

THE WHEEL

A JOURNAL OF CYCLING

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

VOL. IV.—No. 18.—WHOLE NUMBER 96.]

NEW YORK, AUGUST 3, 1883.

{Subscription, \$1.50 a year.
{Single Copies, 5 cents.

WHEEL GOSSIP.

The stencil outfits are now ready, and may be had on application to the chief consuls.

There will be races at Findlay, Ohio, for valuable prizes, August 15th, and competition is invited.

The Cincinatti Bicycle Club have issued their constitution and by-laws in convenient pocket form which has been much admired.

The Greenwich Wheelmen organized July 16th with a membership of six. May it continue to grow and prosper.

The Berkshire County Wheelmen will hold a race meeting at Pleasure Park, Pittsfield, Mass., on the 15th of August, at two P. M.

There was a three-mile bicycle race over a half-mile concrete course, at Martha's Vineyard, Mass., on Thursday, August 2d, for handsome gold and silver medals. Races under the auspices of the Cottage City Athletic Club.

The Third Annual Meet of the Ohio Wheelmen, September 3d, at Columbus, Ohio, promises to be a successful affair, and particularly interesting to Western riders, although all will be cordially welcomed.

The following, from the *Chicago Times*, speaks well for the advancement of tricycling in the West, and reads as follows: "For some time past it has been quite the fashion for ladies at Eastern watering-places to ride the tricycle, and many pleasant excursions have been made about the adjacent country by means of that way of traveling. The matter has often been talked over by ladies here, where the boulevards and fine park drives offer a splendid opportunity for such excursions. but the great obstacle in the way of their use has been the fact that it was difficult to find a lady with courage enough to break the ice, and set the fashion for the society belles of the Garden City, and therefore they have denied themselves the pleasure that their gentlemen friends find in the use of the wheel. Mrs. Frank E. Yates, the wife of the ex-champion amateur oarsman and now chief reporter of the Board of Trade, who is himself an enthusiastic bicyclist, has at last taken the initiative and become as great an enthusiast over the wheel as her husband. Mounting a tricycle for the first time a few days ago, she rode for a distance of twenty-four miles along the boulevards, and now, every afternoon, clad in a neat dark green skirt and close-fitting jacket, she may be seen gliding gracefully along the boulevards or through the parks, the observed of all observers. The ladies are particularly interested

in watching her, and on every hand indulgent papas and fond husbands are being teased to buy tricycles. It is understood that a ladies' tricycle club will be formed at an early day, and then the gentlemen will no longer be monopolists in the use of the wheel and the boulevards.

Poor New England Association! So soon to be thrust out into the cold, cold world by those who were the first to advocate it.

Never before in the history of the League has the administration been so severely criticised, yet never before has such a deep and lasting interest been created in League affairs, and never before has the number of applicants reached such a high average.

Last Thursday the New York Wheelmen entertained the Central Park Police in the hall over the Citizens' Club Rooms, at 2 East Sixtieth street. From two in the afternoon until after midnight, over eighty men partook of the generous "spread" prepared by Caterer Coulter.

The Citizens Club will repeat the Run to Boston this fall, so graphically described in the *May Wheelman*. They will be the guests of the Massachusetts Club.

A telegraphic dispatch announced that Mt. Washington had been descended on a "Star" bicycle. If we remember rightly, the road is a good one, but the turns and grades are sharper than we care to attempt.

Will the six Consuls who received the stencil outfits from Mr. C. H. Lawson, while at the Meet, please send their names to the Corresponding Secretary?

Almost every man at Newport who does not own a horse owns a bicycle, and he who has only "shanks' mare" to depend on either gets plenty of exercise or a large hack bill. Many of the younger men go to the lawn-tennis parties, which are an every-day occurrence, "on the wheel." That bicycles frighten horses there is very little doubt, but Newport's first "runaway" is an event yet to take place.—*N. Y. Evening Telegram*, July 21st.

Pastor Powell, of the Flatbush Methodist Church, drives his tricycle to Sheepshead Bay, a distance of five miles, in half an hour, and, after preaching a sermon, he returns to feed his own flock again in the evening.—*N. Y. Mail and Express*.

And now the dog is up in arms against the much-abused bicycle.

For some time back a large yellow cur has been very troublesome to riders of the Riverside,

and last week, Friday, he managed to place himself under Mr. Denegre's front wheel while going at a high rate of speed. The result was a severe cropper. Mr. Denegre's face was badly contused and lacerated, and his whole body pretty thoroughly lamed and shaken up. At last reports he was doing well and will not be permanently injured.

The boys immediately organized themselves into scouting parties, and we are happy to announce that the canine is no more.

Mr. Richard Nelson (of the Citizens) and family left for the Isle of Shoals last Sunday evening. Dick said it was the first summer he ever really disliked to leave New York.

Mr. Huss, of the Citizens, has recently purchased a Cheylesmore Sociable. We note that his lady companions thus far have had the prefix of Mr.

The Citizens Club has been invited to spend Saturday week at the residence of Mr. Small, in Caldwell. As this gentleman's hospitality is well known, a good time is anticipated.

The jaw-breaking nicknames of the Ixions are forgotten, their owners being in the country.

The Ixion giant, Willie Newman, is riding a new Humber at Fort Washington.

Where, oh where, is Angie Williams?

It is rumored that the Kings County Wheelmen will give another race meeting early in September. About \$150 will be offered in prizes. The main event will be a 25-mile race to beat all previous records. Fred. Jenkins will act as referee.

The Brooklyn Touring Wheelmen went to Albany on a run the other day with their full membership. They report that the wheeling from Albany to Poughkeepsie, a distance of 78 miles, as excellent and easily made in one day.

Pretty Bidwell has a Victor Rotary which he rides up and down Bedford avenue. It is said that the stoops and windows throng with admiring females, and that considerable mortality is occasioned thereby.

Austen, of the K. C. W.'s, went to Baltimore to ride in Foster (?) races of July 21st.

GOSSIP FROM THE "ISLAND."

The Staten Island Bicycle Club held a meeting last night, and re-organized under the name of *Staten Island Wheelmen*.

The quaint old Indian name of the island—Aquahonga—was suggested, but our funny man remarked that where so much beer was brewed he would never be troubled with aqua-hunger! He escaped alive, but it killed the name.

Several members favored Richmond County Wheelmen, there being five other organizations of an athletic nature using the prefix Staten Island.

In the printed notice it was stated that this would be brought up for action, and the New York Times, in its Sunday edition, erroneously credited us with having adopted it.

A lady friend of one of the members, seeing this item, presented the club with a beautifully painted banner bearing that inscription.

Notwithstanding this weighty argument, so large a proportion of the men desired to retain the name of Staten Island, as being better known, and so at once locating the club that the banner followers had no alternative but to yield gracefully.

New members were elected, a revised constitution was adopted, and the following officers were installed for the ensuing year:—Captain, R. V. R. Schuyler; First Lieutenant, Knight L. Clapp; Second Lieutenant, P. C. Winter; Secretary, R. Lambert; Treasurer, W. E. Wiman; Bugler, E. C. Delavan, Jr.; Surgeon, Dr. F. S. Grant.

Least the uninitiated may imagine that we have so many "headers" and accidents that a club surgeon is required to attend to them, I will explain that Dr. Grant, an experienced and skillful physician, recently made such fast time over some five miles of hilly country road, in response to a telephone call, that, before the arrival of the local doctor, he successfully completed the sewing-up of a long scalp-wound on a boy run over by a wagon.

Our headquarters are at St. Mark's Hotel, where all visiting wheelmen will be cordially welcomed.

Club runs start from headquarters on Saturday afternoons, at 4.15, in which all riders are invited to join.

The club numbers about twenty men, and there are some fifteen others who will probably join at the next meeting. This includes members of the Bergen Point Club, lately disbanded, they usually crossing by ferry, and riding here.

We have good wheeling on the Island, and some really fine roads, especially those about Port Richmond. Along the shores they are quite level, while inland we climb hills that would break the heart of many a good rider, and take the conceit right out of him.

Of course, with the hills comes the opportunity for coasting. We have five or six particularly fine and safe places to enjoy this exciting diversion; two are each about a mile long, hard, smooth, and of gradual descent.

A beautiful moonlight run was taken, a few nights since, to Peteler's South Beach Pavilion, about eight miles, mostly good, level road, that can easily be gone over in an hour. A supper of soft-shell crabs, clams, and sweet corn, then a stroll on the beach, looking right out to sea, between Coney Island on the one hand and Sandy Hook on the other, was a fitting preparation for the return ride.

Noislessly spinning along, the only sound was the occasional bark of some faithful watchdog, protecting the sleeping inmates of the cottages that lined our path. The full moon at our backs threw graceful outlines of our glittering wheels on the white McAdam road, and illumined our way so clearly as to make a lamp quite unnecessary, except for the dancing shadows of the trees.

Fearing that your time and space have already been trespassed upon, other items of interest will be reserved for a future letter.

NEW BRIGHTON, S. I., July 24, 1883.

FING.

League of American Wheelmen.

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

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

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

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

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

BOARD OF OFFICERS.

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

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

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

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

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

STANDING COMMITTEES.

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

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

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

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

Railroads—Burley B. Ayres, Chairman, 114 S. Hoyne Avenue, Chicago, Ill.

Auxiliary Committee—M. E. Graves, 207 Broadway, N. Y.; J. N. Pero, Fremont, O.; H. W. Forwood, Cleveland, O.; F. T. Sholes, Cleveland, O.; W. H. Miller, Columbus, O.; W. A. Freese, Milwaukee, Wis.; Richard Garvey, St. Louis, Mo.; C. D. Standish, Detroit, Mich.; A. Trego, Baltimore, Md.; George D. Gideon, Philadelphia, Pa.; and F. A. Elwell, Portland, Maine.

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.

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.

MICHIGAN STATE DIVISION.

Consuls Appointed.—Ann Arbor, Junius E. Beal; Grand Rapids, Frank H. Escott; Marshall, Chas. E. Gorham; Ovid, Wm. C. Marvin.

HOTELS APPOINTED.

Walker House, Perry, Wyoming Co., N. Y., \$1.00 per day; Walker House, Silver Lake, Wyoming Co., N. Y., \$1.50 per day; Brigham House, Warsaw, N. Y., \$2.00 per day. A. E. Purdy, Consul, Warsaw, N. Y.

APPLICATIONS FOR MEMBERSHIP L. A. W.

No. 37. Total, 43. NEW YORK, Aug. 3, 1883.

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

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

Unattached—1:

1889—I. N. Lawson, 1138 North Clark street, Chicago Ill.

MISSOURI DIVISION—I.

1890—W. J. Barron, 3134 Chestnut street, St. Louis Mo.

OHIO DIVISION—23.

Cincinnati Bi. Club—16:

1891—A. A. Bennett, 166 Main street, Cincinnati, Ohio.
1892—E. Amann, 59 East Second street, Cincinnati, Ohio.
1894—Geo. K. Brady, care of J. F. Sadler & Co., Cincinnati, Ohio.
1896—W. C. Dietz, 320 West Eighth street, Cincinnati, Ohio.
1897—C. M. Galway, 125 West Seventh street, Cincinnati, Ohio.
1898—J. A. Hazleton, care of Jas. Sharp, Cincinnati, Ohio.
1906—J. C. Hosea, S.W. corner Front and Main streets, Cincinnati, Ohio.
1908—Silas F. Jennings, 126 Ohio avenue, Cincinnati, Ohio.
1916—Chas. J. Jennings, 126 Ohio avenue, Cincinnati, Ohio.
1917—E. E. Kugemann, corner Plum and Canal streets Cincinnati, Ohio.
1918—Edw. Koerbitz, 111 West Third street, Cincinnati, Ohio.
1920—A. W. Macbair, 141 Race street, Cincinnati, Ohio.
1921—W. G. Miles, 244 Clark street, Cincinnati, Ohio.
1925—Harry Hall, 347 Longworth street, Cincinnati, Ohio.
1929—J. H. Hewes, 166 Main street, Cincinnati, Ohio.
1943—P. N. Myers, Fourth National Bank, Cincinnati, Ohio.

Buckeye Bi. Club—I:

1949—W. A. Knoderer, Columbus, Ohio.

Unattached—6:

1950—Van Dupuy, Ironton, Ohio.
1951—Dr. J. Edwards Smith, 345 Superior street, Cleveland, Ohio.
1955—C. F. Hobart, Medina, Ohio.
1957—H. B. Green, " "
1958—A. J. Blackford, " "
1959—C. L. Griesinger, " "

NEW HAMPSHIRE DIVISION—I.

1961—Theo. J. Richardson, Fisherville, N. H.

NEW YORK DIVISION—11.

Buffalo Bi. Club—add. 2:

1962—Chas. F. Hotchkiss, 221 Hudson street, Buffalo, N. Y.
1963—Jas. H. Addington, 300 Main street, Buffalo, N. Y.

Owl Bi. Club—add. 1:

1964—Hibbard K. Vansize, 31 Pearl street, Utica, N. Y.

Utica Bi. Club—add. 1:

1965—Charles H. Metz, 234 Court street, Utica, N. Y.

King's Co. Wheelmen—add. 1:

1968—John H. Lephart, 111 Nassau avenue, Brooklyn, N. Y.

Unattached—6:

1969—C. H. Thomas, "The Berkeley," corner Ninth street and Fifth avenue, N. Y. City.
1970—Harold C. Bullard, 35 East Thirty-Ninth street, N. Y. City.

- 1971—Wm. H. Bouton, P. O. Box 52, Albany, N. Y.
 1973—Hubert E. Charles, 50 East Twenty-Second street, N. Y. City.
 1974—Rudolph G. Leyboldt, 175 Broadway, P. O. Box 1284, N. Y. City.
 1976—Edward S. Tabor, Schuylerville, N. Y.

PENNSYLVANIA STATE DIVISION—6.

- 1977—Fred. H. Freeborn, Jersey Shore, Pa.
 1978—Wm. A. Cather, Shenandoah, Pa.
 1979—Mrs. Geo. D. Gideon, 1725 North Twenty-First street, Philadelphia, Pa.
 1980—W. J. Owrid, 2858 Reese street, Philadelphia, Pa.
 1981—W. C. Harris, Jr., 233 Pine street, Philadelphia, Pa.
 1982—William E. Thomas, Norristown, Pa.

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L. A. W. RENEWALS, AUG. 3, 1883.

Week ending July 26, 1883.

Total, 193.

Unattached—2:

- 905—A. M. Sweet, Hamilton, Ont.
 2935—H. R. Goodwin, 6 Swan street, Manchester, England.

Omaha Bi. Club—1:

- 2577—Clarence J. Cannan, Omaha, Neb.

Pequonnock Wheel Club—3:

- 3521—Albert N. Stratton, Bridgeport, Conn.
 1492—Charles E. Godfrey, " "
 1493—E. Stewart Sumner, " "

Peoria Bi. Club—5:

- 2265—Charles F. Vail, 715 Main street, Peoria, Ill.
 2263—J. H. Koch, 213 S. Adams street, " "
 18—H. G. Rouse, 110 S. Washington street, Peoria, Ill.
 2845—H. E. Hardin, 110 S. Washington street, Peoria, Ill.
 2846—F. W. Koetler, Peoria, Ill.

Montreal Bi. Club—7:

- 9—Horace S. Tibbs, P. O. Box 1138 Montreal, P. Q.
 674—A. T. Lane, P. O. Box 967, " "
 678—J. D. Miller, P. O. Box 1138, " "
 686—G. De Sola, De Sola Bros. & Ascher, " "
 1821—J. A. Muirhead, Burland Litho. Co., " "
 2051—Allan Arthur, 89 McGill street, " "
 2915—J. H. Low, 953 Dorchester street, " "

Kankakee Bi. Club—4:

- 2418—A. B. Holt, Kankakee, Ill.
 2835—Clarence Holt, " "
 2837—Louis Leconr, " "
 2840—Geo. Crawford, " "

New Haven Bi. Club—5:

- 179—J. C. Thompson, New Haven, Conn.
 2654—Robert Christie, " "
 2601—N. P. Tyler, " "
 3247—W. M. Willman, " "
 3248—J. W. Jewett, " "

NEW JERSEY DIVISION—1:

- 3216—Coleman E. Kissam, Bergen Point, N. J.

MISSOURI STATE DIVISION—1:

- 3466—E. C. Klipstein, Missouri Bicycle Club, St. Louis, Mo.

PENNSYLVANIA STATE DIVISION—2:

- 2326—J. W. Eberman, Sandy Lake, Pa.
 822—T. A. Haywood, Susquehanna, Pa.

OHIO DIVISION—28.

Buckeye Bi. Club—7.

- 2571—T. T. Tress, Columbus, Ohio.
 1831—C. J. Krag, " "
 1834—J. P. McCune, " "
 2572—L. B. Lindenberg, Columbus, Ohio.
 1833—E. W. McCohn, " "
 999—W. H. Miller, " "
 2574—Harry Miller, " "

Unattached—1:

- 3152—Fred. W. Gebhart, 128 W. 4th street, Dayton, O.

Cincinnati Bi. Club—20.

- 2102—C. H. Allen, Jr., S. W. Cor. 5th and Main streets Cincinnati, O.
 1626—O. G. Brown, Wesleyan College, Cincinnati, O.
 2547—Geo. P. Davis, Walnut St. House, " "
 2702—J. W. Innes, 101 Walnut street, " "
 810—H. N. Kitchell, 345 Race street, " "
 809—J. G. Kitchell, " "
 812—H. S. Livingston, 443 W. 7th street, " "

- 813—S. M. Livingston, Xenia, Ohio.
 3125—Ed. F. Landy, 333 Langworth street, Cincinnati, Ohio.
 2549—Henry Menderson, 274 West 9th street, Cincinnati, Ohio.
 811—J. F. Meader, Jr., 135 West 4th street, Cincinnati, Ohio.
 814—W. H. Reed, 295 George street, Cincinnati, Ohio.
 2234—C. M. Strobridge, 47 Sycamore street, Cincinnati, Ohio.
 2548—F. L. Sargent, 25 West 3d street, Cincinnati, O.
 1773—W. A. Whiting, 130 Race street, " "
 2704—John Barclay, 269 Vine street, " "
 2236—W. H. Galway, 125 West 7th street, " "
 2701—W. A. Hall, 347 Longworth street, " "
 2550—W. E. H. Marsh, Galt House, " "
 2703—M. M. Shoemaker, 381 West 4th St., " "

NEW YORK DIVISION—33.

Courtlandt Wheelman—8

- 1984—Dudley C. Hasbrouck, Peekskill, N. Y.
 2338—Stephen F. Horton, " "
 2367—Geo. Halsted, " "
 2384—S. Allen Mead, " "
 3190—Howard Simpson, " "
 3191—Samuel Wessells, " "
 3192—Henry Tate, Verplanck, N. Y.
 3517—E. A. Hodgkins, Peekskill, N. Y.

Elmira Bi. Club—add. 21:

- 3408—Lou. H. Brown, Pres., 153 Lake street, Elmira, N. Y.
 3424—R. L. Guion, 513 College avenue, Elmira, N. Y.
 3410—Chas. Pines, 414 S. Main street, " "
 3411—Guy W. Shoemaker, 505 Lake street, " "
 3416—John C. Zimmerman, 17 Lormore street, Elmira, N. Y.
 3409—Henry C. Spaulding, Elmira, N. Y.
 3421—Chas. A. Bowman, 507 Park place, Elmira, N. Y.
 3425—George Lingle, 309 South Main street, " "
 3422—John M. Potter, 411 William street, " "
 3423—Will Lormore, 456 Sullivan street, " "
 3418—W. J. Stephenson, 417 E. Market street, Elmira, N. Y.
 3415—T. H. Judson, care E. H. Cook & Co., Elmira, N. Y.
 3414—Robert Tenny, 414 William street, Elmira, N. Y.
 3419—Jos. F. Lingle, 309 S. Main street, " "
 3417—J. B. Coykendall, 109 S. Main street, " "
 3412—Samuel Ellis, 753 Washington avenue, " "
 3433—H. S. Kidder, Tioga R. R. Office, " "
 3476—Grant H. Jones, " "
 3434—C. J. Millis, " "
 3539—Jas. Wise, West Water street, Elmira, N. Y.
 3513—H. C. Hersey, West Church street, Elmira, N. Y.

Unattached—4:

- 3662—G. A. Cory, 204 East 27th street, New York City.
 2896—E. R. White, Castile, N. Y.
 3325—Chas. E. Titchener, Binghamton, N. Y.
 3520—W. E. Gardner, 113 Sixth street, Troy, N. Y.

MASSACHUSETTS DIVISION—101.

Boston Ramblers Bi. Club:

- 3022—Joe W. Wattles, Canton.
 1017—Andrew Phenister, 368 Dndley street, Roxbury.
 2994—Albert F. Gould, 23 Webster street, Worcester.
 1717—Chas. L. Clark, 42 Bedford street, Boston.
 3638—Joel Hayden, Jr., Northampton.
 3562—A. A. Strout, 13 Monument avenue, Charlestown.
 3173—Wilbur M. Pratt, Brockton, Box 398 (City Bi. Club).
 1415—A. B. Segur, Andover.
 2995—C. S. Howard, 597 Washington street, Boston.
 3002—W. C. Stahl, 37 Essex street, Boston.
 3003—E. E. Merrill, 353 Washington street, Boston.
 3086—A. L. Flocken, 24 Purchase street, Boston.
 1123—A. W. Fisher, 450 Washington street, Boston.
 3124—F. E. Bryant, 88 Hawley street, Boston.
 3140—E. R. Benson, 597 Washington street, Boston.
 3139—W. P. Haskell, 280 Devonshire street, Boston.
 3204—E. G. Whitney, 106 Dartmouth street, Boston.
 3342—W. I. Harris, 31 Federal street, Boston.
 2463—O. J. Young, Needham.
 3510—F. M. Mitchell, 28 Front street, Cambridgeport.

Unattached—9:

- 1048—E. P. Cutler, 10 Oliver street, Boston.
 3174—Wm. L. Puffer, Brockton.
 1048—John H. Wright, Perkins Institute, South Boston.
 1477—C. A. Hobbs, Southboro.
 100—R. M. Diaz, 171 Devonshire street, Boston.
 1575—Geo. Abbott, 66 State street, Boston.
 1665—D. C. Robert, 20 Craigie street, Cambridge.
 102—W. W. Allen, 27 Bowdoin street, Boston.
 1714—J. W. McIntosh, 20 Congress square, Boston.

Massachusetts Bi. Club—72:

- 136—Wm. H. Ames, North Easton.
 459—Arthur L. Atkins, 597 Washington street, Boston.
 1293—J. E. Alden, 27 Union Park street, Boston.

- 2457—Ralph P. Ahl, 90 Chester square, Boston.
 3629—Geo. C. Ainsworth, Hoffman House, Boston.
 1004—H. A. Baker, 107 Boylston street, Boston.
 1011—W. Vinal Burt, Box 2190, Boston.
 1178—Lincoln I. Burt, 709 Tremont street, Boston.
 1238—James P. Burbank, Box 2040, Boston.
 3630—Sam. J. Brown, care Van Brun: & Howe, Boston.
 2293—Natt Brewer, Portland, Maine.
 141—H. I. Carpenter, Milford.
 2064—Gilbert E. Chandler, N. E. Trust Co., Boston.
 1005—Adams D. Claflin, 10 Oxford street, Cambridge.
 1297—Eugene L. Clark, 28 Scholl street, Boston.
 2455—W. Willis Clark, 611 Washington street, Boston.
 1351—Francis Cogswell, Lawrence.
 2613—Harry D. Corey, care Stoddard, Lovering & Co., Boston.
 3016—Chas. M. Cox, 2 India street, Boston.
 3301—Renslow Crosby, 383 Washington street, Boston.
 1300—Daniel E. Devoe, 149 Blackstone street, Boston.
 1010—L. M. Dorr, 48 South street, Boston.
 2274—Edward R. Drew, 597 Washington street, Boston.
 140—Josiah T. Dyer, 12 Bowdoin square, Boston.
 3664—C. A. Drew, 62 Devonshire street, Boston.
 2185—S. H. Day, South Abington Station.
 1558—Frank A. Elwell, Portland, Me.
 3308—James W. Farrington, 352 Washington street, Boston.
 3018—S. K. Flint, care Russ, Cobb & Co., Boston.
 2296—Chas. E. Folsom, 111 Devonshire street, Boston.
 144—Frank W. Freeborn, 309 Marlborough street, Boston.
 863—Chas. L. Frye, 30 High street, Boston.
 2057—Eben Fish, Abington.
 2297—W. R. Griffiths, 45 Temple place, Boston.
 3666—James J. Gilligan, 597 Washington street, Boston.
 1014—Henry S. Harris, 707 Tremont street, Boston.
 3303—F. W. Heymer, care Little, Brown & Co., Boston.
 2456—Chas. F. Hopkins, Box 1920, New York.
 147—Chas. F. Joy, 597 Washington street, Boston.
 608—Chas. H. Lamson, Portland, Me.
 1013—James Notman, 99 Boylston street, Boston.
 152—Albert A. Pope, 597 Washington street, Boston.
 153—Edward W. Pope, 597 Washington street, Boston.
 154—Harry M. Pope, Denver, Col.
 1006—Geo. Pope, 8 Berkeley street, Boston.
 150—H. E. Parkhurst, Munich, Germany.
 4—A. S. Parsons, Cambridgeport.
 1201—A. J. Philbrick, Salem.
 1268—R. D. Pratt, Marlboro.
 2351—Frank G. Parker, 7 Exchange Place, Boston.
 2897—Jos. Pettee, Jr., South Abington Station.
 1557—Arthur W. Pierce, Portland, Me.
 1537—Chas. W. Reed, 28 School street, Boston.
 3014—Fred. H. Ruggles, 186 State street, " "
 3628—Philip S. Russ, 2 Chester square, " "
 2299—Herbert L. Sanborn, 96 Magazine street, Cambridgeport.
 155—Chas. P. Shillaber, 131 West Chester Park, Boston.
 158—Winfield S. Slocum, 257 Washington street, Boston.
 1358—David B. Smith, care Jones McDuffee & Stratton, Boston.
 2454—Darwin J. Smith, care Mason & Hamlin Organ Co., Cambridgeport.
 2298—Geo. H. Swazey, 10 Doane street, Boston.
 3665—H. E. Sylvester, 28 School street, Boston.
 2301—Frank Tent, Hamilton National Bank, Boston.
 3627—Winthrop Thayer, 50 Oliver street, Boston.
 162—H. T. Washburn, care Bradford Thomas & Co., Boston.
 1592—Geo. H. Waters, 64 Munroe street, Lynn.
 3015—Arthur G. Waterman, care Carter Harris & Hawley, Boston.
 163—Aug. F. Webster, 55 High street, Boston.
 1012—Henry A. Wheeler, 62 Commercial street, Boston.
 751—Henry W. Williams, 258 Washington street, Boston.
 1009—Chas. Wills, 35 Equitable Building, Boston.
 3667—E. O. Winsor, 72 Kilby street, " "

—O—

L. A. W. RENEWALS, AUG. 3, 1883.

Week ending July 31, 1883.

Unattached—2:

- 2810—H. C. Witmer, Inda, Wis.
 3654—W. L. Perham, Paris, Maine.

New Haven Bi. Club—1:

- 3251—William H. Thomas, New Haven, Conn.

MISSOURI DIVISION—1:

- 3467—L. J. Berger, St. Louis and San Francisco Ry., St. Louis, Mo.

MICHIGAN DIVISION—1.

- 1082—Ed. F. Woodcock, Albion, Mich.

THE WHEEL.

MASSACHUSETTS DIVISION—3.

- 3648—John G. Prouty, Easthampton, Mass.
2047—W. H. M. Billows, 547 Washington street, Boston, Mass.
2999—S. S. McClure, 608 Washington street, Boston Mass.

NEW JERSEY DIVISION—12.

- 1859—William Beach, Orange, N. J.
Hudson County Wheelmen—11:
3670—H. Weinhausen, 342 Garden street, Hoboken, N. J.
3671—F. Sagindorf, 280 Park avenue, Hoboken, N. J.
3672—F. H. Reinhold, 280 Park avenue, Hoboken, N. J.
3673—H. W. Sagindorf, 280 Park avenue, Hoboken, N. J.
3674—J. J. Culbertson, Garden street, Hoboken, N. J.
3675—A. Henning, Union Hill, Hoboken, N. J.
3676—H. Henning,
3677—George Weber, cor. River and Third streets, Hoboken, N. J.
3678—H. Stegman, 299 Bloomfield street, Hoboken, N. J.
3679—T. W. Griffith, cor. Seventh and Washington streets, Hoboken, N. J.
3680—John Arneiman, 79 Ogden avenue, Jersey City Heights, N. J.

PENNSYLVANIA DIVISION—14.

Pennsylvania Bi. Club—4:

- 3429—E. M. Aaron, P. O. Box 250c, Philadelphia, Pa.
667—T. L. Owen, Hazelwood street, Pittsburg, Pa.
2231—Charles H. Moore, 3419 Race street, Philadelphia, Pa.
2005—Henry C. Miller, Scruehanna, Pa.

Armenian Star Bi. Club—9:

- 3606—C. E. Updegraff, 261 South Third street, Philadelphia, Pa.
3611—H. Greensmith, 516 South Twentieth street, Philadelphia, Pa.
3610—B. T. Dubois, 261 North Ninth street, Philadelphia, Pa.
3619—R. Brewer, 1625 Oxford street, Philadelphia, Pa.
3607—J. H. Updegraff, 267 South Third street, Philadelphia, Pa.
3612—E. G. Lenhart, 1131 Filbert street, Philadelphia, Pa.
3616—J. Dowling, 408 Penn street, Philadelphia, Pa.
3613—M. T. Lenhart, 1131 Filbert street, Philadelphia, Pa.
3618—F. R. Snyder, 452 Franklin street, Philadelphia, Pa.

Lehigh University Bi. Club—1:

- 3583—G. S. Patterson, Mahanoy City, Pa.

DIVISION SECRETARIES AND TREASURERS

Will please see that the full post-office address of each member is reported and published. Many complaints are made that THE WHEEL does not reach the members of the League, and many are traceable to this cause. A little care will be the saving of much trouble to all hands. Yours fraternally,

FRED. JENKINS,

Cor Secretary L. A. W.

THE CITIZENS AT LONG BRANCH.

A truck load of bright glittering wheels wending its way towards Franklin street, and a score of athletic young men clad in knee-breeches, with improbable calves, descending from the elevated railroad station, attracted the attention of the early risers in New York last Tuesday. Investigation proved that it was the Citizens Club out for a lark, and all who reported at the club rooms in the evening noted that the bird had been captured.

The little steamer, Sea Bird, puffed and snorted as the last delinquent ran down the pier, and at 8 A. M. steamed down the Bay, leaving the din of the awakened city far behind. Arriving at Red Bank without accident, the happy thirteen were reinforced by three white helmets and blue corduroys, and the line of march was taken up for Sea Bright in columns of twos. At first a little sand was troublesome, but soon the smooth, hard turnpike was reached, and merrily the wheels flashed in the sun into columns of fours

and eights at the will of the captain and the call of the bugle. The six miles and a half between Red Bank and Sea Bright were covered in thirty-five minutes, and wheeling sharply to the right down Ocean avenue, pass the many hotels that face the sea, in the porches of which are assembled the youth and beauty of numerous cities, occupied but a short space of time. Further on the club is met by one of its members, whose handsome cottage is situated on the bluff, within a stone's throw of the ever rolling Atlantic, and whose interest in the fraternity is manifested by a stable of ten bicycles and two tricycles belonging to members of his family, who form a little club of their own within the hospitable roof.

Ethereal lemonade greet us, together with a most cordial welcome from the older members of the family, and after a short rest, we sit down to a delightful lunch, surrounded by cool ocean breezes, the peaceful quiet remaining unbroken for a while, as the wheelmen with sharpened appetites did full justice to the generous hospitality of our host. An hour is quickly passed, and after the customary cigar, an adjournment to the parlor is in order, where excellent music is given by our lanterns, Bourne and Huss, and the Citizens' Quartette. The wheels are then mounted and twenty-eight in line, a circuit is made of the lovely grounds of Mr. John Hoey, that Nature and art have combined to make a paradise. Returning to the house we drink the health of our smiling host in sparkling wine, and as the hour of departure draws near we form in line, and at the bugle call, turn our faces toward the Plymouth Rock, and once on board divide into small groups, discussing the good time that all have apparently enjoyed. A delightful sail brings us to 21st street, and, the headquarters reached, we realize that another red-letter day in the history of the club only remains to be recorded in its log-book. A delightful reminiscence in the memories of the participants.

WHEEL RACES.

RACING MEN

Are warned that if found competing in races not sanctioned by the League, they are liable to be barred from authorized races as well as the championships. Already several protests have been made, and more will follow, unless care is taken to prevent them. No racing man who has the interest of bicycling at heart should lend his aid in setting the rules of the League at defiance.

Yours fraternally,

FRED. JENKINS,

Cor. Secretary L. A. W.

TRICYCLE RACE.

The first road race on tricycles, in this country, took place at Boston, July 30th, under the auspices of the Boston Bicycle Club. The members who participated were: W. W. Stahl, W. H. Edmunds, Frelon Morris, J. S. Dean, and W. B. Everett. The distance was eighteen miles, being from Cobb's Tavern, in Sharon, to the headquarters of the club, 53 Union Park. A medal was won by Stahl, in 1 hour 30 minutes 50 seconds of time. Medals were won by Edmunds, in 1:34, Morris, in 1:36, and Dean, in 1:38.

PRINCE, THE CHAMPION.

Five thousand people assembled at Athletic Park, July 23d, to witness the closing race in the series between John S. Prince, of this city, and H. W. Higham, of Nottingham, England, for the bicycle championship of the world. The grand stand was full, the two uncovered stands were nearly full, and crowds eager to obtain a

nearer view of the great contest fringed the track in front of the stands. At five minutes past 6 o'clock the bell in the judges' stand was tapped to call the contestants. In the stand were Leland Howard, of the Capital Bicycle Club, referee and stakeholder, in place of Frederick Jenkins, Esq., of the New York WHEEL, who was unable to serve; Messrs. Seeley and Wagner, of the Capital Bicycle Club, judges for Prince; and Messrs. Scribner and Hart, of the Washington Cycle Club, judges for Higham; Dr. H. M. Schooley, starter; Messrs. S. P. Moses, Jr., and P. T. Dodge, timers; and T. A. Berryhill, recorder.

Prince and Higham made an interesting race, both alternating in the lead until the final mile, when Prince went to the front, finishing the last half mile in very fast time. The following is the time for each quarter mile:

	1-4 m.	1-2 m.	3-4 m.	Mile.
First mile....	.48 1-2	1.34 1-2	2.23 1-4	3.10 1-2 H.
Second mile..	4.01 1-2	4.50 3-4	5.40 3-4	6.30 1-2 H.
Third mile...	7.18 1-4	8.08 3-4	8.58	9.48 1-2 P.
Fourth mile...	10.39	11.29 3-4	12.20 1-4	13.10 3-4 P.
Fifth mile...	14.01 3-4	14.52 1-4	15.41 1-2	16.30 1-2 H.
Sixth mile...	17.22 1-8	18.14 1-4	19.06 1-4	19.56 3-4 H.
Seventh mile...	20.50 1-2	21.38 1-4	22.29 1-4	23.23 P.
Eighth mile...	24.16 3-4	25.10 3-4	26.04 1-2	26.55 1-2 H.
Ninth mile...	27.49 1-2	28.41 1-4	29.33 1-4	30.24 3-4 H.
Tenth mile...	31.16 1-4	32.12 1-4	32.54	33.36 3-4 P.

RAILROAD WHEELING

FROM GREENSBURG TO JOHNSTOWN, PA.

On Thursday morning, July 12th, at 4:10 I started on an experimental trip from Greensburg to Johnstown, Pa. From G. I followed the common road to Loyallhanna, a distance of 12 miles, reaching the latter place at 6:10; thence along the railroad the balance of the distance. Breakfast was taken at Millwood 18 miles from Greensburg, at 7:25. Soon after, the magnificent scenery along the Conemaugh River was reached, and the famous "Pack-saddle on the Conemaugh," shown on the P. R. R. photographic views, was passed through. At points along this beautiful spot the cinder paths were smooth and hard as a floor. On one side, from 200 to 500 feet below you, the roaring, rushing river; on the other, the double track of the road bed cut from the solid rock in the mountainside. To "bikers" who love rugged scenery and glorious views from off their wheels and who have the nerve to ride on narrow paths at the height above the views that I have mentioned, I can recommend this route, but they must not understand by this that it is all riding and no walking, for in some places a retaining wall had to be built to support the tracks, and there one *must* walk. But taking all things into consideration, this trip is infinitely preferable to the average country road, for when the riding is good *it is*. It is scarcely necessary to tell a "bicker" that cinder makes a good path for the wheel. One piece of the route, just beyond the Sack-saddle, I will never forget. It must have been at least six feet in width, black as ink, and the white, broken stone used as ballast on the road having been lined up to perfection, it made a track which once ridden over could never be forgotten. At 12:15 New Florence—29 miles—was reached, where I stopped for dinner at the Carr House, which I can recommend to all tourists on wheel. I rested here until 2:15, and then pulled out for my destination. As I neared Sang Hollow—4 miles from Johnstown—I caught sight of two handkerchiefs vigorously flying in the air, and as I drew nearer, I discovered the owners were two of the fraternity from Johnstown come out to escort me into town—Mr. Geo. M. Davidson, Jr., and Professor Webster Norris, of the Cambria Iron Company. After friendly greetings we mounted our wheels, and after a splendid run for the balance of the route, dismounted in front of the Cambria club-house, where I was the guest of the above-named gentlemen. After a refresh-

ing bath and light (?) supper (you know "bikers" never eat but lightly) I met some of the members of the club—the Mountain Wheelmen—and after making arrangements for a short run on the morrow, retired to sleep as only tired "bikers" can.

On Friday morning, through the kindness of Messrs. Norris & Davidson, I was enabled to visit different departments of the Cambria Iron Company's Works, which is of much interest to any person who has never had an opportunity of visiting works of such immensity as these; but as this is a wheeling letter I will not attempt a description of them. I had intended extending my trip over the mountains to Bedford, and thence home via Somerset and Mount Pleasant; but a heavy storm of rain and hail spoiled the roads, and the trip had to be postponed. On Friday evening, after tea, the rain having ceased, Messrs. Davidson, Williams and Williamson, of the Mountain Club, donned their knickerbockers, and we were all soon spinning over the fine cinder road which leads up to St. Clair reservoir. The entire distance can easily be ridden up when the road is dry and only one dismount was made on this trip. On the return trip a delightful coast was indulged in for about two miles, one stop being made to gather laurel blossoms, or, as some call them, rhododendrons (?), which abound in great profusion in this region. During the balance of the run some racing was indulged in, and one of our number indulged in the delightful (?) pastime of "taking a header," but was no sooner off than up and after us again in excellent condition—not even losing any "bark." After our return to town we repaired to the room of Mr. Williamson, where a most agreeable time was passed until 11 P. M. By way of variety, Mr. Williamson served us a mixed lunch, consisting of pickled olives, peanuts, bananas, crackers, and raspberry vinegar. Such a mixture on ordinary occasions would certainly make one see all his dead relations, or some other fellow's relations; but when "bikers" like they can eat. I returned home on Saturday A. M. by train, with a cordial invitation to repeat the visit, and it is not necessary to say that, after such treatment, "I'll do it."

I cannot close this article without expressing great gratification at the treatment I received at the hands of Messrs. Norris and Davidson, as they were until that day entire strangers to me. It but feebly expresses my feelings when I say that I was entertained by gentlemen. There may be better fellows than the members of the Mountain Wheelmen's Club, but I have never met such.

Yours, etc.,

JNO. V. STEPHENSON.

MURDER!!

THE PRESIDENT'S TERRIBLE FIGHT—ONE KILLED AND ONE SENT TO HOSPITAL.

There was a cold, steely glitter in the eyes of Doctor as he hurried into the Ixion's room and inquired if President Egan could lend him a revolver. Doctor's valor having been so often proven in leading gallant charges of the Seventh Regiment during the late encampment of that command, and knowing the prevalence of duelling now in progress, it was soon whispered around that Doctor had had a controversy with a leading horseman on the advantages of their mutual steeds, and that hot words and a challenge to fight, each to be mounted upon their respective steeds, was to take place.

This rumor gained ground, when Doctor was seen in close converse with Secretary Jenkins and Denegre. At last the three, quietly mounting, rode rapidly up Fifth avenue, and the writer followed at a safe distance. No sooner had the Riverside been reached than I was at once convinced that it was not a duel, but a military campaign that was contemplated. Doc-

tor called a council of war, and drawing from his pocket a plan of battle, soon had the heads of his army and himself bent over it, while, by the light of the hub-lamp in his machine, he rapidly explained to them their own and their enemies' position. To Denegre was delegated the perilous position of advancing against the foe. With a few more whispered instructions from Doc, he mounted, and soon was lost to sight in the darkness. Two minutes more and the main body of the army followed. Soon afar up the road came the clash of falling steel, and, reaching the ears of the expectant army, told them the conflict had begun. Doctor drew the deadly weapon he had borrowed, and Secretary Jenkins, inspired by the warlike act of his chief, vainly sought for a weapon, until, finding nothing else, he brought forth his trusty stylograph, remarking that Caesar had died from no less a weapon, swept on in the charge. Soon reached they the field of carnage, and but too well did it show the horrors of war, for prone in the road, cold as though in the embrace of death, lay the whole of the gallant troop that but a few short minutes ago had rode forth in all the glorious panoply of war at the command of its chief. Even this scene of desolation could not deter our gallant President, and, sounding the war-cry of the gallant Citizens, came he and the Secretary to the aid of fallen Ixion. But the foe, emboldened by their former success, waiting until the President had gotten opposite their position, which was strongly taken under the steps of a deserted house, charged down upon him. The Secretary shivered and tighter grasped his stylograph, but Doctor, with a smile upon his face, and with hand and wheel as steady as though upon parade, gave the word to fire, and, suiting the action to the word, waited the effect of the volley thus delivered at short range. The cries of pain and rage that followed told too plainly of the defeat of the enemy, and all at once the Secretary became so brave that Doctor, like a prudent commander, warned him that there might yet be more in reserve, and the Secretary immediately subsided.

Hub-lamps, heretofore extinguished for the purpose of surprising the enemy, were now lighted, and the result of the terrific conflict could be plainly seen. Prone upon the ground lay gallant Denegre, with limb and face both injured from the fall from off his wheel, which reposed in dreamy solitude in a neighboring gutter, and not far away lay his enemy, stiff and stark in all the agony of death, dealt by Doctor's well-directed volley. No longer will his fiendish attacks annoy the traveling cyclist, and, though he was only a "yellow dog," even he has learned how dangerous it is to trifle with the League, its members, or its President. SELAH.

FROM THE CLUBS.

ALBION.—At a recent meeting of the Albion B. Club, the following officers were elected: President, Clark Cady; Secretary and Treasurer, Charles K. Bliss; Captain, Ed. F. Woodcock. The uniform adopted for this year consists of dark green pants, shirt, and stockings, with a white duck helmet, and white belt. The captain is at present the only member of the League, but he is fishing for the rest.

Fraternally,

ED. F. WOODCOCK.

ALBION, Mich., July 26, 1883.

MANCHESTER.—The Manchester Wheelmen's trip to Portsmouth and the beaches last week was an exceedingly pleasant one. An Epping bicyclist led them to Exeter, and at Hampton they were met by three of the Rockingham Club, and the two Springfield club men who were in Manchester July 4th. One of them, A. R. H. Foss, is the bugler of the club, and acted

in that capacity for the party, Monday. Calls were made at the cottages of Dimond Kennard, of this city, G. Frank Greene, of Pittsfield, and at Foss' Beach, and Portsmouth lemonade was dispensed. The steamer ride to York was greatly enjoyed, and all the points of historical interest were explained by C. A. Hazzlett, of the Rockinghams. The complimentary supper was a very fine one, and the partakers numbered nineteen. Among those present was E. H. Corson, who recently made the famous bicycle descent of Mt. Washington. After supper Mr. Hazzlett made a few remarks, and then presented gold medals to four members of the Rockingham Club, as trophies, these members having lately wheeled to Boston and return in one day, a distance of 125 miles. The beach was not as perfect as usual, but was entirely safe, and most of the party improved the opportunity to take a spin by moonlight. Tuesday morning a run to Mt. Agamenticus was made, and a varied and beautiful view was obtained from the summit, extending from the White Mountains to Kennebunk, and comprehending the Isles of Shoals and Newburyport. The road to the mountain was generally good, and the return to the beach was made in quick time.

THE CYCLISTS TOURING CLUB.

FOUNDED (AS THE B. T. C.) IN 1878.

Is an organization of wheelmen, not local or national merely, but broadly *International*, and having a membership some ten thousand strong, distributed over the entire civilized world. This membership it seeks to increase wherever the wheel rolls, and it cordially invites all amateur riders to join the ranks of the largest athletic club the world has ever seen. The dues are, for the first year, including the silver badge, \$2.50, afterwards 85 cents per annum.

SPECIAL NOTICE.

IMPORTANT.

During the absence of the U. S. Chief Consul to attend the seventh annual C. T. C. Meet, at Harrogate, Yorkshire, England, and to participate in the subsequent tour, all applications for membership should be addressed to Henry W. Williams, Mass. State Consul C. T. C., 258 Washington Street, Boston, Mass.

Blank form of application for membership will be forwarded by Mr. Williams to any address, on receipt of a stamped and addressed envelope.

Members wishing to communicate with the Chief Consul direct can address him until 24th August next as follows:

FRANK W. WESTON,
C. C. T. C.

Care Bayliss, Thomas & Co.,
Coventry, England.

THE ANNUAL HARROGATE MEET.

This important and enjoyable annual gathering of Cyclists will take place in 1884 on the first Monday in August. All U. S. members who contemplate a trip to Europe next year should make it a point to attend this Meet. A party of cyclists will be formed to sail on or before Saturday, July 22, 1884, and the Chief Consul will be happy to afford information to all who may be interested.

THE C. T. C. NEW UNIFORM.

Full information on this important subject can be found in the C. T. C. column of the WHEEL of June 15th last, page 5. Every member can, and should, now avail himself of the privilege of wearing this, certainly the most elegant and comfortable costume for cycling purposes yet devised. Lady members can now obtain the club cloth for tricycling costumes as wanted.

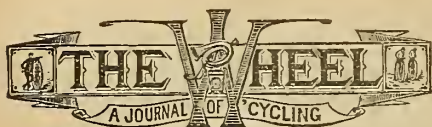
Photographs—large size—showing front and back view of the uniform can be had by sending ten three cent stamps to "Partridge," Photographer, 2832 Washington Street, Boston, Mass.

THE CLUB HAND-BOOK.

Members can now obtain the new Hand-book for 1883 by sending a P. O. Order for *Thirty Cents* to E. R. Shipton, Esq., Secretary C. T. C., No. 140 Fleet Street, London E. C., England.

APPLICATIONS.

Joseph Wiesenfeld, 157 S. Broadway, Baltimore, Md.; Horace S. Tibbs, 26 Union avenue, Montreal, Can.; Albert T. Lane, 365 Aqueduct street, Montreal, Can.



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

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

N. M. BECKWITH, Pres. L. A. W. } Editorial Contributors.
W. V. GILMAN, Treas. L. A. W. }
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SUBSCRIPTION PRICE, - - - - \$1.50 A YEAR
EUROPEAN SUBSCRIPTIONS, - - - 8 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, AUGUST 3, 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.

SPECIAL NOTICE TO DELINQUENTS.

The contract at present existing between the League of American Wheelmen and the publishers of this paper binds them to furnish it only to such members as have paid their dues for the current year or for whom the subscription price has been paid from the general treasury of the League. Through the liberality of Messrs. Oliver & Jenkins you have thus far received a copy free gratis, but with this number we can expect it no longer, and for this reason we urge upon you the immediate necessity of hurrying in the amount of your assessment to your Division Treasurer or the undersigned, as per instructions in general notice, which see.

Yours fraternally,

W. V. GILMAN,
NASHUA, N. H., July 7, 1883. Treasurer.

MAIL VOTE No. II.

was opened by the President last Thursday as a member of the Committee on Rules and Regulations, and we give the result in advance of the official count as reported to us by the chief executive officer. The vote was not as heavy as might have been expected, less than five hundred ballots having been returned, although 2,250 were issued and mailed to all who were members at the time of issuing the votes. All the amendments were carried as proposed by large majorities, with the exception of the amateur clause, which was decided after a close vote in favor of amendment "B." The clause allowing clubs a

discount of 50 per cent. was wiped away by a handsome majority. The amendment authorizing State Divisions was almost unanimous, while the three-foot-track measurement was buried so deep that we hope the subject will never be mentioned again. The eighteen inches will give us a fair basis of comparison with foreign records, as nearly all the existing ones were made before the English adopted their standard. We republish the articles and rules under consideration according to the decision of the vote, thinking they will be of interest to members of the League:

CONSTITUTION—ART. 3. AS AMENDED.

3. Any Amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of \$1.00, and approval by the board of officers or a committee thereof, after the publication of his name in a list of candidates in the official organ of the League at least two weeks previously.

CONSTITUTION—ART. 4. AS AMENDED.

4. Its officers shall be a President, a Vice-President, a Corresponding Secretary, a Recording Secretary, a Treasurer, Chief Consuls, one from each State, and each State with a membership of fifty shall be entitled to one Representative and one additional Representative for every additional fifty members. No State with a membership of less than fifty shall be entitled to a Representative, and these officers shall form a board of officers, of which eight shall constitute a quorum, who shall direct and decide in all matters not provided for in this Constitution, and shall have power to fill vacancies.

Each State in which there are twenty-five or more members shall organize a State Division, with a code of by-laws in keeping with the Constitution of the L. A. W. Its Executive Board shall comprise the Chief Consul and Representatives, together with a Secretary and Treasurer who may be chosen at large by a vote of the Division.

RULES AS AMENDED.

25. (a) An Amateur is a person who has never competed in an open competition, (b) or for a stake, (c) or for public money, (d) or for gate money, (e) or under a false name, (f) or with a professional for a prize, (g) or with a professional when gate money is charged; (h) nor who is not a paid teacher of bicycling or any other athletic exercise.

26. Pursuing the art of bicycling, as used in Rule 25, shall be understood not to include, (a) manufacturing or dealing in bicycles, (b) teaching the absolutely necessary elements of riding solely for the purpose of effecting the sale of a bicycle.

RACING RULES.

17. No League Member will be permitted to race under trotting rules; and no prize won or time made with flying start will receive the sanction of the League. The track shall be measured on a line drawn eighteen inches from the pole.

WHEELMEN OF CONNECTICUT!

The undersigned, having been appointed to the office in the League of American Wheelmen recently made vacant by the death of Mr. S. A. Marsden, desires your general and generous co-operation in promoting bicycling and tricycling interests in this State. Our principal highways are becoming more and more frequented by our own riders and tourists, and the comfort and enjoyment of all can be furthered by united effort.

We wish to appoint consuls in all of our towns who will be alive to your interests and full of information about places, roads, hotels, etc., in their vicinity, to guide-mark the main thoroughfares with the League stencil, to appoint hotels where wheelmen may feel assured of good treatment and fair charges, to advise with those whose rights on the highways are infringed, and in various ways assist in introducing our modern vehicles to the favorable consideration of the general public. To these ends we invite the

members of the L. A. W. to activity in enlarging our numbers, old members to renew, others to join us, and all to assist in the accomplishment of these purposes.

I should like the name of every wheel club in this State, with a list of its officers and members, the name and address of every bicyclist and tricyclist (excepting only mere children), whether man or woman, member or not member of the L. A. W. I want to know who and where the cyclists are, and how many there are of them; and shall be thankful for any information on the subject, even to single names by postal card.

STEPHEN TERRY, Chief Consul,

P. O. Box 1003, Hartford, Conn.

JULY 30, 1883.

BERSKHIRE COUNTY WHEELMEN'S RACE MEETING.

Editor of the Wheel: We have completed our plans for a series of Bi. Races for August 15, 1883, at Pleasure Park, at 2 P. M., for amateurs only, in accordance with L. A. W. Rules, as follows:

1. Half mile; first prize, valued at \$10; second, \$5.
2. Two miles; first prize, valued at \$15; second, \$10.
3. One-fourth mile; first prize, valued at \$15; second, \$3.
4. Five miles; first prize, valued at \$20; second, \$10; third, \$5.
5. One hundred yards; first prize, valued at \$10.
6. Twenty miles; first prize, \$30; second, \$15.
7. Fancy riding; first prize, \$10.
8. Consolation; first prize, \$10.

A County Championship medal, \$50 value, to be won three times before the property of holder. All entries to be made to L. L. Atwood before August 14, 1883, and accompanied with \$1, to be returned to all starters.

The prizes consist of orders on local agent for Pope Manufacturing Co. for sundries. In the evening there will be a grand Promenade Concert at Masonic Banquet Hall; music by Germania Orchestra. The B. C. W. rooms free to all visitors, and a hearty welcome to all. German Military Brass Band at the Park, and a grand time expected. Come one and all and witness the popular sport of the day.

L. L. A., Secretary.

PITTSFIELD, Mass., July 25, 1883.

ONE HUNDRED AND FIFTY-SIX MILES IN PENNSYLVANIA.

The following described route, covering a distance of 156 miles, offers to any wheelman who is fond of touring a delightful and interesting ride, in which physical and mental enjoyment combine to render the journey truly profitable.

Starting from Port Jervis and taking that most excellent and now well-known road along the river bank to Bushkill (distance 30 miles), thence to Stroudsburg (12 miles), Philipsburg (9 miles), to Brodheadsville (3 1-2 miles). From Brodheadsville via Pleasant Valley and Kresgeville to Trochville (9 miles). From Trochville via Stemlersville and Wiesport to Lehigh (11 1-2 miles). From this point Mauch Chunk (distance 3 miles) can be visited; the road not being inviting, would advise leaving wheels at Lehigh.

From Lehigh to Tamaqua (19 miles) the road is fully equal to the 30 mile run between Port Jervis and Bushkill. From Tamaqua to Pottsville (16 miles) the road is excellent.

From Pottsville via Orurzburg, Port Clinton, and Hamburg to Allentown (46 miles) the road is very good, excepting the Pike between Pottsville and Hamburg (17 miles), which is in places stony and hilly, but an experienced rider can

cover it with few dismounts. The hotels are very fair, and finger-boards at all cross roads point out the way so that inquiries of passers by are quite unnecessary.

The Mahoney Valley, extending from the Little Schuylkill to the Lehigh River, is a fine farming district. Extended views of thoroughly cultivated farms, with rolling hills and high mountains in the background please the eye and cause one to dismount many times to enjoy their beauties under the cooling shade of some grand old tree, or beside a merry brook hastening to the larger stream, which at times skirts the road for some distance.

From Tamaqua to Pottsville the scenery is quite different. Once one of the busiest sections of the anthracite coal regions, this valley has, during the past ten or fifteen years, been practically abandoned, and dismantled and mined collieries, with a smoke-stack, a portion of a wall, or a piece of heavy machinery, is all that remains to aid the imagination in picturing its condition in the past.

An hour spent in looking down into the earth through the mouth of an old shaft or slope, and tossing stones into the water not far below, or venturing cautiously within a drift, stepping from stone to stone to keep out of the sulphur water flowing from the old working, will both rest and entertain a tired wheelman who is fond of the beauties of nature, and is susceptible to the influences which a ramble amid ruins and the wildest possible scenery exert upon so many.

From Pottsville to Allentown the route again lies through a farming district not unlike the country passed through in Monroe county.

From Allentown the distance to New York via N. J. C. R. R. or Lehigh Valley R. R. is 92 miles. I would advise railroading across the State of New Jersey, or at least as far as Morristown. If that plan is adopted take Del., Lac. & Western R. R. from Easton to Morristown.

D.

COREY HILL AGAIN MOUNTED

About two weeks ago, Mr. W. W. Stall rode up Corey Hill, in Brookline, on a Victor Rotary tricycle, and numerous riders have since attempted the same feat, though without success. At 6:30, last Friday evening, however, Mr. H. D. Corey, of the Massachusetts Bicycle Club, in the presence of a dozen spectators, succeeded, after a tremendous struggle, in riding up the hill from base to summit, accomplishing his task on an Apollo (English) tricycle. It is worthy of note, that Mr. Corey is the only person who has ever mounted this same hill on a bicycle, having made the ascension a few months ago.



The picture of the New York Bicycle Club, taken at the time of the Meet, has just been shown me. It is impossible not to ad—"Meyer" it.

Tricycling seems to be the coming thing. A man named Terry has crossed the English Channel from Dover to Calais on a floating one.

An offer for a novel race has been made by Mr. Fred. Hughes. He wants to put up \$500, with a like amount from the owner of the horse "Boston," and for any bicyclist to compete, in a race from New York to Stony Creek, Conn., a distance of ninety miles—Mr. Hughes to sail

his catamaran "Cyclone" against the horse and bicyclist. This is a fine opportunity for the young man in South Carolina, whom the *Bicycling World* credits with beating railroad trains, etc., to come North, and win fame and lucre at the same time.

Secretary Fennessey, in his recent article on the Springfield Club, in the *Wheelman*, pays quite a compliment to the Ixions, who intend to return the same by bringing a full complement of men to Springfield in September.

The hold that cycling is taking upon the public is better shown by the number of editorials, etc., in the daily press throughout the country, than by any boasts of ours,

Secretary E. W. Adams, of the New Yorks, has returned from a six weeks' sojourn at Long Branch, where the appearance of himself and wife on a Coventry Convertible, coupled with the ease and grace of Mrs. Adams' riding, caused quite a sensation, and made many fair converts to the pleasures of cycling.

The clubs show the effect of the continued depletion of their ranks by summer absentees, though the increased number of unattached cause the roads to swarm with riders, so that the average horseman cannot notice the desertion claimed.

The costumes of some of the unattached are both fearfully and wonderfully made, and are nothing if not original. I noticed upon the road the other day a startling example of this in a costume of alternate stripes of red and blue material. Such beastly displays of bad taste are a disgrace to the wearer and injurious to the credit of cycling.

The millionaires of the world rarely show in their dress or actions the possession of enormous wealth. A prominent example of this is found in Mr. Pool, treasurer of the Citizens Club, whose quiet and unobtrusive appearance and pleasing conversation would never lead the casual observer to believe that with him reposed the \$183,243.57 treasury balance of his club.

The Ixions have been presented by Mr. De Camara with a magnificently carved owl. Why?

Its not hard to locate the next League Meet. Cincinnati's wheelmen have been excluded from the Park.

Why does Pool, of the Citizens, sing about Mary and her little lamb, and then invite all hands over to Cafe Coulter?

"Treadwater" Harris has written his club-mates from his summer stopping place, in St. Catherine, Canada, and speaks highly of the roads and riders there.

Soon shall September show swift speeders seeking Springfield's splendid show.

Nelson, whose many friends most often address as "Dick," has left this desert of mortar and bricks for the Isle of Sholes. How I envy him.

WHEEL GOSSIP.

The stencil outfits have been sent out to chief consuls who have applied for them, and local consuls can obtain them direct from their chief officer. We hope to see our roads well placarded before fall tours have commenced.

E. H. Carson, of East Rochester, N. H., has accomplished the remarkable feat of riding down Mount Washington on a bicycle. He went up the mountain on Monday morning from Gorham, and dismounting about three miles from the Glen, completed the journey of eleven miles to the summit of Mount Washington on foot, push-

ing his wheel in advance. His machine was the American Star bicycle, whose peculiarity consists of the small wheel being placed in front of the large one. The eight miles from the Glen were passed in two hours and forty-five minutes. After resting some time upon the summit he started on his dangerous journey, while the guests at the Summit House almost held their breath in fear for his safety as he wheeled rapidly round the steep bend just below the house. Upon reaching more favorable ground he forged rapidly ahead, though it could be seen that the brakes were constantly in application. Another sharp turn near the great gulf was safely passed, and the machine was behaving beautifully, the precedence of the small wheel preventing any liability of "headers," and also serving as a powerful brace in case of obstructions met in the road. The half-way house was soon gained, and the rider breathed more freely, the steep cliffs which border the first half of the way being trying to the strongest nerves. The remainder of the journey was made in perfect safety, the brakes being effective in spite of the steepness of the road. The Glen was reached at about four o'clock, the descent having been accomplished in about one hour and fifty minutes, and the rider met with a warm reception from the guests. After a brief respite, the wheelman continued on his way toward Jackson. Mr. Carson recently performed a similar feat among the mountains of Maine.—*N. Y. Tribune*.

W. J. Morgan writes of a very promising tournament, lasting six days, at Chicago, and speaks hopefully of bicycling in the West.

We printed a few weeks ago a minority report signed by two members of the Racing Board. It now comes to pass that one of the members never signed it, but had merely expressed his preference for the wide measurement. According to the report, a member joining any board can object to business transacted at a regular meeting held two months previous to his appointment.

The Kings County Wheelmen (see advertisement) are on hand with another good thing. The race meeting which they will have on Saturday, the 1st Sept., we do not doubt will be the most successful and entertaining ever held in Brooklyn or vicinity. Their club races were very satisfactory and thoroughly enjoyed by many. It is confidently anticipated that the 25-mile outdoor record will be beaten and we hope that New York and all other places of bicycling fame will be well represented in and at these races. Their champion, Mr. Edward Pettus, who will undoubtedly make things lively at 25 miles, has been elected captain.

FOR SALE AND EXCHANGE.

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

FOR SALE—A 48-inch full nickeled Expert Columbia, made this spring, and not much used; Acme stand, Hill & Tolman alarm, long-distance saddle. Owner cannot use it. Address, E. W. LUCAS, Birmingham, Conn.

2d Hand Bicycles For Sale.

56-inch Special Columbia, nearly new, \$87.50; 54-inch Standard Columbia, \$80; 52-inch D. H. F. Premier, full nickeled, Ball B'y both wheels, \$100; 50-inch Standard, \$72.50; 46-inch Acme, \$40; 44-inch Standard Columbia, \$50; 44-inch Ideal, \$37.50; 42-inch Acme, \$32.50.

All the above in A-1 condition.

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407 CHESTNUT STREET, ST. LOUIS.

STALL & BURT,

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

"AMERICAN SANSPAREIL" BICYCLES,

ROADSTERS, LIGHT ROADSTERS, AND RACERS, AND THE

AMERICAN BICYCLE.

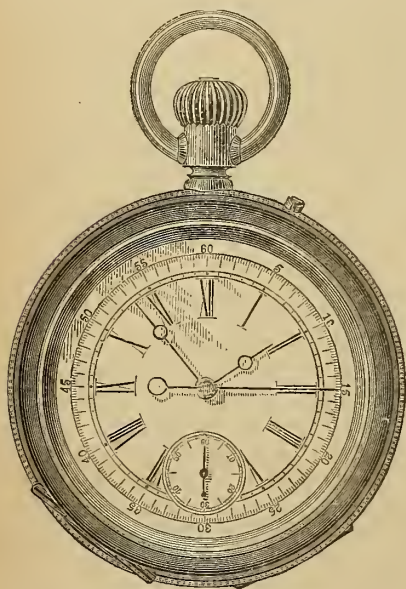
THE VICTOR ROTARY TRICYCLE

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AMERICAN STAR BICYCLE.

A FULL LINE OF SUNDRIES.

SEND 3 CENT STAMP FOR CATALOGUE.



After having Reduced the Price of the Celebrated

LONGINES

Chronograph Fly-back Watch

TO \$30,

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

FINE DIAMONDS AND JEWELRY.

Badges and Medals Made to Order.

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"LONGINES" EXACT SIZE AND APPEARANCE.

DOUGHTY & PEDERSEN,

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To the Wheelmen of America.

THEODORE GOETZE & CO.,

256 Grand Street,

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

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

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

Messrs. THEO. GOETZE & Co.,

Gentlemen—We find your Stockings to be all that they are described.

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Broadway and 39th St. Every evening at 8. Saturday Matinee at 2. After months of careful preparation Johann Strauss's beautiful Opera Comique.

PRINCE METHUSALEM.

BY THE McCAULL OPERA COMIQUE COMPANY

The Opera to be followed by a
GRAND PROMENADE CONCERT
on the Buffet Floor and Roof Garden by
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MADISON SQUARE THEATRE.

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



All those who from indiscretions, excesses or other causes are weak, unnerved, low spirited, physically drained, and unable to perform life's duties properly, can be certainly and permanently cured, without stomach medicines. Endorsed by doctors, ministers and the press. *The Medical Weekly* says: "The old plan of treating Nervous Debility, Physical Decay, &c. is wholly superseded by THE MARSTON REMEDY." Even hopeless cases assured of certain restoration to full and perfect manhood. Simple, effective, cleanly, pleasant. Send for treatise. Consultation with physician free.
MARSTON REMEDY CO.,
46 W. 14th St., New York.

M. J. GLEASON,

(EX-CHAMPION 5 MILE RUNNER)

FASHIONABLE BOOT AND SHOE MAKER,

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

Fine Shoes a Specialty. Special Reduction to Bicyclers

THE PERFECT STYLOGRAPHIC PEN



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

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BICYCLE SUITS.

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

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LOWEST PRICES,

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The only quick cushion that is also accurate. War-
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THE MONARCH OF ALL.

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

SEPTEMBER 18, 19, 20, 1883,

UNDER THE AUSPICES OF THE

Springfield Bicycle Club.

BICYCLE RACES,

TRICYCLE RACES,

CAMP ILLUMINATION,

DISPLAY OF FIREWORKS.

3 BANDS OF MUSIC.

Prizes amounting to \$4,500.

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

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

SUMMER VACATION.

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

SPRINGFIELD BICYCLE CLUB,
HENRY E. DUCKER, President. A. L. FENNESSY, Secretary.

PHOTOGRAPHS

OF THE

League Meet in New York

NOW READY.

The handsomest bicycle photograph ever produced. Fine, large, and clear. Size, 13x17. Every club should have one, and many League members will have one.

Price, \$2.00.

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

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

—THE—

Kittredge Bicycle Department

having made special arrangements to supply the Expert Columbia, and the Standard Columbia Bicycles on the INSTALLMENT PLAN, will make time and easy payments for buyers. Call or send stamp for catalogues to 166 MAIN STREET, CINCINNATI, OHIO.

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WHEELMEN'S RACE MEETING,

Sept. 1st, 1883.

\$250.00 IN PRIZES.

FOUR EVENTS OPEN TO ALL AMATEURS.

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

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

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

PERFECTION AT LAST!



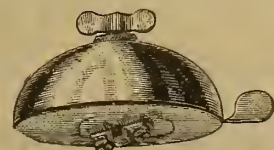
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This novel invention fills a long-felt want. Being purely suspension, it adjusts itself to every motion of the body, and is very elastic. Having no spring, frame, or clips under the leather, it may be placed an inch or more nearer the backbone than the ordinary, thus decreasing the reach. It is simple and light, weighing but one-third as much as the ordinary. The cut gives an under view, showing full construction. It can be adjusted to any desired tension by sliding the clip up or down the backbone. Has no loose parts to wear or rattle.

Prices, Japanned, . . . \$3.00
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Single stroke, succession of strokes, or continuous at pleasure.

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

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Garvey's Bicycle Agency, 405 Chestnut Street, 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."

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

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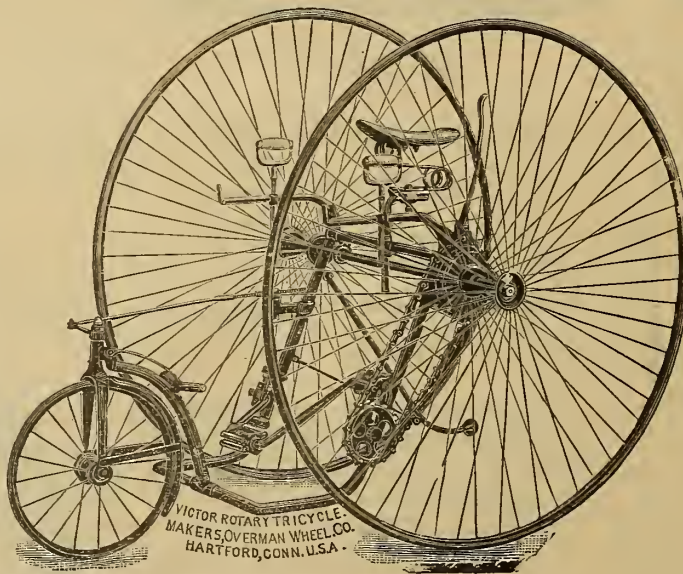
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ARAB CRADLE SPRING,
fitted to rider's weight.



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

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An original bicycling song and chorus. The composer has caught the *spirit* of bicycling, and breaks forth into song, at once spirited and melodious. The chorus is especially effective. The title page is tasteful and appropriate.

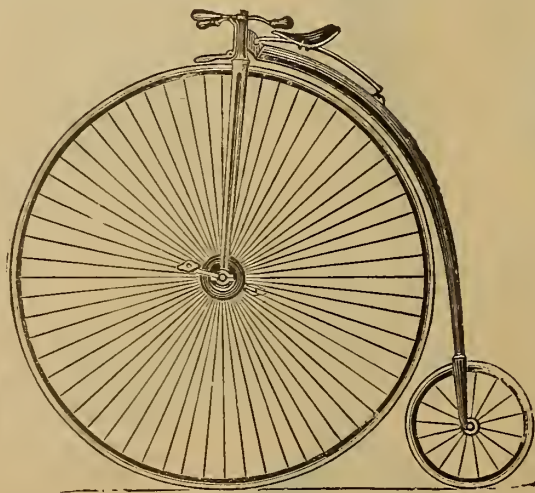
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The Strongest, Most Rigid and Handsomest Bicycle in America.

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

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

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Second-hand Bicycles very low. Repairing Neatly Done.

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THE BRITISH CHALLENGE,

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Importers of other leading English Bicycles and Tricycles.

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From 1 to 25 miles accomplished on

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

The INVINCIBLE for 1883

is now perfected with all latest improvements, detachable Handle Bars, Ball Bearings to all parts. Will be delivered within 7 days, packed in close case, free on board, on receipt of draft for \$19.

In ordering, state height and class of machine.

No. 1—Strict Racer, 5-8 and 1-2 inch Tire;
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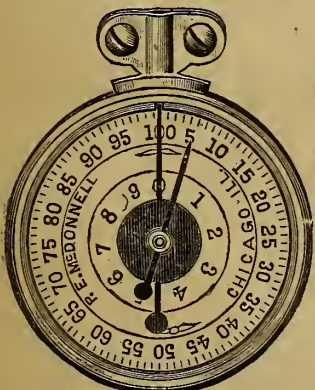
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BALL BEARINGS TO ALL PARTS.
Price, - \$19.

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

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A CYCLOMETER



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

The cut is exact size of instrument, which weighs only 2½ oz. Remember, if your Cyclometer is not accurate and reliable we will replace it. We have put in entirely new machinery this winter, and improved the instrument both internally and externally. Price, \$1.00. Gold plated and engraved (for prizes), \$10.00.

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BICYCLE SHIRTS, TENNIS
JERSEYS, LACROSSE SHIRTS,
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Complete assortment of Bicycle
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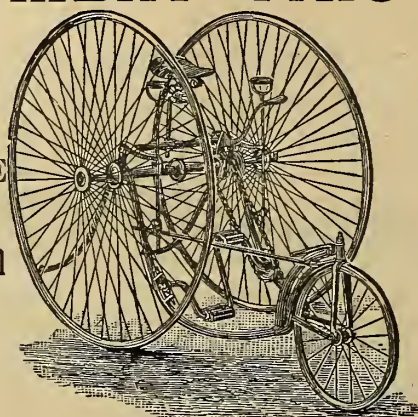


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