

# THE WHEEL

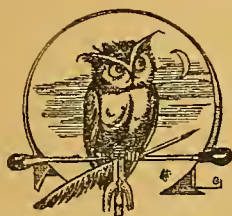
## A JOURNAL OF CYCLING

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

VOL. V.—NO. 12.—WHOLE NUMBER 116.]

NEW YORK, DECEMBER 21, 1883.

{ Subscription, 75c. a year.  
{ Single Copies, 3 cents.



The best Christmas slipper—Slip two dollars and a half into an envelope, and send it to Papa for a C. T. C. membership for '84.

The new picture of the Peguonnock Wheel Club of Bridgeport, is one of the best that graces the Ixion album.

Brother Jo. Dean hopes that the new "club bus" may "Du al" that is expected of it. This is phonetic spelling of "do all," with a vengeance, and to continue any further in this line would indeed be "cru-al."

I asked the "funny man" where he intended to have his contest for grand and lofty tumbling take place, whereby his supremacy in the line of involuntary dismounts, as shown in his attempts to do the pedal mount would be proven, and his answer soft, as a summer breeze, was wafted back, "In the sweet pretty soon."

Dr. A. G. Coleman, of Canandaigua, has presented a handsomely framed likeness of himself as a Christmas gift to the Ixion and to the Citizen Clubs.

Of all the sad words a cyclist can know, the saddest are these: Here is the snow! Next.

The "K. C. W'S," of Brooklyn, allow no one to lead them in energy and push, and will, during the forthcoming season, give several receptions to their friends. To any who have attended former affairs of this kind given by them, no endorsement of their excellence will be needed from me.

Several of the Ixions will winter in Florida.

To those who appreciate graceful and clever riding, I would commend a visit to Koster & Bials, to see the Elliott family in their feats in this line.

I consider it no small compliment to me, to have so able a critic and writer as "Mercury" echo my sentiments and repeat my cry of "amateur race meets for amateurs only," professionals, horsemen, &c., to be strictly kept in events given for and by them.

While speaking of professionals, reminds me that I am in receipt of a long protest from John Prince, denying the way I placed him before the cycling public some weeks ago in this column. I am sorry to have to repeat the assertion then made, but I am still of the opinion that Prince did not intend or want to meet Keene in a fair open race, but preferred to make capital off of so-called attempts at so doing.

While it is personally no affair of mine, yet I cannot afford, as an earnest striver after the good of the cause, to fail to protest against the public, useless and nonsensical

tirade, the Chief Consul of the L. A. W., in a neighboring State, has made in the public prints and elsewhere, of an unfortunate accident, in which the sufferers themselves, have acquitted the causers thereof, of all blame. The puerile attempt to thus gain a little notoriety, has been successful, so far as it fully confirms former beliefs of the inability of the author thereof to refrain from appending his name to anything so long as it becomes printed, and thus gives him prominence, which it has in the present case, but not favorably. The lack of support that cyclers, as a rule, exhibit towards the journals that by all means in their power, strive to advance and improve their interests, is a standing disgrace to their intelligence, and is deserving of the severest censure on the part of every intelligent member of the fraternity.

Either the velocipedists of France are very slow riders, or the French are rapid walkers, as the daily paper lately contained an account of where a rider was beaten in a five-mile race with a pedestrian. The result may, however, be due to the fact that the rider was heavily backed to win, and while "money makes the mare go," it does not always make the man go.

### STAMFORD, CONN., MISCELLANY.

There are fourteen of us (if the Consul counts the scribe), who are ready and willing, and expect to be "clubbed" during the winter, and although not yet uniformed, we are not un-informed concerning the roads hereabouts.

Right here, "46 full Nickel" wants to know if a club of two couldn't be called "U an' I formed," however mixed their suits might be.

Two of our best riders are considerable on "the stand still trick," with hands on, or off.

We have "the Cap'n's" cyclometer for it that he made 17¾ miles in 82 minutes, on a random run to Stillwater, Sound Beach, and return, recently.

Three trikes glide about our streets, and as the Consul is agent for the sale of them, he is "working up his own case with a vengeance."

We had a funny experience while entering Greenwich, Conn., at an early hour the other morning: just ahead rumbled a fish peddler's wagon, the driver of which carried, and used, a clarinet, and produced quite musical blasts, contrary to the usual noises made by those of his ilk. The recollection of his unconscious announcement of our coming, had owed our whole trip to a certain extent, but we soon turned the scales upon him, by speeding ahead, and wondered if he caught fish in a "Clarinet."

Since "50 inch" gave the pencil pusher his Standard Columbia, he expects that for his good deed, "Santa Claus" will bring him "the Star" he so longs for.

Don't discourage winter riding, nor talk about putting away wheels for the winter, for our short experience has demonstrated that a hard frozen road, ordinarily smooth, is the best wheeling of all the year, and we have missed but three days since Nov. 5th, of making regular trips to and from the studio, three miles from home, over common roads, as you find 'em."

Several of the better class of our young men are investigating the "cycle, bi and tri, and from present prospects many will join those who are and ever shall be carried away "bi" the "wheel." The Consul says that "of all other modes of exercise he has ever tried, this is the only one he does not tire of, and soon give up." STAMSON.

### THE RIGHT OF THE ROAD.

How to use the public highways so that the equal rights of all may be best preserved and travel facilitated, is a subject concerning which the densest ignorance and carelessness seem to prevail. This statement is made deliberately, after having long observed the manner of road use by hackmen, expressmen, marketmen, milkmen, farmers, liveried coachmen, men with barrows, bicyclists, women, and pedestrians. Many of these users were mere boys, who apparently had never received the first particle of instruction from parents or employers. How many owners of horses, when hiring drivers, ever attempt to find out, by even the simplest examination, whether they know how to meet and pass others or turn corners? Probably some are ignorant of the simple principles



governing these points, who would gladly respect the rights of others if only they knew how; and it is in hope that some few of these many may somehow be reached by it that this is written. In the United States the golden rule of the road is to remember which is the right hand, and keep to the right side of the way. This is especially important in turning corners to the left; in such cases always keep well away from the corner. How often one sees traffic impeded by violation of this one simple precept! Many a time has the writer seen vehicles compelled to come to a full stop by teams cutting corners at their left, where they had no right to go. To pass vehicles going in the same direction the driver should watch for an opportunity when he will not hinder travel coming in the opposite direction, then pass them on the left, they keeping well to the right of the way. Cyclists, of all others, ought to know and observe these rules for their own protection. The same principles should govern pedestrians on the sidewalks. If drivers would heed the rules, and if horse owners would so instruct those to whom they intrust their horses, the comfort and convenience of all classes would be thereby greatly increased. These rules are the reverse of those in England, but curiously enough, although for obvious reasons, the English rules prevail on race courses. Heavily laden teams should always be given the straight track or choice of way. Many States have statutes relating to these things, and treble damages are sometimes required of those who violate them.

S. T.

## CYCLISTS' TOURING CLUB.

## RENEWALS.

## IMPORTANT NOTICE.

With the December Gazette, each U. S. member will have received a renewal blank, which should be filled out without delay, and forwarded with 75 cents, and addressed postal for reply, to

FRANK W. WESTON,  
Chief Consul U. S. Division, C. T. C.  
Savin Hill, Boston, Mass.

Names received without delay, will be in time for insertion in the February number of the Gazette.

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

CHICAGO, ILL., Dec. 16, 1883.

*Editor Wheel:* As a prominent business man and cyclist was riding along State street one day last week, a smart Jehu Aleck, such as you sometimes read about, driving a delivery wagon, deliberately and maliciously tried to run the wheelman down, who, in his endeavor to escape, was forced on the curb of the street and thrown, damaging his bicycle somewhat, but, fortunately, nothing more. By a strange fatality, so to speak, the wheelman had a glorious revenge, for the very next day the horse, driven by this man, came tearing down the street, having been frightened and unmanageable, and the wheelman, who happened to be near, taking in the situation, rushed out in the road and succeeded in catching the horse, and leading him to the sidewalk, said to the driver, "yesterday you tried to injure me and broke my wheel, to-day I save you and your employer's property. We are even." X.

## MOONLIGHT RIDE OF THE A. B. C.

One of the most enjoyable runs in the history of the Albany Bi. Club was that taken by them last evening. The queen of night shone brightly, and every star gave its best light to guide us on our way. Shortly after

7 P. M. the following members issued from the riding school of Messrs. Burch & Paddock (the present headquarters of the club), and wended their way up Hudson avenue, over granite blocks, to the park: Capt. Scattergood, Treas. Wheeler, and W. W. Cole on Victor tricycles; followed by Messrs. Shanks, Gallier, Martin, and Lansing on bicycles. Passing through the park they were reinforced by meeting Messrs. Hubbard, Palmer, Ames, and Folger.

Taking the new Scotland plank road, we were soon speeding towards our destination, Hurst's tavern,  $2\frac{1}{2}$  m. The tri's, led by Pres. Shanks, on his 56-in. Havard, set the pace, and were never headed by the bicycles, which speaks very well for the Victor and also for the riders. Arriving at Hurst's, after taking necessary refreshments, a pleasant hour was passed in singing, pool playing, etc., when we again mounted, and with no other accident than the collision of the three tri's with each other, we arrived at the park, and after coasting and climbing several of the hills, to try the tri's (no fun), we coasted down Hudson avenue to the rink, where we disbanded.

The road was in excellent condition, and should this favorable weather continue, more of similar runs will be indulged in.

KLUB KICKER.

*Editor Wheel:* I am glad to hear that the Citizens have concluded not to adopt the C. T. C. uniform, for while there is no doubt but it is as good and serviceable as any yet devised, still it strikes me that to clothe all the riders in the L. A. W. parade with this English costume, would not be at all patriotic, to say nothing of the effect lost by the absence of the different colors. I use the C. T. C. uniform myself, for individual riding, and do not hesitate to recommend it for that purpose, but I do not think it is the thing for American clubs to sink their individuality by wearing the colors of an English organization in parade. \*\*\*\*

CHICAGO, December 15, 1883.

*Editor of The Wheel:* Yesterday afternoon Mr. W. M. Woodside attempted to lower the 50-mile bicycle record, at the Exposition Building in this city, but owing to the severe cold, was obliged to retire after riding 35 miles. The track used was surveyed under my personal supervision, and I can testify to its being correct; measurements recorded, and marked as follows:

One Lap, 18 inches from Pole, 1,549 ft. 2 in.			
1 Mile, 3 Laps, 632 feet 6 inches.			
5 "	17 "	64 "	2 "
10 "	34 "	45 "	- "
15 "	51 "	19 "	2 "
20 "	68 "	256 "	8 "
25 "	85 "	320 "	10 "
30 "	102 "	385 "	- "
35 "	119 "	449 "	2 "
40 "	136 "	513 "	4 "
45 "	153 "	577 "	6 "
50 "	170 "	641 "	8 "

Woodside's time for each 5 miles was taken as follows:

1st 5 miles,	16:51	10 miles,	34:09
2nd "	17:18	" "	51:12
3d "	17:03	15 "	1:08:36
4th "	17:24	20 "	1:26:07
5th "	17:31	25 "	1:43:43½
6th "	17:36½	30 "	2:02:56
7th "	19:12½	35 "	

Mr. W. succeeded in lowering Stanton's record for 25 miles, 10¾ seconds; Prince's 30 miles, 3 minutes 10¾ seconds; and Blard's

35 miles, 3 minutes 6¼ seconds. It is to be regretted that Woodside was unable to complete the 50 miles, as we feel confident of his ability, under favorable circumstances, to break the 50-mile professional record for that distance.

Subsequent to Woodside's trial, the Chicago Club had their 25-mile champion race: the starters being N. H. Van Sicklin, E. Mehrling and G. Mehrling—

Van Sicklin winning in 1 hour 37 min. 45 sec.  
E. Mehrling 2d. .... 1 " 37 " 48 sec.  
G. Mehrling 3d. .... 1 " 38 " 02 sec.

The undersigned officiating as Referee.

If not too much of a trespass, I would like to relate an incident before affixing my X, that occurred the other evening; "there's a moral to it." It seems that one of our would-be local flyers was taking a solitary moonlight ride rather late in the evening, along the Boulevards and through our delightful sandpaper parks, and having ridden some time without meeting a single person, grew tired of the monotony, and much more, egotistical, while strange fancies whirled through his brain(?). Quoth he to himself, quoth he, (as he struck the celebrated Drexel Boulevard, one of the finest in the country—smooth as a barn floor, and as favorable for fast work on a Bike as any cinder path in the world) "How I would just like to tackle something on this road that could go fast as a locomotive, or a streak of greased lightning, or something of that sort. With a breeze like this at my back, I just think I could distance molasses in January. Hello! Here comes a chap in a buggy; got his girl with him, too; thinks maybe he's got a stepper. I'll just lay for him, and give him a whirl for luck, and when he thinks he's travelin', I'll go by him so fast that it'll paralyze his optics, make him ashamed of himself, and his girl think of all the bad omens in the Category of the Witch of Wall Street, and swear it was a ghost that for an instant showed his knee-breeches and nickel wheel." Thoughts like these tickled him so he could feel it in his ball pedals, as the solitary horseman and his girl drew level. Two is company, and three is none, under some circumstances. That's what the chap in the buggy thought, and, gathering up the lines, the horse began to move, so did the 51-in Expert. Well, after going about half a mile, that darned old horse, without seeming to exert himself in the least, walked by the bike as though it was anchored, and the chap quietly remarked on the go by, "guess you tackled the wrong equine this time. This horse can trot in 2:25, and don't you forget it." That's all right my friend, but if the rubber tire on my wheel hadn't melted off from friction your darned old horse would have been shut out the first quarter.

But, gentle reader, the next time that bicycle rider tries to pass anything on the road it will have to be either an ice wagon or a hedge fence. Yours fraternally,

FRANK E. YATES.

## WHEEL GOSSIP.

R. V. R. Schuyler has gone to his shooting box in Virginia, for two weeks' sport.

The Albany Bi. Club attended the opening of the new club rooms of the Trojan Wheelmen on Tuesday evening last.

J. G. Burch, Jr., Secretary of the Albany Bi. Club, was married last night to one of Albany's fair ones. We wish him a long life and a happy one.

The Mo. Wheel Co., of St. Louis, offer some decided bargains in second-hand bicycles



and tricycles 'as per their adv. in this issue.

The following gentlemen, on the road run of the Mo. Bicycle Club, Nov. 18th, 1883, covered 105 miles: Richard Garvey, Hal. W. Greenwood, C. E. Stone, Louis Lueders, Louis J. Berger, Lindell Gordon, Thos. J. Reynolds.

Mr. J. C. Harvey, who will be remembered as a correspondent to our esteemed contemporary, the *Wheelman*, and the poet at the last L. A. W. banquet is a member of the Doud Byron combination. The company is soon to play a week's engagement at the Mt. Morris Theatre, of Harlem.

The Western Toy Co. will bring out an entire new line of bicycles next year.

Rumors in the bicycle trade in this city are flying, and indications are that a number of new agents will hang out their signs in January. The more the merrier.

A bicycle club composed wholly of temperance men has been formed in London. The popular idea, however, is that a drunken man is never injured by a fall, and in accordance with that idea temperance and bicycling would be inconsistent.—*Lowell Citizen*.

The modern variety programme is not complete without a bicycling act. On nearly every bill some family whose name ends in i figures.

The Fidelity and Casualty Co., corner Broadway and Liberty street, have a new painting in their window, showing how necessary it is for members of the National Guard to insure against accident. Mr. Crane, the Secretary of this company, is a member of the L. A. W., and an active rider, but is not a club man.

A very Merry Christmas to all League members.

The laying of the corner stone of the Citizens' Club House will be an informal affair, but one which Metropolitan wheelmen will regard with some interest. Thursday, the 27th, is the date, and 3 o'clock the hour.

The Pennsylvania Division are having a mail vote on their constitution and by-laws, the draft of which seems to cover the intended ground.

The Ixion "bus" gives general satisfaction to its owners, and is creating somewhat of a sensation, although there are now several sociables in use in this city.

Tricycling is on the increase, there being upwards of twenty-five machines now in use in this vicinity. We expect to join the army in the spring.

Representative Ely has our thanks for a copy of the Connecticut by-laws, which has been received.

This is about the time when the stove is the chief object of attraction in the club rooms, and the past season is gone over with its bright recollections, and the plans for the future are discussed with equal warmth.

The season promises to be a short one, hardly short enough to put the wheels away. A good coat of vaseline is not a bad "rust preventive."

A prominent racing man writes that some parties in Boston propose to hold races under the Cyclists' Union rules. This is the latest sample of dudeism, and should be discouraged. We presume the track will be meas-

ured 12 in. from the pole, which is one of the Union's rules.

The National Cyclists' Union have adopted the League's system of approving all races; by so doing, they take from the League a rule that has been in force in this country for nearly a year.

The statement that Robinson has injured his standing as an amateur by competing with an amateur, is almost as ridiculous as it is unjust. The dudes must go!

The members of the New Jersey Division will no doubt receive with interest the statement of the Citizen's Club in this week's *World*. They will probably show the appreciation of a Chief Consul who prefers racing to attending the business meetings of the League at the next March election.

There is no doubt but that the League will be compelled to raise its dues at the next officers' meeting. While the treasury is in a good condition, the drain caused by a division of 50 per cent. to the States is such as to make the step necessary.

Jersey City is in a fair way to remove the restrictions as to wheeling in her streets. The resolution of the Aldermen is reasonable, except that of compelling a dismount upon the raising of the hand of drivers. This places the wheelman too much in the hands of the horse fraternity.

Mr. Karl Kron has completed his 1,000 miles straightaway, and is consequently happy. Mr. Kron, we understand, is to incorporate his views in a work, which will be useful to the adventurous tourist.

Washington promises to have a walk-over regarding the place for the next League meet, the general tendency pointing so strongly in that direction as to sweep away all imaginary objections.

Messrs. M. H. Meade, P. A. Staley, and N. R. Van Sicklen, of the Chicago club, recently attempted to excel the record of 102½ miles in 16 hours, 12 hours and 6 minutes of which were spent in the saddle. They covered 90 miles, after being in the saddle 9 hours and 25 minutes, when rain compelled a stop.

Col. Albert A. Pope was in town on Friday last.

Fritz' \$2,500 dog Baird having died, he has purchased another from Mr. Arthur Pope, for which he paid one thousand dollars. If Mr. Pope can get these prices for all his St. Bernards, we would think that dog farming would be more profitable than the leather business, nowadays.

The fine riding New Yorkers have enjoyed for the past three months is spoiled, and the Riverside and Park are covered with several inches of snow. Even the skating is spoiled, and the boys are compelled to amuse themselves by watching the progress of the Citizens' new club house.

The La Fayette Wheelmen of Baltimore will entertain their friends and all visiting wheelmen at their Club House 648 Druid Hill Ave., New Year's, between the hours of 2 and 12 P. M., when all will be made welcome.

#### NOT ALL A PASTIME.

Whenever encountering either of the three great enemies—too rough roads, too soft ones, or too stiff winds, compels the

rider either to draw upon all the strength that is in him, or to get off and ignominiously push behind, there can be no question that wheeling is not sport. At its best, when the conditions favor, it is an unquestionable sport and exercise of the most glorious and invigorating character. As such, it is up to the level of baseball, rowing, canoeing, yachting, lawn tennis, kite flying, archery, croquet with several of the dearest girls for companions, and any other diversion of any age in life; but it differs from them all in one important particular—its practical utility. All these other sports, at the best, are sports purely, useful for their results of health and enjoyment, and always to be commended as profitable if rationally pursued; but neither the canoe, the bow, the rifle, nor the fishing rod, is or can be turned to use as an instrument for accomplishing purposes ordinarily and regularly arising. One cannot use the self-propelled boat to go somewhere, but he can so use the wheel—there is the distinction. The wheel is not only healthful and enjoyable in using, but its use goes to take the rider, as in any other vehicle, somewhere he wants to go. This is soberly true in England, where its truth has brought the wheel into the commonest use. It serves as a vehicle, in circumstances where the rider uses it, not for the sake of riding, but because he wants to go from some place to some other place, as when used by professional men and postmen in their rounds, by men who go out from town on it for their Saturday to Monday rest, by others who use it for vacation jaunts, by commercial travelers, by migratory artists and photographers. These are a few ordinary examples of practical utility in travel, when the journeys taken on the self-driven wheel would otherwise have to be taken on some other wheel. This being the fact, the enormous development of manufacture and trade in England is not surprising, for it is a thing of course. In this country, save in a few favored oases among the weary desert of bad roads, it is not yet true that the wheel has found practical utility. The two-wheeler is still making its way against the difficulties which usually beset pioneers, and the three wheel is still so little known that hardly anybody has a better notion of what it is than is gathered from looking at those little tumble-bugs, the juveniles, as they get into everybody's way on the city sidewalks. Of the fact that the desert of bad roads exists there is only too little doubt. The quality, extent, and location of the roads are yet very inadequately known, partly because the number of riders and their explorations are not yet extensive, and partly because riders who have found good roads are backward in carrying the good news. So far, it is very largely the unpleasant fact, so far as positively known, that those who ride in this country must ride where they can, rather than where they would. As the hunter must take his gun to the woods, and the oarsman must go to the river, the wheelman must take his wheel to the selected spots, where the surface lets it go. If rideable roads are indeed the rare exception, and if this is an exact presentation of the situation to-day, it is patent that the case is not one which favors the swift and easy spread of wheeling we would all like to see. How far this is the case, is the first thing that needs to be found out; as has heretofore been urged in these columns, a road record is wanted, and the suggestion is risked that to further the getting of it is a work not unsuitable to that very pacific organization, the L. A. W. How fast the



obstacle of bad roads can be and will be removed, is yet to be seen; but the first step in removing a difficulty is certainly to take its measure and description. Thus far it is evident that the bicycle, which represents as yet the wheel in this country, is used by men averaging young, and for the sake of riding. If one cannot go on it when he wants to go, he is excusable for not using it as a vehicle surely; but this is a utilitarian country, and one source of resistance to the bicycle is notoriously the fact that it is regarded generally as not a practical implement, but as merely a plaything. There is quite a notion about it that it is really the property of children, and that a few children of larger growth have gotten hold of it and are using it in a temporary craze of athleticism, to scare horses with.

How nonsensical this is, wheelmen know; nevertheless, it is just about what is thought by the anti-bicycle people, and by no small part of the indifferent public.

It is not believed to have come to the country to stay; it will answer on very suitable roads, but not on any which are ever likely to be of ordinary use for highways. It must be very hard work, and quite dangerous withal; it is a foolish machine, because there is no use in it; this is about what is thought of the wheel thus far.

The object of the foregoing remarks is simply to urge this: the very common practice of wheelmen, in this country, in speaking and in furnishing communications to the newspapers, is to refer to wheeling as the "sport," "our sport," "our pastime," etc. This, under the circumstances, and for the reason set forth, is probably an error. Sport it is truly enough, but let us enjoy it without laying stress on it; let us keep that part more in the background for the present. We should not keep the anti-wheel people who argue that the wheel is only a toy, not entitled to consideration, when it seems to interfere with any vested rights and confirmed ideas. Let us put the wheel on a firmer and broader basis. To show the public that the wheel is "good for something," and can be put to use, would strengthen its position and further its progress into use. J. W.

### FROM THE CLUBS.

SPRINGFIELD.—The Springfield Bicycle Club have concluded that it will be for the interests of all the members that the clubs become an incorporated body. For this reason they voted Tuesday evening to ask for articles of incorporation, and elected as incorporators President Ducker, A. L. Fennessy, Sanford Lawton, Charles T. Higginbotham, and Charles A. Fish, of Brightwood. Lawyer T. M. Brown is preparing the necessary papers. This action was deemed advisable because of the large contracts which the club have to handle in connection with their annual tournaments. Heretofore members have been personally liable for every dollar of the club's indebtedness, and it has secured credit simply through the well-known standing of some of its members. When incorporated, however, the club will make contracts on the strength of its own credit, business men will know exactly with whom they are dealing, and no individual member will be responsible for claims against the club. The corporation will be known as the Springfield Bicycle Club. The change is simply one of convenience, and seems to be a wise move. The present financial condition of the club is satisfactory. The members have voted to pay the assessments recently

ordered in three monthly installments, beginning with December 1. This will put the club entirely out of debt by February 1. Sanford Lawton has been chosen Secretary of the club in place of A. L. Fennessy, resigned.

### THE SPRINGFIELD RECORDS.

The famous list of bicycle-racing records made last summer on Hampden park have been rejected by several sporting authorities, on the ground that the track when measured on a line 18 inches from the pole falls short of a mile. The same suspicion was attached to the records made at New Haven, but has just been removed by a surveyor's certificate that the track, a half-mile one, measured according to the League standard, was half a foot over a half mile. Naturally, the Springfield club have been eager to know the truth, and have had an authoritative measurement of their track made. According to Surveyor Bettes's report, it looks as if the records must be rejected, for he finds that the mile track falls short of the league requirements by two feet.

The question at once arises, and it will be asked with some bitterness if the records do not hold: Why did not the Springfield club make certain beforehand that the track was of required length? The answer is, and it presents apparently the only argument for the validity of the records, that the Hampden park track, being a trotting track, is so constructed that no bicyclist in a race ever rides within two feet of the pole. This is undoubtedly a fact, and the distance measured at two feet from the pole is 3 ft. 9 in. over a mile, so that the winners in last summer's races rode more than the required distance. The track within two feet of the turf, especially at the two sharp curves where alone hugging the pole saves distance, is not very rideable at its best, and was particularly bad at the time of the tournament, because, being at a much lower grade than the rest of the track, it caught like a gutter the water that fell in the heavy showers just before the races. This was admitted last summer, and the London Cyclist's correspondent mentioned it. The real pole at the curves was fully two feet from the turf, and the salvation of the records depends on the ability of the Springfield club to convince the League of this fact. Furthermore, for over 1,000 feet the pole is a high picket fence within two feet of which a racing bicyclist would not ride for his life. The League rule requiring a measurement of 18 inches was copied from English rules, but in England the races are on regular bicycle tracks, which are made of concrete, and have a pole not over two or three inches high. On such tracks a bicycle can ride within a few inches of the pole. The Springfield boys think it rather rough to lose records on account of two feet, a distance which can be ridden in about 1-15 of a second. The surveyor's certificate follows:

SPRINGFIELD, Dec. 11, 1883.

To whom it may concern:

This certifies that I, Stockwell Bettes, civil engineer of the city of Springfield, county of Hampden and State of Massachusetts, have this day measured what is known as the mile track on Hampden park in this city. The measurement was made on a line parallel with and 18 inches from the line of the turf which forms the inner line of said track. The distance measured was 5278 feet, or two feet less than a statute mile. A measurement made by me August 27, 1868, at two feet from the said line of turf, gave 5,280.3 feet.

STOCKWELL BETTES.

The recent measurement of the Hampden park track has not only caused a flutter in bicycle circles, but has brought out T. D. Leary, who has been in charge of the park for over three years. He says, in a letter, that it is his business to measure the track accurately each summer when it is put in condition for trotting. He was ordered to measure it before the tournament at 18 inches from the pole, and consequently is ready to swear that on September 17, the day before the beginning of the races, the track so measured was 2 feet and 4 inches over a mile in length. He offers two explanations for the result of Mr. Bettes's measurement; first, that the latter did not do his work properly, neglecting to use pegs on the turns, thus shortening the real course, and second, that since the tournament, as is the case every autumn, the turf edge that serves as a pole at the turns has been washed away, so that Mr. Bettes's pole was not the pole used at the tournament. It is a fact that this turf line has to be built out every spring by Mr. Leary in order to bring the track up to the required mile in length when measured, for a trotting course, three feet from the pole, and it is also true that the course taken by a bicycle around the turns can only be measured rightly by drawing the tape around a series of pins set a few feet apart. Mr. Leary wishes to have an impartial surveyor go over the course with these corrections and "points" in mind.—*Republican*.

[We understand that the Springfield club are to have the track resurveyed, not being satisfied with the work of a surveyor who neglects to use pegs in making the turns. If the track-master can make an affidavit that the track was full measurement at the time of the tournament, we do not see why it should not be accepted as readily as a statement made three months after the races, when the track has been liable, from its character, to be materially changed by the weather.—Ed.]

## League of American Wheelmen.

NEW YORK DIVISION—13.

Unattached—10:

- 33—Arthur E. Londerback, 45 E. 67th st., N. Y.
- 36—Philip H. Minis, 243 West 45th st., N. Y.
- 37—J. Lee Teller, 12 East 10th st., New York.
- 38—Charles S. Leshner, 330 Madison ave., N. Y.
- 39—Gerard B. Hopp n, 56 West 54d st., N. Y.
- 42—John E. Corbett, Whitehall, N. Y.
- 43—Lewis D. Brown, " "
- 44—A. W. Stanley, 112 Montague st., Brooklyn, N. Y.
- 45—Chas. F. Cossum, 57 Washington st., Poughkeepsie, N. Y.
- 46—Peter A. Spillane, Post Office, Cohoes, N. Y.

Elmira Bi. Club—add 3:

- 50—C. W. Brown, (Dr.) 312 West Church st., Elmira, N. Y.
- 51—A. G. Brown, 224 West Water st., Elmira, N. Y.
- 52—Charles B. Kies, 210 High st. "

OHIO DIVISION—3:

Youngstown Bi. Club—add 1:

- 53 Frank McCay, Youngstown, Ohio.

Unattached—2:

- 54—Prof. E. W. Hyde, Lincoln ave., Walnut Hills, Cinn., Ohio.
- 55—B. J. Rucker, Richmond, Ohio.

PENNSYLVANIA DIVISION—2.

Williamsport Wheel Club—add 2:

- 56—W. T. Andrews, Williamsport, Pa.
- 57—J. H. Simpson, " "

APPOINTMENT.

The Illinois membership, L. A. W., having reached such figures as to entitle it to another representative, I take much pleasure in appointing for such position Capt. A. E. Thompson, of Rockford, Ill.

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



## EXPULSION FROM THE LEAGUE.

HARTFORD, Conn., Dec. 12th, 1883.

*Mr. F. Jenkins, Cor. Sec. L. A. W.*

The Membership Com., having investigated the protest against r. S. G. Retallack, of Belleville, Ontario, Canada, find that he is not an amateur within the meaning of our L. A. W. rule, and must, accordingly, be declared professional, and expelled from the League.

For the Com.,  
S. TERRY, Chairman.

## A PROTEST SUSTAINED.

HARTFORD, Conn., Dec. 12th, 1883.

*Mr. F. Jenkins, Cor. Sec. L. A. W.*

The Membership Com., having investigated the application of Mr. E. P. Hannaford, of Belleville, Ont., Canada, find that he is not an amateur within the L. A. W. rule, and cannot, therefore, be admitted to membership.

For the Com.,  
S. TERRY, Chairman.

## EXPELLED FROM THE TRACK.

The Racing Board having examined the case of R. F. Foster, of Baltimore, have decided to expel him from the race track, Mr. Bassett, of Boston, voting in the negative.

Respectfully yours,

GEO. D. GIDEON,

PHILA., Dec. 18th, 1883. Chairman.

## PAID AMATEURS.

*Editor of the Wheel:* When I saw the heading of "Mercury's" interesting article, "Amateurs and Professionals," in the last number of your valued paper, I thought it was on a subject which is of even more importance to the future of racing than the one he so ably argues. I refer to the growth into prominence, within the last few months, of a class who are in reality professionals, but by refusing to enter for money prizes are enabled to class themselves as amateurs. Who that saw the three mile L. A. W. championship race at Philadelphia, a few months ago, thought it fair that a man who kept books for six days in a week, should be compelled to race on even terms with men whose only work for the same six days was racing or training?

And if it pays the Smith Mfg. Co. so well, to send these men over the country racing with amateurs, and showing thereby the superiority (?) of their machine, how long will it be before not only the Pope Mfg. Co., but every English manufacturer will be having his paid flyers on the amateur track?

Respectfully,

WILL O' WISP.

## A MEDICAL VIEW OF IT.

*Editor of the Wheel:* We clip the following from the *Medical Times and Gazette* on the "Therapeutic value of Bicycling," written by Dr. Geo. S. Hull. We think him about right on the subject, and sincerely hope that the Doctor, in "flying to a death-bed scene" will never meet with a "terrible accident."

"Concerning the therapeutics of the bicycle, it is not making too broad a statement to say that it can be recommended in nearly all cases where horseback riding is indicated, the exceptions being ladies, and very old or crippled men, and for most of these the tricycle is still preferable to the horse, and certainly safer. In horseback riding the inexperienced rider gets the most exercise (jolting, which is not always beneficial), while the skillful horseman merely gets the pure air, and very little above the usual amount of that, as his circulation and respiration are not much increased by the easy, quiet motion his skill as a horseman gives him. In fact,

after learning to ride horseback, it often becomes tiresome, the exhilarating effect passes off, and the good results consequently diminish. In bicycling, however, the whole body is in motion, and every rider gets a like amount of exercise. The circulation is quickened to any extent; the blood-vessels of the limbs are not compressed to the extent they are in horseback riding; there is little or no jarring; the muscles of the trunk and upper extremities (which, as a rule, are so imperfectly developed in physicians), are brought more into play, and the mind kept actively engaged in the sport—for sport it becomes, even when flying along to a terrible accident, or to a death-bed scene." DOE.

## IN RE JERSEY CITY.

*Editor of The Wheel:* There appears to be a great amount of misunderstanding and mis-stating of facts relative to the prohibitory ordinance in Jersey City. Early last spring Mr. Segendorf, L. A. W. Consul for Hoboken, Mr. R. V. R. Schuyler, and the writer, held several consultations on the subject, the two gentlemen first named reporting that notwithstanding an acquaintance with certain prominent officials of the Jersey City government, they considered the repeal of the obnoxious ordinance by amicable means impossible; and it was then determined that several local riders, who, of course, were principally interested in the matter, should make a test case in the courts, the writer promising on behalf of the New Jersey Div. L. A. W. such pecuniary and advisory aid as would be practicable. As this test case has never issued, it is evident that the gentlemen offering to participate have, for good reasons of their own concluded to postpone it; and the writer has been assured since then that the ordinance is practically dead. A statement by a member of the Jersey City A. C., that the New Jersey Council (*sic*) of the L. A. W. has been appealed to in vain, is entirely without foundation, as both Messrs. Schuyler and Segendorf will testify.

What could be more appropriate, or more likely to lead to a successful issue, than for that large and powerful organization, the J. C. A. C., to take hold of the matter themselves? Yours, truly,

L. H. JOHNSON, C. C. N. J.

Dec. 15, 1883.

## HILL CLIMBING.

St. Louis has a rival to Corey Hill, which has lately been climbed by Mr. Young. A correspondent, who is interested enough to make a comparison, sends us the following regarding the grade. He says that the hill is 1,144 feet long, and rises 108 feet. Average rise, 1 in 10.5; for—

The first 43 feet rises.....	1 in 18:6
Next 35 ".....	1 in 8:2
" 30 ".....	1 in 7:29
" 40 ".....	1 in 9:17
" 10 ".....	1 in 6:23
" 40 ".....	1 in 14:7
" 35 ".....	1 in 8:1
" 20 ".....	1 in 6:53
" 45 ".....	1 in 10:2
" 35 ".....	1 in 8:8
" 35 ".....	1 in 8:29
" 50 ".....	1 in 11:7
" 90 ".....	1 in 10:7
" 80 ".....	1 in 9:29
" 35 ".....	1 in 8:29
" 30 ".....	1 in 7:29
" 35 ".....	1 in 7:8
" 35 ".....	1 in 8
" 50 ".....	1 in 12:1

" 40 "	.....	1 in 8:9
" 90 "	.....	1 in 10:5
" 45 "	.....	1 in 9:9
" 45 "	.....	1 in 10:5
" 40 "	.....	1 in 16:2
" III "	.....	1 in 45

It is short but sweet, and the road bed is not good as it was.

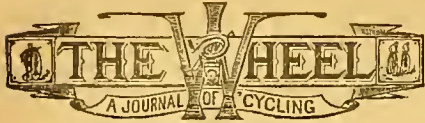
## OUTING AND WHEELMAN.

We are pleased to call our readers' attention to page 7, where our old time favorite, *The Wheelman*, tells what it was, is, and is going to be. Ever since this magazine was started there have been most cordial relations existing between it and THE WHEEL, and the publishers have our most sincere congratulations that they have completed negotiations that will make their two years' venture a success in every sense of the word, and in the near future too. It will perhaps be a source of satisfaction to some of the well known malcontents of cycling notoriety (we need not particularize) to know that The Pope Mfg. Co. do not own a dollar's worth of stock in the new concern, nor does Col. Albert A. Pope, either. Mr. Pratt, as Pres't of the company, owns some of the stock personally, but otherwise the Pope Co. are not interested; though, now we think of it, while at the offices of the company the other day, the Colonel walked in with a year's contract for a page adv., and the Treasurer remarked that, "as long as the Colonel retained his interest in *The Wheelman* they would allow him to consider himself their advertising agent, as he could beat them all in that capacity," but the Colonel frequently treats us in like manner, and we think we shall have to knight him with a similar ribbon. It is needless for us to speak of the company's good fortune in securing Mr. Chas. E. Pratt as its President, as in that capacity he will exercise an editorial management over the magazine, and Mr. Pratt is an editor born, and will make *The Wheelman* the equal of any of its contemporaries in literary excellence. Mr. W. B. Howland, the Treasurer, is not so well known to our cycling world; but he is a publisher of long experience, and with him at the financial helm *The Wheelman* cannot fail to be a business success. *The Wheelman* in uniting with *Outing* will not cease to make cycling its principal feature (the sport being now recognized as the leading outdoor exercise of the country), although all other sports will receive their proper recognition. The subscription price, \$2.00 per year, has not been raised. We are surprised at this, as we believe it is honestly worth at least \$3.00, and we trust that our readers will think as we do, and be sure and have a copy on their library tables. Long life to *The Wheelman*, say we!

The club price of *Wheelman* and *WHEEL* next year will be \$2.25.

On Dec. 1st, Mr. William Collins, 1st Lient. "Meriden Wheel Club," undertook and carried out a "century" run from Meriden to Springfield and return, via New Britain and Hartford. Left Meriden at 5 A. M., arrived in Springfield at 11:15 A. M.; 51 miles. Returning, left S. at 12:30, arriving in Meriden at 8:30; making his time 15½ hours, of which 2 h. 5 m. was used for rests and meals. Cyclometer (Excelsior) registered 104 miles. He rode in the dark, without lantern, 4½ hours, and the roads were frozen and rough. He also lost his way, and rode 2 miles before he got the right road again.





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.

Subscription Price, - - - 75 Cents A Year  
European Subscriptions, - - - 5 Shillings

Published every Friday Morning, by  
OLIVER & JENKINS,  
Box 444, 22 New Church Street, N. Y.,  
and entered at the Post-Office at second-class rates.

New York, December 21, 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 advertisement, and all business connected with THE WHEEL should be addressed to the firm. Make all Checks and Money Orders payable to OLIVER & JENKINS.

#### OUR CHRISTMAS GIFTS.

It has been our custom in the past few years to give to our patrons, about this joyful time of Christmas, a few words of encouragement regarding the machines that they have so faithfully exposed to the public gaze through the medium of our advertising columns. We feel that this year now rapidly drawing to a close can be no exception to the rule, and it will be our endeavor to say what we can about our friends without partiality. That the past year has wonderfully developed the resources of the wheeling fraternity, the most skeptic will admit, and none deserve the credit more than the faithful manufacturers and dealers, who have worked hard in satisfying the demand for superior workmanship, that has naturally kept pace with the increased knowledge of the consumer. As in the past, we have usually taken up the various makes in alphabetical order, and confined our remarks to a mere casual mention, preferring to let the purchaser post himself by a study of the excellent catalogues that can be so readily obtained upon application.

In the American Club, we find the chief improvement in the bearing and steering-head. The former being a clever combination of the

Humber and Rudge pattern, while the latter seems to possess that element of strength so eagerly sought by the experienced rider.

The Expert has been roughly handled by a few of our correspondents, and, in our opinion, somewhat unfairly. It has proved itself a staunch, reliable roadster, and although occasionally betraying weakness, we think the percentage of successful Experts in proportion to the number of fine wheels now in use in this country will be higher than that of any other grade. The willingness on the part of the manufacturers to make good any defective part, is a point in its favor which is often overlooked.

The Harvard special has slowly but surely pushed its way into popular favor with those who prefer an open head and double ball bearings. While we have not personally tried the present style, we learn from men whose opinions are worth something, that it has proved a most satisfactory mount, and one that will doubtless make its mark during the coming season.

Messrs. S. T. Clark & Co. have pushed their Sanspareil roadsters with characteristic energy, and with success. The record of this machine, both on the road and track, is such as to command attention. We trust it will be our good fortune to have a closer inspection of this popular make in the future.

We entertain no especially hard feelings towards the American Star, as we cannot help noticing the numerous infringements that have taken place in this peculiar pattern during the past year. That it is a fast machine on the track, the record at Springfield and New Haven can well testify. Our only regret is that we did not possess one of the modern machines some two months ago. Every tub seems to be standing on its own bottom, and we have no special interest in speaking of any make in any other than a casual and pleasant manner.

The Yale has not been heard from very much, this past year, though doubtless many have been sold. It figures prominently among the light weights, and is a favorite with many, both as a track machine and roadster.

It would not do to close such an article as this without some mention of tricycling, which is now justly recognized as an important factor in the wheel line. The introduction of the Columbia and Victor tricycles, have done much to popularize the three wheelers, and there is hardly a club but what has a single or double tricycle possessed by some of its members. A new feature has been its introduction on the path, with moderate success, the present records comparing quite favorably with those of its simpler two-wheel brethren. Again, the tricycle opens up a field for the ladies, who heretofore have been excluded from what has been

a somewhat selfish pursuit, and the opportunities afforded for the improvement of the health in the moderate pursuit of a fascinating exercise, have been made the subject of comment in the medical and other journals of the day, and need no further enlargement at our hands. We welcome the tricycle as a friend, and although the day is somewhat distant when it shall supersede the bicycle, it should not be deemed a rival, and consequently encouraged.

With the best wishes to our patrons, and a hope that their efforts in the way of improvements will not cease, we wish them and our readers a very Merry Christmas.

#### ANSWERS TO CORRESPONDENTS.

H. G., Jr.—Many thanks. Do so some more.

W. C. C. Von Blumen has married, and retired. Armando is still in the field. Wallace recently made her debut at the Columbia Riding Hall, 214 E. 34th street, where a letter will reach her. Don't know her terms, but think they will be moderate.

54.—We have an answer for the gentleman who advertised a 54-in Expert, and said he would call at this office for answers.

#### CHEAP BICYCLES.

2d hand, in A 1 order and repair. Will be sent C. O. D., subject to examination.	
36 inch Acme .....	\$18.00
42 " " .....	27.00
48 " Standard Columbia, Cone Bearings ..	42.50
50 " " " Parallel " ..	65.00
50 " " " Ball " ..	75.00
50 " H. F. Harvard, newly Japanned.....	75.00
50 " Expert, full nickeled, nearly new....	112.50
51 " Star, 1883 pattern .....	72.50
52 " Standard Columbia, Parallel Bearing, B-I, K., R. Lamp, & Acme Stand	60.00
52 " Standard Columbia, as above, with Ball Bearings .....	70.00
52 " D. H. F. P. emier, nickeled .....	10.00
52 " Coventry, Ball Bearings .....	50.00
52 " Sanspareil, ridden only once.....	93.00
52 " H. F. Harvard, nickeled .....	90.00
52 " Semi-Racer, H. F. H., nearly new....	10.00
53 1/2 " Expert Racer, full nickeled, Ball Ped.	100.00
51 " Star, full nickeled .....	67.50
54 " Standard Columbia, full nickeled, Ball Bearing .....	75.00
54 " Standard Columbia, full nickeled, Parallel Bearing .....	65.00
54 " Standard Columbia, painted, Parallel Bearings.....	60.00
54 " Standard Columbia, painted, Ball Bearings .....	70.00
54 " Expert, full nickeled .....	100.00
56 " Expert (only used in track riding)....	115.00
56 " H. F. Harvard, Expert rear wheel....	65.00
58 " " .....	65.00
60 " Special Columbia .....	70.00
60 " Standard Columbia .....	90.00
108 " Circus Bicycle, Ball Bearing.....	100.00

#### CHEAP TRICYCLES.

50 " Victor, nearly new....	\$100.00
42 " Western, rubber tired .....	25.00
32 " Petite .....	20.00

#### Mo. Wheel Co.,

210 & 212 N. 12th St., St. Louis, Mo..

Exclusive Owners and Manufacturers of the **Duryea Saddle**, Best in the World.

Price.....	\$3.00
Full Nickeled.....	3.75
<b>Peerless Automatic Bell</b> , Nickeled.	1.50

Either sent post free on receipt of price. Special terms to dealers.

**RICHARD GARVEY,** President.  
**LOUIS LEUDERS,** Sec'y & Treas.

# 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.









H. B. HART,  
No. 811 Arch St.  
Philadelphia, Pa.

The Columbia,  
The Harvard,  
The British Challenge

**Bicycles.**

BOYS' BICYCLES AND VELOCIPEDES.

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

**Baby Carriages,**

Reed and Rattan

FURNITURE,

DOLL CARRIAGES,

VELOCIPEDES,

ROCKING HORSES,

ETC., ETC.

FOR THE

Domestic and Export Trade.

**Schwalbach & Obrig**

Makers,

131 First Street, near Broadway,

BROOKLYN, N. Y.

ALEX. SCHWALBACH. THEODORE OBRIG.



SPLIT SECONDS CHRONOGRAPH.  
SIZE REDUCED 1-3.

DOUGHTY & PEDERSEN  
JEWELERS,

23 MAIDEN LANE, N. Y.

Medals and Badges

Of all descriptions made to order from  
original designs.

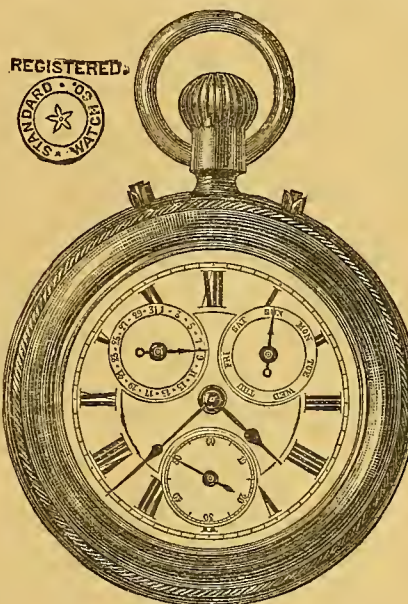
DIAMONDS,

WATCHES, AND

RICH JEWELRY

IN GREAT VARIETY AND AT CLOSE PRICES.

Correspondence Invited.



REGISTERED.



STANDARD CALENDAR

Standard Watch Co.

Our Latest Novelty!

THE

**Standard Calendar.**

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

Ask your Jeweler for this and  
other Standard Watches.

Max Freund & Co.,  
NEW YORK.



**Are You Insured Against Accident?**

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

All Desirable Forms of Accident Insurance can be obtained of the

**Fidelity & Casualty Company,**

E. E. CLAPP, Manager Accident Department,  
NEW YORK, NEW JERSEY & PENNSYLVANIA.

ROBT J. HILLAS, Assistant Secretary, OFFICE, 149 BROADWAY,

New York.

WILLIAM M. RICHARDS, President.

JOHN M. CRANE, Secretary.





Before You Buy a Bicycle

Of any kind, send stamp to

**GUMP BROS.,**

Dayton, Ohio,

For large illustrated Price List of  
New and Second-hand Machines.

SECOND-HAND BICYCLES WANTED.

JUST OUT—List of Thirty Second-hand Bicycles which  
will be delivered Free of Freight.

Attention, Bicycle Dealers

WE WANT YOU TO SELL THE

Perfection

**Bicycle Alarm,**

Automatic and Instantaneous.

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

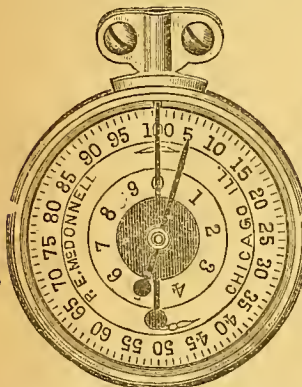


THE  
**SERREL ALARM**

CO.,

161 & 163 Clymer st.  
Brooklyn, N. Y.

**A CYCLOMETER**



For Bicycles,  
Tricycles or  
any other  
wheeled ve-  
hicle, warrant-  
ed 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 nei-  
ther springs  
nor weights in  
its construction;  
it requires  
no oil, and is

absolutely water and air tight. The cut is exact  
size of instrument, which weighs only 2½ oz. Re-  
member, if your Cyclometer is not accurate and re-  
liable we will replace it. We have put in entirely  
new machinery this winter, and improved the instru-  
ment both internally and externally. Price, \$4.00.  
Gold plated and engraved (for prizes), \$10.00.

**A. G. SPALDING & BRO.,**

108 Madison Street, CHICAGO.  
For Sale by Dealers Generally.

**Arab Cement**

For Fastening Rubber Tires.

**STRONGEST KNOWN!**

We Guarantee Satisfaction.

**25 CENTS A STICK BY MAIL.**

Dealers, send for Prices.

Overman Wheel Co., Chicopee, Mass.

**Ira Perego**

— SPECIALTIES IN —

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

Complete assortment of Bicycle  
and Tennis Hose in all Colors.

128 & 130 FULTON STREET,  
87 NASSAU STREET, NEW YORK.

**L. A. W. BADGES.**



New Design Handsome Solid  
Gold Pins, garnet stone centres,  
\$3.50 and \$5.00 each. The same  
with extra finished settings, \$7.00  
and \$8.00 each. Best finish with  
small diamonds, \$15 to \$50 and up-  
ward. (Pat. Sep. 13, 1881.) Or-  
ders by mail, enclosing cash or P.  
O. order, will receive prompt atten-  
tion. Send for circular to C. H. LAMSON, Port-  
land, Me.

On sale in New York at M. J. PATILLARD & Co.'s  
680 Broadway, and in Philadelphia, at H. B. HART's,  
811 Arch Street.

**T. HUNT STERRY,**

4 East 59th Street, New York,

Successor to WM. M. WRIGHT,

RESPECTFULLY announces that he has  
every facility for the repair of  
**BICYCLES.**

Nickelling, Enamelling and Painting.

Full line of sundries of our own manufacture.  
Largest stock of second-hand machines in the United  
States.

Send three cent stamp for list. Machines bought  
and sold on commission.

**STORE YOUR BICYCLES,**

**\$3.00 Per Month.**

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

**BICYCLES, TRICYCLE AND SUNDRIES.**

Agents wanted for the Kittredge Combined "Japan  
Paint Rust Preventer." Dries quickly, holds long,  
is not brittle, presents polished, jet black surface.  
Bicycles stored and cared for. Sole makers of the  
Galway Summer Helmet. Agency and subscriptions  
taken for *The Wheelman*. Bicycles repaired. Call  
or send stamp for catalogue to

166 Main Street, Cincinnati, Ohio,

**B. KITTREDGE & CO.**

**Wall Paper**

Decorate and Beautify Your  
Homes, Offices, etc.

Quaint, Rare and Curious Papers  
by Eminent Decorative Artists.

Close Figures Given on Large Contracts.

If you intend to sell your house, paper it,  
as it will bring from \$2000 to \$3000 more  
after having been Papered.

Samples and Book on Decorations mailed  
free.

**H. Bartholomae & Co.,**

MAKERS AND IMPORTERS,

124 & 126 W. 33d Street,

Near Broadway,

NEW YORK.

— THE —

**Kittredge Bicycle Department**

having made special arrangements to supply the Ex-  
pert Columbia, and the Standard Columbia Bicycles  
on the INSTALLMENT PLAN, will make time and  
easy payments for buyers. Call or send stamp for  
catalogues to

166 Main Street, Cincinnati, Ohio.

**THE HARTFORD**



**SEWING MACHINE.**

THE LARGEST AND LIGHTEST RUNNING.

**Ball-Bearing Balance Wheel.**

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

**WEED SEWING MACHINE COMPANY,**

HARTFORD, CONN.

CHICAGO, ILL.

BOSTON, MASS.

Mention *THE WHEEL*.

**THE AMERICAN STAR BICYCLE.**

**A PRACTICAL ROADSTER, SAFE FROM HEADERS OR  
OTHER DANGEROUS FALLS.**

The means of propulsion insure a continuous motion without dead  
centres, a requisite condition for both speed and power.

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

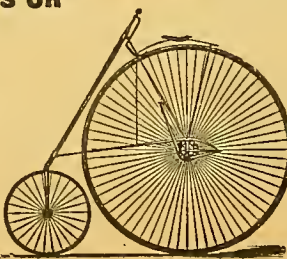
A "Reformed Crank Rider" says:—"In strength, safety, control,  
driving leverage, ease of motion, and coasting, the Star leads all  
Bicycles; while its positive action, quickness in steering, and econ-  
omy in pedaling are excluded from any other similar vehicle."

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

For further particulars address,

**H. B. SMITH MACHINE CO.,**

Smithville, Burlington Co., N. J.





# Springfield Meet---Tricycle Races

WERE ALL WON ON

## VICTOR TRICYCLES.

ONE MILE CHAMPIONSHIP RACE:

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

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

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

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

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

FIVE MILE RACE:

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

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

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

Illustrated Catalogue 3 Cents.

## OVERMAN WHEEL COMPANY, MAKERS,

First and only exclusive Tricycle makers in America.

CHICOPEE, MASS.

To the Wheelmen of America

**THEODORE GOETZE & CO.,**

256 Grand Street,

NEW YORK, N. Y.

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

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

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

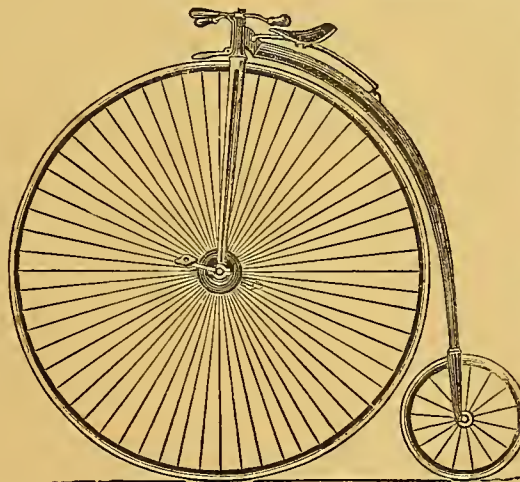
MESSRS. THEO. GOETZE & CO.,

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



## The American Sanspareil Roadster,

MADE BY WM. ANDREWS, BIRMINGHAM, ENGLAND.



The Strongest, Most Rigid and Hand-somest Bicycle in America.

Andrews' patent head, with 5 in. centres, elliptical steel backbone, fluted front and semi-tubular back forks, 26 in. dropped handle bar, gun metal hubs, direct spokes, detachable cranks, parallel pedals with Hancock rubbers, dust-proof adjustable ball bearings, double-to-front single-to-back wheel. Fitted with handy tool bag, finish all-bright parts nicked on copper, balance finely, coach-painted and lined in gold and vermillion. Price, \$125.00  
Or, full nicked, except felices, 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 Extraordinary Challenges, and all parts of the above machines, constantly in stock. A full line of accessories. Every wheelman should have our catalogue.

SAM'L T. CLARK & CO.

Importers of Bicycles, Tricycles and Accessories.

FRANKLIN BUILDING, BALTIMORE.

## ZACHARIAS & SMITH.

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.



# "COLUMBIA" Bicycles and Tricycles.

STAUNCH AND RELIABLE ROADSTERS.

EXPERT COLUMBIA,

STANDARD COLUMBIA,

COLUMBIA TRICYCLE.

Every Variety of Accessories Constantly on Hand.

Send Three cent stamp for Illustrated

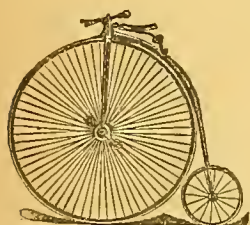
(36 page) Catalogue.

The POPE MANUFACTURING CO.

597 Washington Street,

BOSTON, MASS.

New York Agency and Riding School, 214 & 216 E. 34th Street,  
ELLIOTT MASON, Manager.



R. V. R. SCHUYLER, (SUCCESSOR TO SCHUYLER & DUANE), Importer and Dealer in Bicycles,

189 BROADWAY, NEW YORK.

Sole United States Agent for the COVENTRY MACHINISTS' CO.'s

## Bicycles and Tricycles,

The American Club Bicycle, The Cheylesmore Tricycle, The Cheylesmore Sociable Tricycle.

NICKEL PLATING, PAINTING AND REPAIRING.

A. G. POWELL & CO.,

1723 CHESTNUT ST.,  
PHILADELPHIA, PA.

SECOND-HAND BICYCLES.

	PRICE.
36 Otto, Painted.....	\$20
48 Stand'd Colum'a, Bright & Paint Cone..	50
48 Special " " " Ball.....	85
48 Timb'lake, " " " Roller....	55
50 Arab, Nickel, Ball, Cradle Spring.....	75
50 Stand'd Colum'a, Bright & Paint Cone.....	55
50 Special " Nickel & Paint, Ball, Bell and Lamp...	100
50 Special Colum'a, Nickel, Ball, Bell & Lamp.	85
50 Am. Sanspareil, Nickel & Paint, Ball.....	110
50 " Nickel & Paint Ball.....	115
51 " Star, Bright & Paint.....	75
51 " Nickel & Paint, Improved..	95
52 Stand'd Col., Bright & Paint, Cone, Bell.	70
52 " Bright & Paint, Plain.....	85
52 Ext'ry Chal. Bright & Paint, Ball.....	90
52 Special Club, Bright & Paint, Ball, Bell, Lamp & Log.....	145
54 Am. Sanspareil, L. Roadster, Nickel & Paint, Ball.....	125
54 Ext'ry Chal., Bright & Paint, Ball all round	100
54 Stand'd Colum'a, Nickel, Cone.....	90
54 Special " " Ball.....	100
54 " Bright & Paint, Ball.....	80
54 O. S. Humber, Nickel & Paint, Plain.....	50
54 Royal Chal. " " Ball.....	100
56 Expert Colum'a, " " Ball, Bell, & Lamp.....	115
56 Expert Colum'a, Nickel & Paint, Ball.....	125
56 Special " Bright & Paint, Ball, Bell.....	100

## THE CUNNINGHAM COMPY.

(ESTABLISHED 1877,)

## ODD-FELLOWS HALL, BOSTON, MASS.

In addition to our Catalogue describing our well-known Harvard and Yale Bicycles, we have now issued a Descriptive Illustrated Tricycle Catalogue containing Articles from the pens of Dr. Fanny Fenwick Miller and Dr. Benj. Ward Richardson, which will be found worthy of the careful perusal of Enquirers.

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