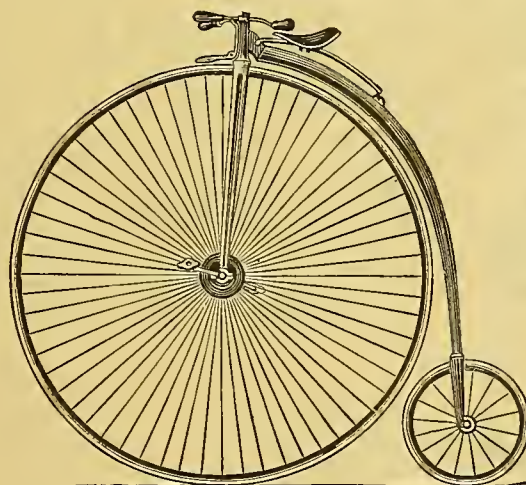
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RACER, SEMI-RACER,
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LIGHT ROADSTER.

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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