

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. 18.—WHOLE NUMBER 122.]

NEW YORK, FEBRUARY 1, 1884.

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

CHICAGO BICYCLE CLUB TOUR.

The previous account published in *THE WHEEL* of the Niagara to Boston tour was no sooner sent out than it was discovered that the Michigan Central Railroad had changed its time of arriving at Niagara Falls. It was calculated that the train would arrive at noon, but instead it has been changed to 3 in the afternoon. It would not do to immediately wheel away from so great a wonder as Niagara Falls, so it has been concluded to stay at the falls for the balance of the afternoon and evening, and start for Toronto next day. This has necessitated a change in the starting from Chicago. Two weeks is the vacation usually allotted, and in planning the route of the tour it has been done with a view of seeing all that is to be seen within that time; but a peculiarity in the arrangement of the days in next July will enable one to use the time from the 13th to the last of the month. The 13th comes on Sunday, and the 15th is a day that would be devoted to preparation for departure any way, leaving Monday sandwiched in between two holidays. Hence the start will be made from Chicago on Sunday evening, July 13, at 9 o'clock. The other changes in the route are between Toronto and the Thousand Islands, Montreal and Saratoga, and the trip into Boston. The first day's run was allotted at sixty-five miles, which, after further considering, was thought too much for a large party. The earlier start from Chicago allows one day more to make the trip, so this is put in between Toronto and Kingston, making the first day's trip to Bowmansville, 43 miles; to Brighton next day, 49 miles; to Napanee the next, 43 miles; and Kingston, 26 miles, the following Saturday. Dinners in each day's run to be served at Whitby, Cobourg, Belleville, and Kingston—all large and fine places. By this arrangement the nights will be spent at small and quiet villages, but substantial accommodations will be provided. It is really preferable to stop over night in these quiet but not uninteresting Canadian villages. The days will be full

of interest and adventure, and a good rest at night will be found very welcome. Again, the four days spent along the north shore of Lake Ontario will be the only continuous wheeling of the tour, for afterward comes the grand and scenic part, the landing each night in historic spots and large cities. By the former arrangement it was thought to make the trip from Montreal to the foot of Lake George in one day. This was hurrying too fast over a grand country, where weeks of time could be profitably spent; so the trip has been divided, leaving Montreal in the morning by train to Burlington, Vt., arriving at noon, then consume the rest of the day in riding down Lake Champlain, arriving at Ticonderoga in the evening. Next day wheel eight miles to head of Lake George, running down the lake in the morning, taking dinner at Caldwell at the foot. After dinner, ride to Saratoga, 20 miles. It will be seen that all the corners incident to the four days from Toronto will be pretty well knocked off by this time, so the tourists will be in good shape to appear at the famous watering place. Here will be the first place that will require some running around to see. Montreal, although a very interesting city where one could spend many days exploring, will really not be seen except by a short stroll after supper. The boat arrives at 6 in the evening, and early supper and beds will be absolutely essential to enable the party to be ready for the early morning train, and, what is more important, to be well rested so the next day's train and steamer ride will not conduce to drowsiness, or dim the appreciation of the splendid scenery by the way. Another change in the route as previously promulgated, is the lengthening of the tour in Massachusetts. Train will be taken over the Hoosac Tunnel road to Gardner, thence wheeling through Fitchburg to Clinton for the night. Next day through Framingham to Boston. The two days allotted in Boston will be well put in no doubt before the return with the Kennebeckers via Portsmouth and Portland. One agreeable feature of the return will be the trip through the White Moun-

tains. Accommodations will be provided at hotels for a party of from fifty to seventy-five persons. The tourists on the Canada tour last year numbered, from Detroit, forty strong, and at odd times during the run this number was augmented to seventy-five. Upon this basis, at first thought, one might easily figure out one hundred tourists for the Niagara to Boston trip, but, no doubt, at this stage of bicycling in the United States wheelmen will not be aware of the enjoyment of an extended bicycle tour—at least not sufficiently so to invest the sum necessary to bear up the expenses. Old wheelmen, however, will see the value received more particularly in the Niagara to Boston route, a more delightful than which cannot be conceived. Wheelmen desiring to participate will be welcome, and should send in their addresses to Secretary S. H. Vowell, 478 La Salle avenue, Chicago; M. E. Graves, conductor, 207 Broadway, New York, or to the undersigned, and a pamphlet and map, now in the hands of the engraver, will be sent them.

B. B. AYRES.

114 So. HOYNE AV., CHICAGO.

BROOKLYN THOROUGHFARES.

Editor of The Wheel: In compliance with your request in the *WHEEL* of 18th inst. for information regarding "the rideable streets from the bridge or any ferry," I will state that although you do not say what "place you wish to reach, I suppose it to be the park. "All roads lead to Rome," so all rideable streets in Brooklyn lead to the park.

To Brooklyn, via: the bridge (fare five cents for man and wheel) to Sands street (N. W.), 1 block to Fulton street (S. W.), 5 blocks to Clinton street, which runs diagonally out of Fulton street (S. W.), 6 blocks to Schermerhorn street (S. E.), 7 blocks to Flatbush ave., (South), 6 blocks to Sixth ave. (S. W.), 6 blocks to Lincoln Pl. (S. E.), 4 blocks to the park. This is over good concrete, except from bridge to Clinton; 4 blocks in Schermerhorn, and 1 block in Flatbush

ave., which is Belgian pavement, but in good condition-

To Brooklyn, via. Fulton Ferry: To Columbia Heights, one block to the right; (2d street from river), walk up hill, then side walk may be ridden, (but contrary to law, although I have ridden here without any hinderance or complaint from the police. There is not much danger if care is used, as there is very little passing); to Montague street (S. W.) 8 blocks; thence (S. E.) 3 blocks to Clinton street (S. W.), 4 blocks to Schermerhorn street; thence as directed first above.

Brooklyn, via. Wall street ferry to Montague street; walk up steep hill, then ride as last above.

Brooklyn, via. South ferry to Atlantic street (S. E. 4 blocks (Belgian) to Clinton street (N. E.) 2 blocks to Schermerhorn street; thence as directed first above.

I wrote you some time last fall to the effect that I had resigned as Secretary of the Brooklyn Bi. Club, and that Mr. Chas. G. Koop, No. 144 Montague street, was elected *pro tem.*, but have never seen it noticed in the WHEEL, perhaps it miscarried or you were too much crowded to insert it.

Capt. W. A. Carl left Brooklyn, Saturday the 12th inst., for San Antonio, Texas, from thence he will go to seek his fortune on a cattle ranch. His resignation, as captain, will probably be read at the next meeting of the club, when a new election will be in order.

Yours truly,

EDW'D A. CANER.

JOE'S DREAM.

It was at one of our usual Saturday night family gatherings, and the members present were engaged in the various occupations that make our "Saturday Nights" so pleasant and attractive to the members. The Treasurer was dunning those who were behind in their dues, Howard was back in the wheel-room practising a new bugle call he heard at "Jalma," Harry was looking for the man who had been wearing his new shoes, and the new member was relating to the Captain how he had ridden 267 miles straightaway in twenty-four hours, walking eighty miles and resting seven hours; and he offered to give Dick twenty miles start and then beat him to Philadelphia.

The Expert was striving to prove to the Sanspareil the superiority of the Expert's rubber tire over the Sanspareil's saddle spring.

The glee club was down in the cellar rehearsing the new club song that the poet composed, to the air of "My Grandfather's Clock." This is the first verse:

"My big brother Tom had a fifty-six inch wheel,

Which he rode whene'er he got a chance;
He wasn't very hefty on road riding,

But was quite "recherche" on the fance.
On his bicycle bright on his head he stood upright,

And would take his pedals off with his toes,

And stop short—half way down a hill,

By using for a brake his nose."

There is going to be trouble some of these fine times if that glee gang doesn't quit defying the rest of the members. But it will be time enough to write about that when it comes.

As I said in the beginning, whilst all those pleasantries were being enacted, Joe was observed sitting on a chair by the fire, his chin supported by his hands, and his brown, brown eyes gazing through the clear isinglass at the red glowing coals with an intenseness quite intense. Every few minutes he would sigh. Finally, we gathered around him, and in our tenderest tones, thus did we speak unto him:

"Joe! Joseph! Thou fountain of incessant activity! Thon exhaustless reservoir of bustling good humor! Why sittest thou there in doleful attitude, wrapped in thy sighs and gestures of despair? What hast stolen thy genial smile and robbed thine eyes of their laughing sparkle?"

He answered, "A dream."

"A romantic dream?" we queried.

"Yes. A quite romantic dream."

"Oh! how charming! Tell us! tell us!" we exclaimed, clapping our hands in girlish glee, and gathering our chairs around him. For what fair maid e'er yet refused to list to the recital of dreams romantic.

"Well, fellows," he began, "you know it's a day of minimum caloric on which I cannot keep up with the procession.

"I dreamt night before last that I was running in from Govanstown. The southwestern sky was blazing in a gorgeous sunset fire, from the midst of which shone the slim crescent of the new moon, with Venus shining so close below it that it reminded me, of a girl's ear with a diamond earring suspended from it.

"The avenue was in splendid order, and on reaching the top of Nortre Dame hill I took a little start and coasted without using brake. The old bike fairly jumped along. Just as I was preparing to reach my pedals to climb the little hill it suddenly parted, and I coasted on through a narrow defile that closed up in my rear. Of course I was pretty scared. Presently everything grew bright, and I appeared to be on the top of a high mountain overlooking a beautiful valley. Then I thought I was coasting down a narrow tramway that led down to the valley. I fairly flew. Then the tramway abruptly ended, and I plunged down through space. I

thought all was over. Then the machine struck on a broad rubber band, and we rebounded fully two hundred feet in the air; struck the band again, and again rebounded, and so continued until the rebounds finally ceased, and we coasted on down the band. It gradually grew more narrow until at the ground it was fine as a silken thread. I glided off to a smooth marble path that ran beneath a bower of flowers entwined with grapes.

"In a short time the path ended in a large circular court, completely embowered in climbing vines and roses. The most beautiful birds you ever imagined warbled the most entrancing melodies as they flew from twig to twig. In the centre of the circle a fountain of carved gold stood, and from tiny jets of emerald, ruby, sapphire, turquois, and other precious stones, issued fine sprays of silvery water that splashed back in the basin, glistening like diamonds. Whilst I was leaning against my machine, admiring the scene, I heard a sigh.

"Looking around, I saw the most beautiful vision I ever beheld. Her dress, a plain, white silken gown, was gathered close round her neck, and hung in simple, graceful folds to her ankles, and was gathered at her waist by a band of pale purple ribbon with long flowing ends; and at the knot on the side, was carelessly stuck a bunch of violets. She wore sandals of beaten gold laced with black velvet cord.

"Never had maid such long wavy golden hair, or dark violet eyes, or shell tinted cheeks, or such full rich lips, bursting with sweetness. As our eyes met, the electric thrill that swept through me burst the iron fetters that confined my love, and my heart and soul beat in exquisite unison under the magnetism of what I knew to be mutual adoration. She came to my side and fondly nestled in my arms. Resting her head on my shoulder, she clasped her soft arms around my neck and murmured: "My deliverer, thou hast come at last; my beautiful hero prince." And she raised her pouting lips to mine, and I bent to kiss them, when they seemed to melt away leaving nothing there but the bare gums and white glistening teeth. It was horrible! As I straightened up, the rich, red lips came back. Thinking it was some strange delusion, I bent again to kiss them, when again they disappeared.

"What horrible enchantment is this?" I cried, starting back.

"Back came the pouting lips, entreating kisses.

"Alas!" she cried; "dost thou not know that I rest under a terrible curse. But wait, thou art hungry," and she glided away as softly as a sunbeam.

"I felt a tugging at my sleeve, and, looking down, saw a horribly deformed old woman, who said: 'Stranger, I am pleased with thy

manly brow and honest eyes. If thou wouldst kiss the princess, and thus win her, drop this lotion in her wine—it will cause her to sleep and break the spell.'

"Placing in my hand a small pink pellet, she disappeared.

"The princess soon reappeared, bearing a silver tray.

"By the brink of the fountain we sat down and dined, and she told me her story. How she had been stolen away by an envious aunt and forced to live alone; placed under a horrid spell, which was, whenever any one tried to kiss her, her lips would melt away. And the spell would never be broken until some one could kiss her before they could dissolve.

"Oh! won't you kiss me and break the spell?' she cried.

"Will I?' I responded. 'Aye, a thousand times. Come, let's drink to success.' I poured out two glasses of wine, deftly dropping the pellet in hers. Scarcely had we drank ere she became drowsy.

"I feel so sleepy, dear,' she softly murmured, as she rested her head on my shoulder.

"Hold me tight in thine arms,' my beautiful prince, she uttered, as her eyes closed. And soon her regular breathing announced she slept. I needed no urging. Inwardly blessing the old woman for her lotion, I bent to bestow on her lips the kiss that would break the spell, restore her freedom, and make her mine.

"I cannot describe the enchanting pleasures I experienced in those brief moments.

"Closer and closer I bent my head. Her lips half parted in a happy smile. And her warm breath was as intoxicating as wine. 'I love you! I love you!' I cried passionately, and with the recklessness of happiness I bent lower—our lips were almost touching.

"Joe! Joe! get up at once, breakfast is over.' And I was roughly shaken to wakefulness.

"And say, fellers, wasn't it enough to make a feller mad?"

SECRETARY.

QUAKER CITY ITEMS.

Editor of the Wheel: Though we cannot boast of great activity in cycling here just now, there are some items of interest to the brotherhood of wheelmen. There is much encouragement in the growth of the old clubs, and the appearance of new ones, and the fledglings bid fair to become strong and healthy. Much interest is felt in the work of the enthusiasts who are "fixing up" for the fun that is sure to come. New headquarters will be taken by several clubs, and the work of painting, decorating, etc., is now under way. The Philadelphia Bicycle Club will occupy handsome rooms in West Philadelphia, much nearer to the park than those now in use, though they may retain them.

A new club, called "The Penn City Wheelmen," will occupy headquarters in Mr. Hart's new bicycle rink in West Philadelphia. By the way, this establishment promises to be one of the most complete affairs of the kind in the country. It is built of brick, has a fine riding hall for practice and learners, good flooring, and well lighted, with but few posts to "buck" against, fine storage room for machines, and will have a complete repair shop (something that we have needed long). On the second floor are some fine rooms, designed for club rooms, etc., which are being fitted up for early occupation. Being close to the park, it is already a favored resort of the Philadelphia wheelmen. Another point of interest is the new ground (at Broad and Spring Garden streets), now used as a skating rink, which is to contain a nine-lap bicycle track.

There is a rapidly growing interest in the tricycle by the ladies, and the approaching season will undoubtedly bring many more of our fair ones out on the road. There is some talk of admitting the ladies to membership in the clubs, though there is fear that none but the handsome men could be elected to office if they were allowed to vote. But few are brave enough to spend more than a few minutes in the saddle on the snowy roads; the writer has found the cold harder to get along with than the snow or ice.

W. C. W.

PHILADELPHIA, Jan. 23, 1884.

FROM ESSEX CO., N. J.

It's no news to say that there is but little riding being done in this locality (Newark, N. J.), but we are not all stopped. Several members of the Essex Bi. Club have taken short spins over the beaten down snow, and, excepting on up grades, have found it very fair wheeling. If we could but have a sand box attached, as on locomotives, we would not mind even the hills, but, as it is, find that unless a very even and gradual pressure be exerted in climbing, the wheel is apt to suddenly make enough revolutions for a two-minute gait, were it to continue, to the infinite surprise and discomfiture of the rider. The writer took a ten-mile spin on a Coventry Convertible Sociable a few days since, over the ice and snow, and enjoyed it very much, ascending grades of considerable extent over an icy surface with perfect success, and becoming convinced that with ordinary weather the tricyclist need have no fear of the winter.

The Essex Bi. Club has recently been much enlarged as to membership by the amalgamation therewith of the Roseville Club. The members are already talking about a tour next summer, when they expect to take a "run" to last a week at least. As soon as the project takes shape, I will give the details,

THE ARAB,

TROY BI. CLUB RECEPTION.

The Troy Bicycle Club reception at Harmony hall the other evening was one of the finest social gatherings of the season. The hall was comfortably filled by members of the club and invited guests. Prof. Maschke's orchestra rendered a choice programme for the dancing. The grand promenade was a very pretty sight. The toilettes of the ladies were elegant, many of the handsome dresses being worn last night for the first time. Members of the club appeared in uniform. Quite a large delegation was present from the Albany Bicycle Club. The hall was tastefully trimmed, and at the north end stood a large gilt frame containing the pictures of the club. A. P. Dunn performed the office of floor manager, and was ably assisted by L. A. Wemple, J. V. Wilson, W. H. Mix, G. H. Bartlett, and T. B. Collins. The reception committee consisted of F. P. Edmans, chairman, F. H. Norris, A. F. Edmans, E. J. Miller, W. E. Gardner, and G. K. Edwards. The order of dances stated that refreshments would be served at Wright's from 22 to 24 o'clock. The club is to be congratulated on the able management of their initial reception.

DETROIT ITEMS.

Editor of the Wheel: As I have seen nothing of late in your paper from Detroit, I write to inform you that we are still alive, and expect to have a large increase in the membership of our club as soon as the wheeling season opens. The Meteor Club disbanded last fall, and the majority of the members have joined the Detroit Club, which makes the membership of the latter about forty, and I think we can double it this year. We have secured Young Men's Hall for two evenings in each week, in which we can ride, and store our wheels the whole time. The growth of our Michigan Division has been quite satisfactory. In May last there were but forty-one members, and we now have 109, and I think we can again double it this year.

We notice with a great amount of satisfaction the interest which is already being shown in the contemplated Chicago tour. Our State furnished nine of last year's party, and I think that every one of those nine will be on hand next July, and several others have expressed themselves as eager to join this year's tour. I expect to be one of the party, and shall be glad to give any information to any wheelman in Michigan as to route, expenses, etc. I confidently expect that the coming tour will far surpass that of last year in every way, and I do not think that a single participant in the latter regretted it, or will miss the coming one.

C. D. STANDISH,

34 Michigan Grand Avenue,

DETROIT, Jan. 24, 1884.



Another aspirant for editorial honors is "Parker." But, my dear fellow, are you not a little "mixed in your dates," when you class me among the "kickers." Read up a few back numbers and see if you are not!

No! my dear bicycling editor of the *Turf, Field, and Farm*, it was not a "practical joker" that invented the tandem bicycle, but a practical Mr. Rucker, of Coventry. For further information *vide* Cunningham Co.'s new catalogue.

The "funny man" has been to see "Orpheus," and says that he is now thoroughly convinced that Cupid is the greatest "slay belle" of the season.

The *Wheel World* comes to me regularly from across the pond, freighted with a host of good things practical, poetic, and fiction. From an American point of view it seems to me that there are too many tricycle trips in Ireland to suit my average English cousin, but I shan't attempt to teach my elders how to edit, when I myself am so deficient.

It would take almost a volume of logic to convince the average rider that such a thing as a road ride would ever again be possible, when he sees such roads and weather as the present, but when the "robins nest again" and he, lightly equipped as regards wearing apparel, speeds over the roads, warmed by the rays of spring sun, imbibing oft of the festive and delusive ice water, how he will long for this cold snap.

The "club philosopher" and the "total abstinence member" were indulging in a war of words and rhetoric the other evening, as regards the introduction of a Maine liquor law into the club, and the "T. A. M." was getting rather the best of the argument until the "philosopher" produced the following crushing argument: "I have read the Bible from cover to cover, and therein can find no mention of a man asking for water to drink, except where the rich man asked Lazarus for one, and he had waited until he got in hades before he did so." This carried the argument and the day, and an adjournment to *cafe Coulter* was made.

The Olympian Club expect to build an extensive rink somewhere uptown, and among other conveniences will be club rooms, storage, etc., for bicyclers.

Pitman languishes in Philadelphia, and mourns for old New York. He says whenever he wants to express his opinion of Philadelphia he turns his face to the wall, and

there tells his belief of the town. He says that this is the only relief he has, as it is wasting breath to tell a Philadelphian that his city is not the jewel of the universe.

I cannot refrain from printing the following record of one year's riding done by "Faed," the well known authority on all matters, practical and theoretical, relating to cycling in all its branches. When one stops to consider that this is done in England where good weather is the exception, not the rule, it is little short of marvelous:

	Days out.	Miles.	Longest Ride.	Rough Average.
January ..	31	309	36	10
February .	28	234	48	8½
March....	31	456	66	11½
April.....	30	518	54	17
May.....	31	537	49	17½
June....	30	529	53	17½
July.....	31	822	125	26½
August...	31	426	79	18½
September	30	525	70	17½
October...	31	659	128	21
November.	30	601	48	20
December.	31	407	45	13
Total...	365	6,023	128	16½

GOSSIP FROM GOTHAM.

Editor of the Wheel.—When I was young and innocent, and taught a Sunday school class, we used to sing something about the "snow lay on the ground, the stars shone bright," but now that I am a wheelman, and consequently use the seventh day of the week for quiet runs, I cannot appreciate my early and more innocent pursuits. We have not been doing any riding, but from what the Owl occasionally tells me the wheelmen of Gotham have kept up their share in the numerous entertainments that have been on the tapis. It is said that Blue in fact has gone into the hat business, and that Dick Nelson is a "Daisy."

A few Gothamites crossed the sea to the K. C. W.'s entertainment, and I assure you I never had a more jolly time at their entertainments than on this occasion. I have attended them all, if I remember rightly, but for general jollification the third annual surpassed them all. As I noticed some few scribes from THE WHEEL present, I presume the affair will be treated at length by better pens than mine.

Among the clubs gossip is very scarce. The Ixion's manage to enliven the floor of the Skating Rink with their presence and uniform. As for myself I have not patronized the affair very much, as I understand that riding is rightly restricted to the hours of 5 to 7.30, when the skaters are off, and that is the time when I am most interested in my dinner. I hear rumors of a race meeting to take place very soon, and hope that the ru-

mours will become a reality in the near future.

I attended a select musicale on the 21st, which I understand was given in honor of the fact that the corresponding secretary had attained the quarter century mark in his existence, and a week later I received an invitation to assist on a similar occasion at the residence of the business manager. I find that there is considerable musical talent in the Citizens and look forward to the proposed club house opening with considerable pleasure. I also live in hopes of taking in the New Haven entertainment on the 5th, and understand that several New Yorkers leave on the 4 P. M. train that afternoon, returning the same night.

Springfield on the 22d is too far off, and then the Arion ball and the business meeting come uncomfortably near those dates.

I trust that Washington will show up well to the front on that occasion, and that the Board of Officers will support that place with their votes. I am in favor of a two days meet for the League. One for the business meeting, and another for the parade, races and banquet. Let the clubs send their delegates for the first day, and let those who care for pleasure only arrive on the second. There are many men like myself who prefer letting the management rest with the Board of Officers, or club delegates, as we feel assured that only competent men fill those positions, and we are content to leave the affairs in the hands of the administration.

PARKER.

New York, January 29, 1884.

VERY TRUE.

How is it that the American bicyclists are always mixed up in some disgraceful squabble or another after other events, altogether uncomplimentary to the American bicyclist? Now comes L. H. Johnson, of Orange, N. J., with a charge against the respected and well known gentlemanly President of the L. A. W., and Captain of the Citizens' Bicycle Club, of New York city. Mr. Beckwith is so well known that a defense to the malicious and spiteful charge is altogether unnecessary. Is Johnson sore over the fact that the Citizens' being one of the foremost of the American bicycle clubs, and that their energetic Captain being the head of the L. A. W., desires to satisfy his ravings by bringing a charge of furious riding and general bad conduct, on the part of New Jersey wheelmen, against the Citizens' Club? The aforesaid New Jersey boys unite in protesting against Mr. Johnson's conduct, which has placed them in an unfavorable light, Johnson should be spanked and put to bed; he is acting the part of a small boy, and not an enthusiastic wheelman who pretends to respect the right of the thoroughfares to wheelmen.—*Turf, Field, and Farm*.

FROM NEW HAVEN.

The New Haven Bicycle Club held their annual meeting at their club room in Masonic Temple January 24 and elected the following officers: President, Hon. H. G. Lewis; Secretary, T. H. McDonald; Treasurer, William H. Thomas; Captain, F. H. Benton; First Lieutenant, W. M. Wellman; Second Lieutenant, Wm. H. Hale; Bugler, William H. Thomas; Standard Bearer, William M. Frisbie. Also a club committee for general business, to consist of the president, secretary, captain, first lieutenant, and one member holding no other office. J. De Selding Brown was elected to this position. Among the other business transacted at the meeting was a vote to procure a large picture of their late Captain, S. Arthur Marsden, and adopted road riding rules for the guidance of their members and the better information of all persons. These rules are given below, and it is suggested that such excellent regulations might be followed by bicycle riders who do not belong to the club.

ROAD RULES.

1. The rider of the bicycle has the same legal status as he who drives any other vehicle. The first rule of the road is the unwritten law of courtesy and respect for the rights of others.
2. Keep to the right.
3. Keep to the right of the middle line of the road.
4. The lighter vehicle should favor the one with a burden.
5. In overtaking and passing any vehicle going the same way turn to the left, and pass by on the left of the one passed. On no account pass between two riders on overtaking them.
6. On meeting or passing a led horse take that side of the road on which the man is who is leading the animal.
7. If any other vehicle overtakes and desires to pass you keep to the right and allow him to pass you on your left. If in numbers take order in single file, the one on the right quickening his pace, and the one on his left falling in behind him.
8. Never ride at a rapid rate at a corner, or at a crossing, or within the city limits.
9. Always speak when passing pedestrians or horses from behind.
10. The ground in front of a horse should never be taken until the bicyclist has passed at least ten yards ahead.
11. Always speak to a horse that is frightened by the bicycle. A word from the rider will quiet him. The rule is never to frighten a horse at all.
12. Never ride upon the footway.
13. Foot passengers upon the road or at crossings should never be needlessly shouted at.
14. One who is upon the principal thoroughfare has the right of way over one who approaches from a side street.
15. When descending a hill the machine should be kept thoroughly under control.
16. Care should always be taken to give such respectful warning that no one shall be startled by the noiseless approach of the machine. For night riding a lamp should be carried to signify to others the whereabouts of the bicyclist.

17. In company riding, the leader in passing any one (whether driving or walking), should announce that others are following close after, and the last one in the same way signify that all have passed.

18. After a "brush" the one who has been fairly beaten is bound in courtesy to drop in behind and allow the successful vehicles the right of way to the end of the road.

19. One who is proceeding on his way according to law has the right of way, and no one may come up behind and harass or hurry or demand that he shall get out of the way. Any one desiring to pass must wait a suitable opportunity and leave the other undisturbed in his right of way.

20. While coasting in East Rock park a speed of not more than six miles an hour shall be observed, and unusual care should be taken after 10 A. M.

21. A rider should always dismount when the driver of a fractious horse shall signify his desire by raising his hand.

FROM THE CLUBS.

KENTUCKY.—I sent you a list of officers of Kentucky Club, and I made a mistake in some of the names. Below you will find the correct list: A. W. Cornwall, President; D. P. Curry, Vice-President; B. S. Caye, Sec. and Treas.; N. G. Crawford, Captain; S. B. Huber, First Lieut.; S. Holloway, Second Lieut.; and J. F. Adams, Bugler.

C.

COLUMBIA.—The Columbia Bicycle Club, of North Attleboro, Mass., elected officers Monday evening, January 21, for the ensuing year, as follows: President, Fred. Northup; Vice-President, George E. Cobb; Secretary, Charles F. Kurtz; Treasurer, Louie T. Jones; Captain, W. C. Ames; First Lieutenant, W. E. Lull; Second Lieutenant, W. C. Tufts, Jr.; First Bugler, Fred. J. Mills; Second Bugler, H. K. Sturdy. Executive Committee: President, Vice-President, Secretary, Treasurer, and W. B. Ballow, and C. M. Moore.

NORTHAMPTON.—At a meeting of the Northampton B. Club, on the 23d inst., every member present signed an agreement to wear their knee breeches in all their business places, and on all ordinary occasions during the riding season. The club voted to purchase new uniforms of dark navy blue.

Sec'y.

SALEM.—Salem, New Jersey, now has a bicycle club. We organized Jan. 4th, 1884, under the name of Salem Bicycle Club, with eight members. President and Captain Clarence V. Bitter; Secretary, Henry T. Allen. Club room, No. 2 Hancock street. All bicyclers are welcomed.

Yours truly,

H. ALLEN, Sec'y.

A SUGGESTION.

Editor of *The Wheel*: Would you kindly suggest to Mr. "Karl Kron" through the medium of the "Official Organ" the desirability of

providing maps in connection with the description of routes in his contemplated road-book? While it may not be very difficult for some to succeed in following routes without them, yet we think that by their use the would-be tourist could find his way much easier and with less danger of going astray; at least such is the humble opinion of a

HARLEMITE.

NEW YORK, Jan. 28, 1884.

WHEEL GOSSIP.

Chicago Tour is again explained.

Connecticut organized her division in excellent shape.

Pitman hangs out the latch string at Goy's Hotel, corner Seventh and Chestnut streets, room 57.

Karl Kron wishes us to say in reference to the printed lists of subscribers to his "Ten Thousand Miles on a Bicycle," that it is his intention to designate by an appropriate symbol the names of officers of the C. T. C. and L. A. W., though his circular inadvertently omitted to ask about subscribers' connection with the former organization.

Mr. T. Hunt Sterry has machines to rent for riding in the American Institute. His address is 4 East Fifty-ninth street.

A large attendance is promised for the officers' meeting on February the 22d. It will be the most important the League has held for years, and Chief Consuls and Representatives should make an earnest effort to be present.

We have been favored with an advance copy of the "Star Rider's Manual," published by E. H. Corson, of East Rochester, N. H. The work is finely printed and contains many useful tips to the novice, as well as older riders.

The Washington Cycle Club, the only League club in the District of Columbia, passed resolutions, January 28th, inviting the League to hold its annual meet and parade in that city, suggesting May 12th and 13th as the most suitable dates.

The Acme Map Company, of 21 Park row, have issued a number of road maps that are useful to wheelmen. They are printed on strong paper, and fold into a neat flexible cover. The prices are as follows: Long Island, \$1.00; New Jersey, \$1.00, and Westchester county \$2.00.

With good weather, it is hoped that the club house of the Citizens will be ready for occupancy about the middle of March.

ANSWERS TO CORRESPONDENTS.

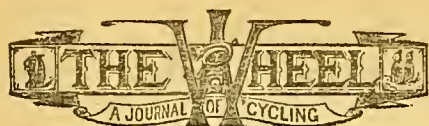
Will I. Bryce—The League contract with *The Wheel* expires May 30th, 1884.

H. W. Knight—Am afraid you are too late with your offer. Thanks for addresses.

H. K. Whitner—Thanks for the invitation.

Paul Heffeman—There will be no publication this year.

Karl Kron—We have reprinted the address of the map publishers.



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

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

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

Published every Friday Morning, by
OLIVER & JENKINS,
Box 144, 22 New Church Street, N. Y.,
and entered at the Post-Office at second-class rates.

New York, February 1, 1884.

To League Members and Correspondents.

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

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

Contributors and correspondents will please separate general correspondence to the Editor from matter intended for publication. Always sign (confidentially) full name and address, with *nom de plume*, as no attention is paid to anonymous 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.

AMENDMENTS TO THE CONSTITUTION AND RULES L. A. W.

The following amendments to the Constitution and Rules L. A. W., will be offered at the meeting of the Board of Officers, February 22d, 1884.

AMENDMENTS TO CONSTITUTION.

Art. 3.—Any amateur wheelman in good standing may become a member of this League upon payment of an initiation fee of \$1.50, 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.

This amendment to take effect April 1st, 1884.

Art. 4.—Its officers shall be a President, a Vice-President, a Secretary-Treasurer, Chief Consuls, one from each State, etc., etc.

AMENDMENTS TO RULES.

Cancel 4, 5, and 6, and substitute.

Rule 4.—The Secretary-Treasurer shall receive, cause to be published, and transmit to the Membership Committee all applications for membership; shall keep a register of all applications and any action thereon; shall receive and answer any correspondence with the members of the Board of officers, and any appropriate correspondence with non-members of the League; shall notify all meetings of the League or of the Board, and act generally under direction of the Board or of the President; shall make and preserve appropriate records of all meetings of the League, and of the Board of Officers; a list of all members and officers of the League, with notes of all changes in the same; shall receive and be accountable for all membership and annual fees and other revenues of the League; shall keep suitable books of accounts thereof and of all disbursements; and shall pay out of the funds of the League only upon order of the Finance Committee, or any two members thereof. He shall give bonds for the faithful discharge of his duties whenever required by vote of the Board of Officers; shall make report, in abstract, at each regular business meeting of the Board, and in full at the annual business meeting of the League next suc-

ceeding his election. He shall receive a salary of five hundred dollars per annum.

Amend such rules where the word Corresponding Secretary and Treasurer exists to read Secretary-Treasurer.

Rule 34.—Each member shall pay to the Treasurer of his State Division, on or before the first day of June, in each year following his admission to the League, the sum of \$1.50 as a membership fee, and shall forward therewith his name and address, etc., etc., (balance of rule unaltered.)

All of which is respectfully submitted to the Board of Officers, L. A. W.

Yours, fraternally,

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

New York, Jan. 30, 1884.

A RESIGNATION.

New York, Jan. 24, 1884.

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

Dear Sir: Having received notice from the Chairman of the Membership Committee L. A. W., that a protest against me, signed by H. E. Ducker and others, has been placed in his hands, I desire to withdraw from the committee pending investigation, as I do not care to pass judgment on a matter in which I am personally interested. Trusting that you will immediately appoint my successor, I am

Yours respectfully,

FRED. JENKINS,
Member of the Mem. Com. L. A. W.

APPOINTMENT.

New York, Jan. 26th, 1884.

MR. FRED. JENKINS, COR. SEC'Y L. A. W.,

Dear Sir:—Your resignation from membership Committee L. A. W. just at hand. While regretting the circumstances that makes such action necessary, I must concur with you in the opinion that it is the proper course of action. I will accept your resignation pending an investigation of the charges preferred against you, and will appoint Mr. Geo. D. Gideon of Philadelphia, *pro tem*, to fill the vacancy.

Yours fraternally,

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

AN IMPORTANT RESOLUTION.

At the special annual meeting of the New Haven Bicycle Club, held January 24, 1884, the following resolution was unanimously adopted:—

"That the New Haven Bicycle Club fully endorse the statements made by Mr. Fred. Jenkins concerning the Springfield Bicycle Club that they do not pay their just debts; and that a copy of same shall be forwarded to THE WHEEL for publication."

On behalf of the New Haven Bicycle Club,
Respectfully Yours,

ROBERT CHRISTIE, Sec'y.

NEW HAVEN, CONN., Jan. 28, 1884.

OUR BOSTON LETTER.

FORMAL OPENING OF THE BOSTON CLUB HOUSE.—MINOR NOTES AND GOSSIP.

The only event of prominence in cycling circles here during the past week, was the formal opening of the new club house of the Boston Bicycle Club, last Friday evening, with a "ladies' night." The members, their lady friends, and a few invited guests to the number of about 200 were present during the evening, and all expressed their admiration of the club's elegant quarters in the warmest terms. Music was furnished throughout the evening by the Germania Band Orchestra, and a collation served by one of our best caterers.

The house is without doubt the most elegant of any bicycle club in the world, and although in its fitting up the main point in view was the social comforts of its members, the riders have not been forgotten, as the yard in the rear of the building, extending to Province street, is to be roofed over and fitted up as a wheel room and gymnasium. The wheel room is to be made large enough to accommodate seventy-five bicycles, besides tricycles and sociables. On the main floor of the house is the large drawing room, elegantly supplied, as is the whole house, with everything that can add to the comfort and convenience of the members, including an upright piano. Back of this drawing room, and separated from it by heavy portiere curtains, is the reading room, where are collected all the leading daily and weekly papers, magazines and cycling publications. In the L is the dining room, where at 5 o'clock dinner is to be regularly served. In the basement is the kitchen connected with the dining room above, by dumb waiters, the wine cellar, store room, furnace, and comfortably furnished apartments for the steward and his wife. On the front of the second floor is a spacious billiard room, furnished with the best make of tables, and directly in the rear is a pool room, connected with which is a cabinet; all the choicest refreshments may be obtained. A cozy smoking room and a committee room are the other apartments on this floor. The next floor above has several large dressing rooms, a bath room, lockers and two private rooms for the use of members. The front portion of the upper story is used as a temporary gymnasium, and the balance of the floor is devoted to the servants' quarters. The ceilings of all the rooms of the house are handsomely frescoed and decorated, and each room has an open fireplace. The Bostons are certainly very comfortably fixed and if they do not continue to increase in prosperity it will not be for want of suitable headquarters.

The clubs in the towns surrounding Boston have been quite active of late in getting up parties and various other entertainments for the amusement of their members during the winter months. The Cambridge, Wakefield, Salem, Lynn and a number of other clubs have each given several entertainments, and all have met with uniform success. The Cambridge Club held a german last week which proved a very enjoyable affair, the party being small, but of just the right sort. The Charlestown Club have completed preparations for a large ball at Monument Hall, Charlestown, on Thursday evening next, and expect that it will prove a still greater success than did the one given by them some two months since. The club has recently adopted a handsome new uniform of dark blue, and will appear in it for the first time on the night of the party.

The Boston Ramblers, I understand, give

an exhibition drill at a roller skating rink at Malden this evening, and next week they drill at Waltham. The Ramblers should challenge some of the other clubs to a competitive drill. The rink at the Institute Building would be an excellent place for the competition, and the management of the rink would without doubt, like to have the drills occur there.

There was considerable talk recently of the Coventry Machinists Company, of London, establishing an American branch in Boston; but it is now understood that Mr. S. T. Clark, of Baltimore, has been appointed sole American agent. A neat little monthly has recently made its appearance at the South End. It is named "The Gallop," and has its principal object the promotion of dancing, but nevertheless devotes much of its space to cycling matters. It is rumored that the Bostons intend following the lead of the Ixions and purchase a "sociable" for its members use. But one entry has been received for the bicycle race at the games of the Union Athletic Club Wednesday evening, and the event will consequently probably have to be dropped from the games.

Contrary to custom in previous years very few of our Boston riders have claimed long road records for the past year. It is just as well that this is so, because when a man says that he has covered five or six thousand miles during a year he is regarded as a person of but little veracity. A number of Boston wheelmen will go on the Chicago tour next June, and it is probable that a still larger number will participate in the Down East Tour, which begins immediately after the finish of the former one.

The Pope Manufacturing Company do an extensive business with the South American countries; last week they shipped to Mexico six full-nickel Expert Columbias. The company has gotten out a new pattern of "home trainer," which will undoubtedly prove popular with riders for practice during the winter months.

The Wakefield Bicycle Club will hold an entertainment at the Wakefield Town Hall, on February 13. The programme, besides general roller skating, will include an exhibition of double fancy bicycling by Wilmot and Sewell, single riding by Wilmot, and fancy and trick roller skating by Professor W. H. Purdy. I am told that Mr. C. M. Clapp, of the Newtown Bicycle Club, at one time a strong advocate of the Star, has come to the conclusion, after giving the machine a full years trial, that he does not want any more of it, and has decided to take a crank machine next season. Mr. E. W. Pope, Secretary of the Pope Manufacturing Company, left Boston last week for a Southern and Western trip, lasting about a month.

It is reported that John S. Prince, our champion long winded professional, is to take up his residence next year in Boston.

If he does come to Boston I am afraid he will not be very enthusiastically received by the boys, as since the disgraceful affair at Springfield last September, he has not been held in very high estimation around here. There are rumors of a stock company being formed of Boston and Springfield gentlemen, for the purpose of dealing in bicycles and tricycles of all makes. Mr. A. P. Bartlett, of Springfield, is understood to be at the head of the affair. LEWEE.

Boston, Mass., January 28, 1884.

CONNECTICUT DIVISION ORGANIZED.

In the handsomely furnished rooms of the New Haven Bicycle Club in the Masonic building there was to-day a convention of the bicyclists of the state. The convention was called to order at 11 o'clock this morning by Chief Consul Stephen Terry, of Hartford. He announced that the object of the meeting was to form a State division of the national body of wheelmen. There were about thirty-five delegates present from the different parts of the State, representing the New Haven and Rambler's Clubs, of New Haven, the Connecticut, of Hartford, the Meriden Wheel Club, of Meriden, the New Britain Wheel Club, of New Britain, the Stamford Wheel Club, of Stamford, the Derby Wheel Club, of Derby, the Pahquoque Club, of Danbury, the Pequonnock Wheel Club, of Bridgeport. The constitution and by-laws prescribed for State organizations of wheelmen were adopted. In one section of the constitution it is set forth that the object of the organization is "to promote acquaintance and secure more fully to the wheelmen of Connecticut the benefits of the League of American Wheelmen. In another section it is laid down that any amateur wheelman of good standing is eligible to membership.

The following officers were elected for the ensuing year:

Secretary, William H. Thomas, New Haven; Treasurer, George H. Burt, Hartford. The delegates present represented 275 riders, of whom 125 belong in New Haven. The national League has now a membership of 3,500. New Haven, it will be seen, has a very large proportionate representation. The constitution of the new organizations provides for a State tournament annually, but prescribes neither date nor place.

THE K. C. W.'S RECEPTION.

On Thursday evening last, the 24th inst., the Kings County Wheelmen gave their third annual reception, at Knickerbocker Hall, Brooklyn, E. D.—a very appropriate name, by the way, for a place patronized by the fraternity.

Your correspondent did not have the pleasure of attending the other two, but of this he can justly speak in high praise.

The club members appeared to advantage in their handsome new uniforms, and the ladies plainly showed their entire approval of knickerbockers for the ball room by attending in large numbers, notwithstanding the very unfavorable weather.

In fact, there were as many present as could be comfortably accommodated on the dancing floor, and had there been many more, tripping the light fantastic toe would have been an impossibility.

After the opening march, a waltz, and a lancers, the centre of the floor was cleared, and eight of the club entered and went through a very creditable drill, which was greatly enjoyed by their guests.

The floor was highly polished, very smooth and slippery, making short turns on a bicycle rather a perilous undertaking, and causing the team to feel slightly nervous as they performed their various evolutions on the treacherous surface. Notwithstanding all care, however, and the additional precaution of pasting down numerous sheets of heavy paper with powdered rosin sprinkled on them, through which the wheels were frequently directed, and with which the tires had previously been rubbed, Captain Pettus had a fall, breaking his pedal, and his lieutenant was twice forced to dismount to save himself from a spill.

The manoeuvres were exceedingly well executed under these trying circumstances, the flank movements and standstill in column of fours, and company front, with salute, being especially effective.

Mr. Bloodgood gave an excellent exhibition of fancy riding, difficult mounts, and the usual standstill and balancing acts, which elicited well earned applause. Then dancing was resumed and kept up until a late hour.

The stage at one end of the room was tastefully decorated with flowers, while from behind the stacked wheels the band discoursed its melodious strains. There were "fair women and brave men, and all went merry as a marriage bell."

It was a gay and inspiring throng when one was amongst it, and a bright and ever changing kaleidoscopic picture to admire from the balcony. Here were quietly seated some older people, who liked to see the younger ones enjoy themselves, and were content to admire from a distance the charming ladies and the handsome toilettes.

Not so your correspondent, however. He had not come over to look on merely, or to be a pensive wall flower. The company being, with few exceptions, entirely unknown to him, it *might* have been his fate to pose sadly as a drooping flower, had not his friends and the genial and attentive members of the floor committee been very kind and considerate.

He was a stranger, and they took him in, and made it pleasant for him, introduced him to some of Brooklyn's fairest daughters,

and after that it was his own fault if he did not have a good time.

The only trouble was it ended all too soon. The party from the metropolis had agreed to return at a certain hour previously settled upon, and the others were punctually waiting to go, so there was no help for it but to tear one's self away. But, at the fourth annual reception, the temperature will be marvelously low, and don't allow the fact to fade from your memory, if the first to come and the last to leave is not

Yours truly,

ARIEL.

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At cost, a share of a valuable patent relating to bicycles, soon to be issued in England. Also, very cheap, a 54 in. American Star, with power trap, etc.; Standard finish; nearly new; in perfect order. Address,

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Gold Watch Free.

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BOT BASSETT.

A WHEELING IN NORAMBEGA,
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Richly Illustrated by HY. SAND-
HAM.

UNDER THE SOUTHERN CROSS:
A Review of Wheeling in Australia.
By THOMAS A. EDWARDS.

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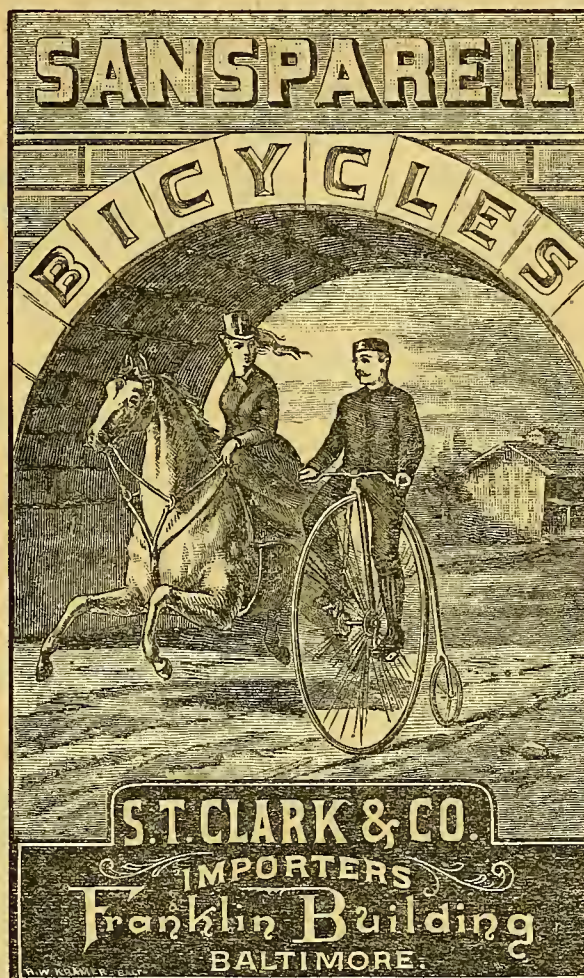
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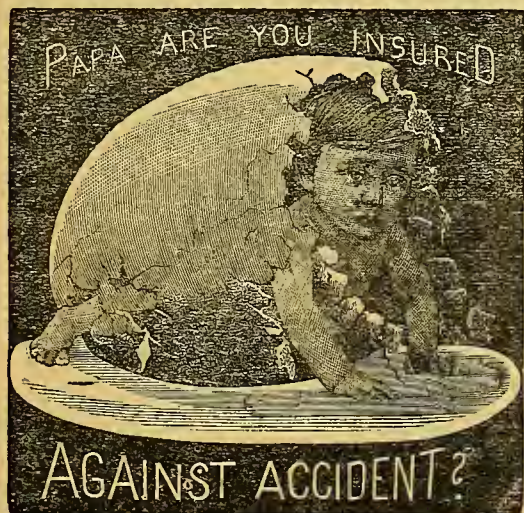
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The prudent and careful man who avoids danger and stays at home may slip on a banana-skin or such a trivial thing as a piece of orange-peel, which may result in death. Danger is so easily hidden in such little things that the City of New York has a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

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

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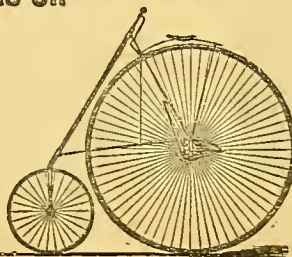
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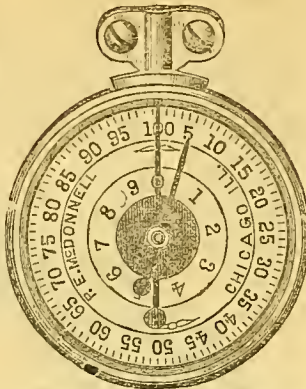
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For Bicycles, Tricycles or any other wheeled vehicle, warranted to record accurately any distance from the fraction of a mile to one thousand miles. It is attached to one of the right hand spokes facing the left, and is entirely out of the way of a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

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