

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. 13.—WHOLE NUMBER 117.]

NEW YORK, DECEMBER 28, 1883.

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

THE EXPERT AGAIN.

Editor of the Wheel: I have read with much interest the *unhealthy* discussion in the columns of THE WHEEL on the merits and demerits of the Expert, and beg space for a few words in reply to "Cereas," who calmly calls himself an "expert," and gave us as authority a *nom de plume* that he is deserving of that title.

He tells us that it is quite probable that "Hannah C." has never ridden any other machine than the Expert, and never critically, and with the "eye of a machinist," examined other makes, and consequently "is not an expert in any sense of the word." Let us see the kind of an eye "Cereas" has, and how well he has been using it for the past nine or ten months. He asks us to measure the circumference of the backbone next behind the spring clip, and again where the backbone joins the neck, and says we will find the diameter *smaller at the neck than behind the spring clip*. If "Cereas" had "critically, and with the eye of a machinist," examined the Expert machine of 1883, he would have found the diameter at both points exactly the same, i. e., $1\frac{1}{2}$ inch diameter. The $1\frac{3}{8}$ inch backbone, tapered to $1\frac{1}{4}$ inch at neck, is probably the one which "Cereas" examined so closely; if so, most any rider could have told him he had hold of an 1881 style of Expert, and that they have been made this year with the $1\frac{3}{8}$ inch backbone, and, further, if he had taken the trouble to inquire, as I have, he might have learned that out of some two thousand Experts sold the past season with $1\frac{1}{2}$ inch backbone, the manufacturers have yet to hear of the first one that has broken. What could be a better guarantee of strength and duration?

He might also have learned from the makers, or any of their agents, that the backbone tube is number 15 gauge, the forks 16 gauge, and that every tube used in an Expert was made by the Weldless Steel Tube Co., Birmingham England; and if he is familiar with English manufacture it will be unnecessary to tell him that only the highest grade of English machines have the tubes made by this company, and that for Roadsters they use the same gauge for backbones and forks as are used in the Expert.

The forgings used in the Expert are made of the best stock that can be obtained for the purpose. Rims are crescent shape, and made of the finest quality of steel, after very expensive and complete mechanical fixtures and machinery.

If "Cereas" desired to give an unprejudiced criticism, he could also have learned

that the *Dropped Handle Bars* on the Expert, the style that has broken some the past season—have been re-modeled, and are now pronounced by mechanical engineers, and riders who have given them practical tests, as "well adapted to withstand the strains to which they are subjected, the thread on them being protected by the projecting check nut, which holds the bar tight, relieves it of vibration, and supports it next outside the thread."

The rigidity of the Expert fork gives it such "steading points," that double ball bearings are considered unnecessary, while with tapered fork that twists easily, double ball bearings might be an improvement as "Cereas" suggests. He probably refers to the 1881 style, when he speaks of the spokes as number 11 gauge, for $11\frac{1}{2}$ gauge spokes have been used for a year.

"Cereas" speaks of the *Expert Racer*—I know of no such machine, probably he means the *Columbia Racer*, my 52-inch Expert, including pedals, saddle, bag, and complete set of tools, weigh 46 lbs. I would not have it lighter, as I do not believe in sacrificing strength, rigidity, and durability for lightness. I have never carried an "extra pedal pin," and never found use for one, as my machine has never had a break; spokes have never loosened, and I consider it to-day as good as new after running some 1,200 miles, and licking the dust of many cities; it had a severe fall in trying to cross the curb stone at New Haven, but came up all right, which is more than I can say of the rider.

There are plenty of riders who could, undoubtedly, speak as well for their Expert as does Mr. Parkhurst in the November *Wheelman*, where he gives account of his 1,200 mile run through Switzerland, without a single break or mishap to his machine.

In conclusion, Mr. Editor, I think that should any rider of a Harvard, Yale, Club, Rudge, Sanspareil or Star publish his machine as *the best*, you would hear from many "Experts," who would endeavor to convince you and your readers that the machine was wrong in many points. Our "Expert" would think an elliptical backbone the best, while another might say that an elliptical, being flattened, was weakened sideways, and after a long road run, the rear wheel will not track.

Yes, you will get as many ideas on construction as there are machines made, and seldom anything original. When these communications, to you for publication, treat of machines which are not ridden by the writer, would it not be well to submit his letter to some unprejudiced authority if you are not

familiar with the construction of the machine discussed, in order to ascertain whether or not the statements are correct? It might add to the interest of these articles to know whose opinions we are having; therefore, trusting I can substantiate what I have written, I am, very resp'y,

FRANK E. BELDEN,

HARTFORD, Ct., Dec. 13, '83.

[We had determined to publish no more personal opinions concerning the different makes of machines, but the attack of "Cereas" upon the Expert was so manifestly prejudicial we felt in justice compelled to give it the desired space. With this, however, correspondence of like character must cease.—Ed.]

FROM THE CLUBS.

SALEM.—The Salem Bt. Club will hold a series of entertainments at the Salem skating-rink this winter. The chief attraction at its first entertainment, Friday, Dec. 28th, will be Prof. D. J. Canary, who will appear for the first time in Salem proper.

VALE.—The bicycle club met last night, and elected the following officers for the rest of the college year: President, Maxwell, '85; Secretary and Treasurer, Hyde, '86; Captain, Hutchins, '86 Sheff.; Lieutenant, Atwood, '85 Sheff. It was also voted to hold a race meeting in the early part of June, and that the club should enter the League of American wheelmen in order that the records should be accepted as valid. The New Haven clubs have also agreed to turn out at that time in full force, and thus lend all in their power to make the meeting a success. Hendee, the champion, will enter these races and try to lower the records in every distance up to ten miles. There may be some of the fastest riding ever seen in this country at the meet. The club will have social meetings at intervals through the winter, in order to keep up the interest in the sport.

RAMBLERS.—The Ramblers held their first annual, Tuesday, Dec. 18th, 1883, and elected the following officers: A. L. Willis, Pres.; H. H. Weed, Capt.; G. A. Watkinson, First Lieutenant; C. W. Lord, Second Lieutenant; F. G. Munson, Treas.; A. F. Royce, Secretary. Executive Committee: A. L. Willis, Chairman; F. G. Munson, A. F. Royce, H. H. Weed, Chas. McCabe. Standing Committee: A. L. Willis, Chairman; W. L. Peck, W. C. Palmer. Out of our 63 members, 58 were present. After the busi-

ness of the evening was over, the club sat down to a fine spread, to which we did justice—our "little boys" especially so. The menu was very satisfactory in its make up.

After supper we listened to speeches by our newly elected officers. The club room looks a little better than it did "Oct. 10th." An Earnest Gabler Piano, sofas, etc., being added. Should be glad to see our New York friends any time. Yours truly,
E. M. WILLIS.

TROJAN WHEELMEN.—The Albany Bicycle Club arrived in Troy last evening at half-past eight, and was handsomely received by the Trojan Wheelmen under command of Capt. Torrance. The Albanians, commanded by Capt. Scattergood, were escorted with lights and music down Broadway and up Fifth street to the hall occupied by the Trojans, which was handsomely decorated in honor of the event. The visitors bore on a litter, carried by four of their members, a compact model of a Cardiff giant, which they had picked up somewhere, and dressed elaborately for the occasion. After they arrived at the hall, they amused themselves for a few minutes by observing which could most successfully manage a Trojan bicycle with the assistance of the giant. The experiments resulted in several laughable catastrophes. Subsequently tennis, boxing, shuttlecock, and other games were indulged in to while away a pleasant hour. Lieut. J. Birch, of the Albany club, and a number of other Albanians, performed many remarkable feats. About ten o'clock they seated themselves at a banquet, which included all the luxuries of the season. The viands were followed by a feast of music and a flow of mirth, in which Prof. White, of Albany, with his banjo, figured prominently. The bicycle clubs, both of Albany and Troy, seem to have drawn strength from all the different professions as well as merchants generally, and the Trojan Club, though started less than a year ago with only 20 members, now has 50 names upon its roll.

KENTON CYCLING CLUB—is booming—only six members, but will double by spring. Does it scare horses? Well—I should think! Scare horses? Why we always scare horses. It is a dull club run when we don't frighten some fractious steed—empty a farmer who can't drive into the fence corner, and scatter his household goods from Dan to Beersheba. Some two weeks ago two of our riders created a circus in the little village of Mt. Victory. Just outside the "city limits" a horse had seen fit to smash things generally, and the sequel was a circus procession, which paraded the main street of the village just as the school urchins were let loose. The procession was led by Merriman, with a bicycle under each arm; then Damon and Crane, leading a battered bicycle and a worse battered wagon. Into the wagon were piled the remnants—seats, wheels, robes, wraps, boots, and, surmounting all, two great pumpkins. Chained to this gilded chariot was the fiery steed—fiery no longer, but walking on three legs for lack of a crutch. And then there was the usual pandemonium of small boys—some hundred and fifty, in front, behind, on all sides—hooting, yelling, screaming. And now the old curmudgeon who drove the horse wants our heart's blood, because his horse knocked Crane off his wheel. Such is the inscrutable pigheadedness of some farmers. They own the roads, to be sure, and we don't dream of denying that a horse is better than a man; but we would like to give these poor, innocent farmers a few les-

sons in driving. Whenever you find a man who knows how to drive, he is dead sure not to be a farmer, and he is usually a friend to wheelmen. Why does not our State Division prepare a bill to keep horses off our roads? Every one knows that they are dangerous; that daily accidents occur through the depravity of these vicious beasts, causing loss of life and limb to men, women, and children. Why can we not match the Green Bill of last winter, by a bill requiring every horseman to dismount at least 25 feet before an approaching bicycle, and lead his horse into the fence corner? Anybody can see that this is fair. It is the horse, not the wheel, that is dangerous. CONSUL.

GOSSIP FROM VERMONT.

To the Editor of the Wheel: It may occasion you some surprise to receive a letter from us, of whom you never before have heard; however, knowing the great interest THE WHEEL feels in all that tends bicycleward, I take the liberty, peculiar to our race, to offer a few lines about our doings here in Middlebury. In 1881 there was only one bicycle in town; during the interim our number has increased sixfold, which I consider very good considering the smallness of Middlebury, and as next year there is every prospect that our few will become many, comparatively speaking. All our men possess Experts, which have given entire satisfaction in the many miles they have been pushed this summer and fall. There is one Victor Tri. which will have some companions next year, as our old men have caught the disease, which has only one cure. One of our members has enjoyed two tours during the summer; the first from Middlebury to Amsterdam, N. Y., the second from Mechanicsville, N. Y., to Cornwall-on-Hudson. We have had just one month more bicycling this year than last, having ridden till the 13th of the present month. It would do you good to see some of the boys wheeling off to the ice, with skates under their arms, or strapped to the handles. I would like to hear some one's experience and opinion about bicycling on ice. * * * When we form into a club worthy of membership to the L. A. W., I shall use all my influence towards union. In the meantime may the L. A. W. flourish as she ever has. Yours, &c.,

A SUBSCRIBER.

Midd. Coll., Class '85.

MIDDLEBURY, Vt., Dec. 19th, 1883.

[It may be interesting to a number of our readers to know that the first bicycle referred to was ridden by J. C. Harvey.—ED.]

POUGHKEEPSIE GOSSIP.

Editor of The Wheel: In my last I promised to let you hear from me again soon, and will now set about to do so. The road race came off on the 20th of November as intended, and it was really the only bicycle RACE that we have ever had in this vicinity. The weather was all that could have been desired, in fact, perfect for bicycle racing, and the roads were in very good condition.

There were six entries viz.: Frank Osborn, Winthrop Simpson, Oscar Cossum, Theo. W. Roberts, Charles R. LeRose and Edward E. Perkins. They were started promptly at 2:15 P.M., but one of the attendants stepping over the line they were recalled, and did not get their second start until 2:18.

They immediately fell in line as follows: Roberts, Simpson, Perkins, Cossum, Le Rose and Osborn, and the turn was made in the same order, with the exception of Osborn who drew out. Shortly after 3 o'clock, the first man in the race to get back home appeared in sight; he proved to be Roberts, who crossed the line in 50 minutes and 47 seconds.

The next man was Perkins, who finished in 52 minutes and 23 seconds.

The third was Simpson, in 53 minutes and 25 seconds, and the fourth was LeRose in 63 minutes. Cossum did not finish having drawn out shortly after turning.

The prizes were: first, a suit of clothes valued at \$25; second, a gold badge valued at \$15; third, bicycle sundries to the value of \$10.

There was really no fourth prize, but the gentlemen who gave the prizes, Messrs. W. J. Noel and A. N. Shaffer, willingly gave the six dollars that were paid them for entrance money, and had a very pretty silver badge made, which they gave to Le Rose.

The officers of the race were: T. H. Ransom, Referee; R. O. Osborn, C. F. Cossum, and A. H. Vail, Judges at the finish, and P. Fitchett at Hyde Park; W. I. Marble, time-keeper at the finish, and R. Kenworthy at the turn.

The time made was much better than any had an idea that it could be done in.

The riding about here is now over, but we ought not to find fault as it has been a much longer season than last year.

At a meeting held Tuesday evening, Dec. 18th, a club to be known as the "Ariel Wheel Club" of Po'keepsie, was formed.

We start with sixteen members.

The officers elected are: Pres. I. R. Adriance; Sec. and Treas., C. F. Cossum; Captain, T. W. Roberts; Lieutenant, F. J. Schwartz; Bugler, C. M. Ostrander, and Ex. Com., the President, Secretary, Captain, and Messrs. G. W. Halliwell and A. N. Shaffer.

The club motto is: "*Audax et Cautus.*" (Bold and wary.)

We expect to join the League in a body, shortly, as it is compulsory to belong to that organization to be a member of the club.

The uniform is to be a dark blue; a sack coat buttoning up close, with five gilt buttons and a turn down collar, with a very fine gilt cord around the sleeve, knee-breeches, with a fine gilt cord down the outside seam, a bicycle helmet hat, ribbed stockings, and black shoes.

We think that this ought to make a very pretty uniform, nothing very fancy but neat.

Hoping that you will be able to find a space in your worthy paper to publish this.

I remain yours,

PO'KEEPSIE, Dec. 19, 1883. JIM.

WHEEL GOSSIP.

Good sleighing.

Indoor sports are in order.

A bowling club composed of wheelmen is soon to be organized in this city.

And now doth the festive wheelman lay aside the trusty knickerbockers and don the steel-pen coat, and disport himself in a manner appropriate to his general lightheartedness.

The Charity Ball will be held on Thursday, January 3d, at the Metropolitan Opera House. This will be the first ball held in this new and magnificent building, and that combined with the good object in view will doubtless make it unusually popular.

"No 'locipede pedlars needn't 'ply at dis cabin. Wen I straddle a saddle it ain't wif de 'spectation ob makin' my ole legs do de canterin'. Ef ebber I take a fool notion ter walk an' ride at de same time, yer'll see me harness up a bean pole, an' play circus wif de chillun."—*Texas Siftings*.

The Peoria Bi. Club gave their second reception last night at their headquarters, which was doubtless as successful as its predecessor.

When we were a boy, a current phrase was that "he can lie faster than a horse can trot." We presume that we should say now, "faster than his wheel can turn," in speaking of the editor of the *Kickers' Own*. Patience often ceases to be a virtue. We do not mind correcting occasional misstatements, but we have finished, when it comes to protesting against downright misrepresentation.

The devotion of N. H. wheelmen to the L. A. W. is once more illustrated by the marriage of Sec'y Charles A. Smith, of the Manchester Bicycle Club, to Miss Laura A. Wilson, of the same city, which is soon to be celebrated; in fact, during the holidays, thus following Treasurer Gilman's example and always keeping the initials L. A. W. in view. Frank Hardy, of the same club, will soon bow at Hymen's altar. His lady's initial letter is G, however, possibly standing for "go," the apparent motto of the enterprising club "On the Merrimac." May their lives be filled with happiness. May they always "look happy," and enjoy their "whirling wheels."

Mr. Albert G. Carpenter, of Providence, was recently elected a member of the Common Council. Mr. Carpenter is President of the Providence Bi. Club, and Chief Consul for Rhode Island.

Dr. B. W. Richardson, the well known English authority on hygiene, at the annual meeting of the Tricycle Union in London, a few days since, said that in his vacation he pursued cycling as a great pleasure, and as a greater restorative. He regarded this recreation as one of the healthiest exercises, and was deeply grateful for the perfection to which the machines had been brought. He deemed it best that the bicyclists and tricyclists should each have a separate and independent organization for the protection of their rights and the promotion of their interests, seeing that there were a large body of ladies and gentlemen who were essentially tricyclists and nothing else. His desire was that cycling should be not only one of the most delightful and healthy of recreations, but intellectually one of the most useful as well.

The Aerial Touring Club of London, Ontario, extend a hearty welcome to visiting wheelmen, in a neat card showing the officers and members of the club.

Nebraska riders are jubilant over the splendid weather they have had thus far this winter.

We are sorry to chronicle the change of residence of Captain Will R. Pitman, of the Ixion Club. The "Old Vet." has bettered

himself, and goes to Philadelphia for the coming year. "The latch string will be open to all New Yorkers," he says. He will be in New York two or three days each week and will not resign his position as Captain of the Ixion Club.

By the way, Pitt has at last received a medal that is in every way up to his expectations, as it is a foot square, and will nearly cover his whole jacket. The medal is the gift of a Baltimore gentleman. It consists of an original design in Plaster of Paris of a bicycle rider holding an umbrella, and the rain coming down in large drops. The design is placed in a handsome plush and bronze frame, and is a very neat affair.

We were pleased to receive a complimentary to the Warner Observatory, of Rochester. It will be some time before we can use it, but are much obliged all the same.

We have received an elaborately engraved invitation from the Cheyenne, Wyoming, Bicycle Club, to attend their New Year's hop. Sorry that the great distance renders that pleasure impossible.

The Williamsburg Athletic Club propose to see the old year out, and have prepared a fine programme in which boxing and wrestling form the principle features. Tickets, 25 cents. A general invitation is extended.

FROM OUR ENGLISH CORRESPONDENT.

LONDON, ENG., December 15th.

Editor of Wheel—Seeing a note in your Boston letter on the Otto, I think a few views obtained by personal observation, might interest your readers. In the first place I am not an Otto rider, and also I am perfectly satisfied with the machine I do ride. Although not an Otto rider rider, I have had numerous opportunities for seeing what it can do, being a member of a club in which there are two of the best Otto riders in England.

But my first introduction to the Otto was at the race this year between the Otto and Tricycle, in which the Tricycle won. The distance was thirty miles on the road, and the pace was, I believe, about on the average, twelve miles an hour. Now, taking into account the fact that the Tricyclist was decidedly more exhausted than the Ottoist at the end of the race, and that twelve miles an hour is nothing wonderful for the Ottoist in question, I draw this conclusion that the Tricyclist rode with his head, and the Ottoist rode like a man who had never ridden a race before, which in point of fact, he never had.

Then coming to hill climbings, two Otto riders this year, have succeeded in climbing a hill some 600 yards long, and with a rise of about one in eight. A short time ago, a bicycle club gave an up-hill competition, and selected this hill for it, giving gold medals to those who climbed it. This will show you that it is no easy feat. Again, on two separate occasions, when I have been out with Otto riders, they have climbed hills which emptied the saddles of both trikes and bikes. I have accompanied an Otto rider for some long rides of from 50 to 70 miles, and can vouch that the Ottoists were quite as fresh as the riders of the bicycle. One of the greatest advantages of the Otto is the absence from vibration, owing to there being no little wheel.

Its disadvantages seem to be that it is impossible to rest your feet down hill, and that it requires some little time to learn. In all

other respects it is as far as I can see superior to the ordinary tricycle for road riding purposes.

I ask your pardon for taking up so much of your valuable space, but even here there seems to be an unaccountable prejudice against the machine, for which I can see no reasonable ground. In conclusion let me say that I have no personal interest whatever in penning the above remarks.

The racing seems to be over here for the year and dances and dinners reign supreme. I enclose you the English Bicycle Record for the year, and an account of Mr. Humwicke's ride on the Otto, which, considering the state of the roads at this time of the year, is truly wonderful.

Bye the bye Mr. W. F. Sutton rode 260¾ miles (not 250¾) in the 24 hours as reported in the *Wheel* gossip of your paper.

BERRETTA.

League of American Wheelmen.

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

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

APPLICATIONS FOR MEMBERSHIP L. A. W.

No. 49. Total, 28. NEW YORK, Dec. 28, 1883.

Unattached—8:

- 60—Aubrey Richardson, 25 Manchester Square, London, W. England.
- 61—J. E. Hughes, Box 204, Newmarket, Ontario, Canada.
- 62—Geo. R. Walker, West Randolph Vt.
- 63—J. S. Wilson, Rockville, Conn.
- 64—Albert Smith, Rockville, Conn.
- 65—Henry H. Stockder, Meriden, Conn.
- 67—Harry H. Simpers, care of McCullough, Iron Co., North East, Md.
- 68—John L. Moore, North East, Md.

New Haven Ramblers—add 1:

- 65—Asa L. Ward, 101 Webster, New Haven, Conn.

Washington Cycle Club—add 2:

- 69—H. E. Holdridge, 737 13th st., N. W.
- 70—Col. R. P. Barbour, 1819 F st., N. W., Washington, D. C.

Nashville Bi. Club—add 1:

- 71—Knox Polk, care of Paschall & Fall, Nashville, Tenn.

Cheyenne Bi. Club—add 1:

- 3595—Ghas. W. Riner, Cheyenne, Wyo.

INDIANA DIVISION—4.

- 72—W. U. Wooden, M. D., Greensburg, Ind.
- 73—J. Hooker Wilson, Rushville, Ind.
- 74—Arthur B. Irwin,
- 75—J. R. Matthews, care of Trow & Co., Madison, Ind.

NEW HAMPSHIRE DIVISION—1.

Rockingham Bi. Club—add 1:

- 76—Frank S. Preston, Portsmouth, N. H.

OHIO DIVISION—1:

Youngstown Bi. Club—add 1:

- 77—Wm. L. Buechner, Youngstown, Ohio.

PENNSYLVANIA DIVISION—9.

Unattached—6:

- 78—Martin Kneissler, 4818 Main st, Frankford, Phila., Pa.
- 79—John T. Grifford, Lock Haven, Pa.
- 80—W. E. Mellor, 2030 N. 11th st., Philadelphia, Pa.
- 81—Geo. M. Gregg, Kennett Square, Chester, Co., Pa.

82—John Brooks, Blossburg, Pa.
 83—Wm. Brooks, "
Lancaster Bi. Club—add 1:
 84—J. C. Hager, Jr., Lancaster, Pa.
Frankford Bi. Club—add 1.
 85—John Harrocks, Meadow and Lecher st., Frank-
 fort, Phila., Pa.
Titusville Bi. Club—add 1:
 86—Arthur Mandell, Titusville, Pa.

APPOINTMENT.

NEW YORK, Dec. 14th, 1883.
 The membership of the N. J. State Di. L. A. W. hav-
 ing reached that figure entitling it to another repre-
 sentative, I take pleasure in appointing for that
 position, Dr. Edwi Field, of Red Bank, N. J.
 N. MALON BECKWITH,
 Pres. L. A. W.

EXPULSION FROM THE LEAGUE

HARTFORD, CT., Dec. 19, 1883.

Mr. Fred. Jenkins, Cor. Sec. L. A. W.:

The membership Committee, having noti-
 fied Thomas Earle, of Worcester, Mass., of
 a protest against him for having competed
 in an open competition, in a bicycle race, at
 Worcester, June 16th, 1883, and being satis-
 fied that the said Earle must have received
 the said notice, and he having made no an-
 swer thereto, do hereby declare the said
 Earle, a professional, and accordingly expel
 him from the League of American Wheel-
 men.

For the Committee,
 S. TERRY, Chairman.

RE-INSTATEMENT.

HARTFORD, Dec. 24th, 1883.

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

The Membership Committee, after due in-
 vestigation, are of opinion that L. P. Bar-
 don, of New York, recently expelled from a
 bicycle club for non-payment of dues, should
 be restored to membership in the L. A. W.

For the Committee,
 S. TERRY, Chairman.

INDIANA CONSULS.

NOBLESVILLE, IND., Dec. 19th, 1883.

Editor of The Wheel: I take pleasure in
 appointing the following energetic wheelmen
 as local consuls in the cities named: Indian-
 apolis, Will E. Bryce, 13 E. L street; No-
 blesville; H. D. Gray; Rushville, A. B.
 Irvin; New Albany, Geo. E. Trunk, 150
 Main street; Crawfordsville, W. H. Ponti-
 ous; Jeffersonville, Earnest Rognon;
 Greensburg, W. H. Wooden; Madison, Wm.
 G. Heberhart.

Tourists calling on these gentlemen will
 be welcomed, and will be minutely instructed
 as to routes, roads, etc.

Yours fraternally,
 L. W. WAINWRIGHT, C. C.

PROFESSIONAL FANCY RIDING.

BRIDGEPORT, CONN. Dec. 21, 1883.

Editor of the Wheel: There is some doubt
 expressed as to whether D. J. Canary is
 acknowledged the champion professional
 fancy rider of the United States. If he is
 not, who is?

PEQUONNOCK.

[We consider Mr. Canary the best single
 professional fancy rider, and believe he is
 generally acknowledged as such—Ed.]

Messrs. Zacharias and Smith give an en-
 tertainment at their place of business, Ora-
 ton Hall, Newark, N. J., this evening. The
 programme includes Prof. Canary and Miss
 Wallace. We have no doubt but it will be a
 pleasing affair, and regret a previous engage-
 ment will prevent our attendance.

ONE CHANCE IN ONE HUNDRED.

Editor of the Wheel. Winter is upon us
 with all of its rigor. Mercury at 21 deg. be-
 low zero, with six inches of snow on the
 ground, tells the Star Wheel Club that their
 riding for this season is ended, as they are
 not so fortunate as to have a chance to do
 any riding indoors.

Some of its members will, no doubt, try
 the wheel on the snow and ice during the
 winter, when it is in good condition, as they
 cannot easily deny themselves of a spin for
 three long months, if they do have to ride in
 sleigh ruts and on the ice.

As a scheme for a little amusement for
 wheelmen, and to draw the tie closer that
 binds us together as one, I have hit upon
 the *guess project*, and to "set the ball rolling,"
 I will make the following offer: I have a
 cyclometer on my machine (a McDonnell),
 that has been in use the most of the past
 season, and to that person who will first
 guess the number of miles and hundreths as
 it now stands, I will make a present of a
 new McDonnell cyclometer, of any size
 wanted. The cyclometer reading as it now
 stands has been taken off by the Secretary of
 the S. W. Club, and by him will be an-
 nounced on 1st February, 1884, at which
 time this offer will close. The name and
 P. O. address of each participant, and the
 miles guessed, must be forwarded to me on
 a postal card, and when the times expires
 for guessing, I will give the results of the
 contest in THE WHEEL. Only one guess from
 each will be counted.

Fraternally yours,

E. H. CORSON, Capt.
 S. W. Club.

EAST ROCHESTER, N. H., 24-12-1883.

MARRIED.

BURCH—HECKER.—On Thursday, December 20th,
 John G. Burch, Jr. (Albany Bi C.), to Anna, daughter
 of Lawrence Hecker, of Albany, N. Y.

THE CORNER STONE LAID.

Thursday, December 27th, was a memora-
 ble day in the minds and hearts of the Citi-
 zens, but a worse day as far as weather was
 concerned could scarcely have been selected.
 The snow was piled waist high, and towards
 three o'clock, the time set apart for the cere-
 mony, a sudden fog settled down with a de-
 termination that boded no good. An hour
 later it turned to rain, and under the shelter
 of numerous umbrellas and the partial cover-
 ing of the roof, were fifty members of the
 Citizen's Bicycle Club assembled at their
 new building in 58th street, and came to
 order at the call of Chairman Wells. The
 actual ceremonies were simple and short,
 and consisted of addresses by the Rev. Thos.
 McKee Brown, the president of the club,
 and Mr. Geo. M. Huss, the architect. After
 which the copper box containing relics of
 value was sealed and deposited in the space
 reserved for it.

In addressing the meeting, the Rev. Dr.
 Brown said:

"The Citizen's Bi. Club of N. Y., was
 formed on the 8th of June, 1882, at the house
 of Dr. N. Malon Beckwith, No. 7, W. 42d
 street, by a number of gentlemen, who had
 been brought together through the instru-
 mentality of Mr. Elliott Mason, of the Col-
 umbia Bicycle School, of 214 and 216 E.
 34th st.

They associated themselves for the pur-
 pose of promoting the use of the wheel, as
 well as the enjoyment of the pleasure and
 recreation of it. Although most of them
 were beginners in the art of riding, they felt

the necessity of promoting unitedly all the
 interests involved; and believed that while
 helping the cause throughout the United
 States, they could do much for it, especially
 in New York.

They were all men. Their ages ranging
 from above twenty-one to over fifty years.
 Two chief stipulations they made, namely:
 that in this club every member should be of
 twenty-one years at least, and that each
 should own and be able to ride a wheel.

They proceeded to organize their club and
 elect officers, under a duly ratified constitu-
 tion and by-laws.

They chose unanimously: The Rev.
 Thomas McKee Brown, President; Mr.
 Frank A. Ferris, Vice-President; Mr. Thos.
 C. Smith, Sec'y and Treas.; Dr. N. Malon
 Beckwith, Captain; Mr. George E. Dunlap,
 Lieutenant; Mr. Edwin Oliver, Bugler.

Messrs. Elliott Mason, William A. Bryant,
 Wm. H. Book, and A. E. Paillard, were the
 Club Committee.

Messrs. Philip Fontaine, Lemuel E. Wells,
 Charles E. Nichols, Edward E. Hudson,
 Captain S. G. Porter, and Prof. William A.
 Miller, were the other members.

All the above-named gentlemen are known
 as the charter members.

In a short time, consequent upon the res-
 ignation of Mr. Ferris, Mr. John C. Gulick
 was elected Vice-President for the remainder
 of the first term of office.

Club rooms of a very modest description
 were rented at No. 4, E. 59th St., where a
 special meeting was first held on June 30th,
 '83.

Those interested can recall how willingly
 and industriously the members took a turn
 in fitting up that cosy apartment, and then
 for other refreshment took a turn on the
 wheel in club runs up the Fifth Avenue, and
 away beyond.

They were happy days, and nights, too,
 but they were only forerunners of more gen-
 eral and prosperous ones.

Those quarters became too limited, and the
 club rented rooms at 2 E. 60th St., by Nov.
 1, '82. Old members and new, lent willing
 hands, again. The furniture, lockers, and
 other things, were carried to their larger
 home, and soon the comfortable welcome of
 neat and cosy surroundings made itself felt.
 Every one was in good spirits, the list of
 members increased, until now there are sev-
 enty-five sturdy, determined men in the
 club.

Feeling that prosperity deserved adequate
 protection, the proper steps were taken to
 incorporate under the laws of the State of
 New York.

Therefore, on Aug. 31st, '82, the Citizens
 Bicycle Club, of New York, became a duly
 incorporated body, entitled to hold property,
 and on Sept. 11, '82, adopted a new and re-
 vised constitution and by-laws.

They are now erecting this building with
 money raised by subscription, and in a short
 time will occupy it—the happiest set of bi-
 cyclers in the land. To their fellow mem-
 bers, Mr. Frederick G. Burn, and Mr.
 Geo. M. Huss, architect, they owe more
 than they can return for efficient influence
 and services, but not more than they feel in
 appreciation and friendship.

This day of laying the corner-stone, is one
 that marks a new departure for the wheel.
 The club believe that their earnestness and
 faithfulness have already brought about re-
 sults to which they can honestly refer with
 satisfaction, and will produce greater results
 —greater than they can prophesy, for them-
 selves, and for other riders who may enter

amongst the increasing enthusiastic friends of the noiseless, graceful wheel.

Besides, we have had many runs—not all club runs—in and around this city. Up Fifth avenue, the Eastern Boulevard, the grand Boulevard, up to Yonkers, over to Englewood and Orange, upon Staten Island, down at Long Branch, also to Philadelphia, and even to Washington.

As to pleasure, who, that was fortunate enough to be of the company, does not look back upon and sigh for a repetition of the first ride about Boston in October, 1882, when the Massachusetts club men received us with open arms? Who will forget the second visit thither in October '83? Or, who will not remember the great meet at Springfield this last autumn, when we were the second strongest club present?

Our men were originally uniformed in blue coats, mouse colored breeches, and blue stockings, but when the great League meet was held in New York last spring, we were a goodly company, over forty strong, proud of our suits of blue, coat, breeches, and stockings, and proud of the regiment of riders, who entered the Central Park in grand array, nearly 900. Our silver badge of winged letters was nobly borne, and our our standard, then presented, was for the first time carried by our first color bearer, Mr. Knight L. Clapp.

At that L. A. W. meet enthusiasm was alive. We believe that the C. Bi. C. brought the meet to New York. That body honored our club by electing our captain, Beckwith, its president, and our Frederick Jenkins, its secretary. In turn our club joined the League and became a League club, in which connection it intends to do its duty.

Nor was this all. That meet and its deliberations, and that grand dinner in the Metropolitan Hotel, made us friends with the Park Commissioners, and we now have the privilege accorded of riding at times on the west side drive of the Central Park, and at all times upon the Riverside drive.

The history of the club will some day be fully written. It must now suffice to say that the Citizens Bi. Club has had continuous growth, with increasing strength, and with not unimportant influence.

This club, by becoming an incorporated body, by securing land and erecting a permanent house thereon, has given cycling help, which will be felt all through the land. We are the only club that has as yet done this. We expect that other clubs in and out of New York will follow our example; and at no very distant day. Every such good deed will aid the grand object of all true wheelmen, friendliness not only amongst riders, but friends also amongst all classes of society. In maintaining the dignity of the wheel, this club has determined to promote fellowship amongst all the clubs; to encourage the formation of new clubs; to enlist on its own and other rolls wheelmen from professional and mercantile life.

We believe that to-day we begin a new work in the cause. Our house is easy of access, near the gates of the Central Park, the best roads which lead from our corner will invite the frequent riding which promotes health, enjoyment, grace, perfection of motion, and true manliness.

Our house is commodious, handsome—our own! As it stands here, it will excite curiosity which will abound to the making friends for the wheel. It will demand attention. Public notice will be directed to the riders. The wheel will become a permanent institution, and the members of the Citizens Bi. C.

are determined to prove that this is no transitory sport. Whatever they can do for cycling they will. They treasure the kind greetings of their many friends. They count upon their own strong and enthusiastic hearts.

The officers at present are:

Rev. Thos. McKee Brown, President.
Mr. Fred'k G. Bourne, vice-president.
Mr. Knight L. Clapp, secretary.
Mr. Frank J. Pool, treasurer.
Dr. N. Malon Beckwith, captain.
Mr. George E. Dunlap, 1st lieutenant.
Mr. William A. Bryant, 2d lieutenant.
Dr. Frank S. Grant, Surgeon.
Mr. Philip Fontaine, 1st color bearer.
Mr. W. H. McCormack, 2d color bearer.
Mr. Chas. H. Schmidt, 1st bugler.
Mr. Edwin Oliver, 2d bugler.

The permanent officers are the Board of Trustees, who are:

Mr. George A. Wells, president, and Messrs. Brown, Bourne, Clapp, Beckwith, Gulick and Nelson.

After the applause had subsided, the Chairman, in a neat speech, introduced the architect of the building, Mr. Geo. M. Huss, who has by diligent hard work brought the structure to its present completeness. Mr. Huss responded as follows:

"The old adage 'Let each one paddle his own canoe' has been amply realized in the great and growing interest which cycling has exerted on the community.

"As Börne, the German writer, says: 'Man can forego many things except his companion man.' I would interpret the sage's remark for our time in this way: We can forego many things, but can we give up the wheel? May not the time arrive when he who has no wheel will surely have no part on this mundane sphere? Bicycle! Tricycle!! What a halo surrounds these names! To us, the chosen few, who have thus far tasted the pleasure of their companionship, what a vista of happy hours, what soul stirring enthusiasm greets us!

"The words of the poet are most expressive when he says:

'Come with me out into the road my wheel,
Out into the road ere the sun goes down!
Thy hoofs of round rubber and ribs of true steel

Shall bear me away from this tiresome town.

Aloft on thy saddle, set safe from all harm,
The saddle ne'er mounted by trouble or care,

I'll hie me away where woodlands yet charm,
Where valleys are smiling and fields are yet fair.

With feet on thy quick moving pedals impressed,

The pedals that speed from the hurrying street—

I'll seek the calm hills and the landscapes at rest,

Where green leaves are fresh, and the breezes are sweet.

Out over the road while the sun is yet high,
While sunlight and shadows are nimbly at play—

O Bicycle! free as the swallows that fly,
We'll hover, we'll hasten as joyful as they."

C. E. Pratt in *Wheelman*.

And now here we are assembled to lay the corner stone of the first bicycle club house in America.

Small though this stone may appear, can we not apply the simile of the mustard seed,

and see, in the laying of this corner stone, the beginning of a wider appreciation, and a more extended influence of the Citizens' Bicycle Club. Who would have thought less than a year ago, when we were housed in our cramped quarters in 59th street, and later moved to more commodious habitations in 60th street, that before the New Year, we should begin to see the realization of our dream, viz.: a distinctive club house of our own?

When the scheme was first thought of, it was not realized what an area would be required for the mere storage of wheels, and it was with dismay that we looked on the lot twenty and a half feet wide, and one hundred feet deep, which was to accommodate parlor, dressing and wheel rooms, besides lavatories and the required locker space for one hundred men.

One story was out of the question, while two stories! Ah! bold was the man who dared face the perplexed Building Committee with such a suggestion, after the cost had been made known. The architect, it must be confessed, had thus far taxed his brain in vain, when his mother's wit (what *would* we do without our mother's!) suggested a gallery for the lockers and lavatories.

Presto! the problem was solved! Our parlor grew apace to the commodious room with which you will soon become familiar; the wheelroom became all that was desired, and allowed tricycles (how their charm is increasing!) to find resting places beside their two-wheeled companions; in the rear of the building will be found the necessary offices, retiring and working rooms, coupled with complete locker space, bath and lavatories in the galleries.

It is with peculiar pleasure and pride that reference has been made to this as the *first* complete Bicycle Club building in America; with pleasure in being called upon to meet the wants of a new fraternity, and with pride in being the architect of the first building of its kind.

We all know that the conception must always wait for success on the willing hands of the sons of toil. To the builders then, and their able deputies, must we render our grateful thanks for the zeal and dispatch which has marked the growth of the building since the first shovelful of dirt was dug, and the first stone was laid.

The copper box to contain the relics was next produced, and the following articles then deposited:

A complete set of the working plans of the building, names of owners, architect, and contractors.

A copy of the old and a copy of the new constitution of the Citizens Bicycle Club.

A copy of THE WHEEL of December 21st, 1883.

A copy of the *Bicycling World* of December 21st, 1883.

A copy of *Outing and the Wheelman*.

A copy of President Brown's address, and that of Mr. Geo. M. Huss.

The first original pass to enter Central Park, granted to Fred. G. Bourne; an original L. A. W. (ham) badge.

A badge of the Cyclist Touring Club.

The box was then sealed and deposited in the vault. The corner stone bearing the year was then set in its place, and amid the most impressive silence it was tapped with a mallet by Vice President Bourne, and declared laid. After three hearty cheers, the assembled wheelmen slowly dispersed.



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. } Contr.Editors.

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

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

New York, December 28, 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.

CLUB SOCIABILITY.

The wheel club, apart from the possession of a place for storage and dressing rooms often affords means of social intercourse that cannot well be overlooked as entirely unnecessary, and that this idea keeps pace with the increasing years of the successful wheel organization, is shown in the anxiety of its members to secure suitable headquarters for the winter months in different localities. There are many wheel clubs in this country that possess comfortable and even luxurious headquarters, and their numbers are constantly increasing.

Not only is the club a means of promoting good fellowship, but one quickly becomes acquainted with his neighbor. There is nothing in the world that affords the opportunity for a study of character better than an all day run, or a short tour. This same feeling of confidence must be kept up during the few months of enforced idleness, when the weather will not permit of the brisk run, or the quiet day's ride, so dear to the memory of all true lovers of the wheel. The headquarters are naturally frequented by a certain proportion of the membership, and should be made as attractive as the circum-

stances and surroundings will permit. Develop the musical talent that often lies dormant, for want of proper attention. If space will permit, try a little boxing for the sake of keeping the muscles in trim. Impromptu debates on all known subjects are pleasing to many, and there is nothing like a game of chess to while away an hour or two.

Of course, in the larger cities and towns where there is no lack of social amusements, the time does not hang heavily, but still it is well in all cases, to make the club room and club life as attractive as possible. The resources are many, and it only needs a little energy and enterprise to improve the opportunities afforded. Any organization that strives to keep the members together during the winter season, will present a stronger front in the spring, than the one that allows its interest to lax while off the wheel.

A two-speed gearing for tricycles is a thing comparatively unknown on this side of the water, and has not yet been introduced on the American manufactured tricycles now in the market. In England, where the three-wheel interest is so great as to cause keen competition, it has almost ceased to be a novelty, having passed through the experimental stage, and become a practical reality. Already there are two or three makers, who hold patents covering the principle, and who supply it to the trade and to individuals. The gearing is so arranged that on smooth level roads, with say 46-in. drivers, they can, by a throw of a lever be geared up to equal a 52-in. or higher, if desired, and in encountering rough or hilly roads, by a reverse action of the lever, the gearing can be changed to a 30-in., without removing the feet from the pedals. Of course, the loss in speed is considerable in the latter case, but is far better than ignominiously trundling the tricycle up a long hill. In the case of the speed gearing, more muscular effort is necessary, with the larger sizes, but a moderate gearing, say 52 or 54 in., enables the tricyclist to acquire considerable speed, without expending so much power as to make the effort tiresome. Those who are interested sufficiently in the subject will find minute particulars concerning the various styles of two-speed gearing in the Tricyclists Indispensable for 1883, which can be obtained from the Oremar Wheel Co., of Chicopee, Mass.

ANOTHER WORLD LIE NAILED.

The New Haven wheelmen must feel that their tournament was a little affair when they see the referee's bill for services at Springfield. He charged them only \$2.50—*Bicycling World*.

[We accepted no compensation, although it was kindly offered.—Ed.]

THE OPENING OF THE TROJAN WHEELMENS' NEW QUARTERS.

Editor of the Wheel.—Tuesday eve., 18th, twenty-five members of the Albany Club took the train for Troy to attend the grand opening of the Trojan Wheelmens' new club room on their invitation. Arriving at the depot they were met by the Trojans and escorted to their rooms to the music of a fife and drum, where all formality was at an end, and all went in to enjoy themselves. Tennis, boxing, riding, etc., were indulged in, and fancy riding, extempore, was furnished by Lieut. Burch, and A. J. Gallien, of the Albany boys. The main room was very tastefully decorated, on one side the monogram of the Albany Club in their colors, with the word "Welcome" above, on the opposite a long row of fine machines of the best and latest patterns, conspicuous among them the "Star," and above this the balcony from which hung the banner of the Trojan wheelmen. Flags and lanterns suspended here and there formed a very pretty picture, which was greatly added to by the costumes of the wheelmen. After the boys had become thoroughly acquainted, supper was announced, when each Trojan locked arms with an Albanian, and thus marched to Wright's restaurant, where an elegant banquet was disposed of, accompanied by speeches and songs. Returning to the rooms more sociability followed, then escorted to the depot by the Trojans, farewells were very reluctantly said, and the Albany boys left with still another link added to the chain of friendship, which binds these organizations so closely together. On Thursday evening, our popular Secretary, J. G. Burch, Jr., was united in marriage to Miss Anna C. Hecker, of this city, at the bride's residence on Judson street. All the boys turned out to give Jack a good send off, and presented him with a handsome secretary, also Mrs. B., with an easy chair. After the ceremony, the bride was made an honored member of the Albany Bi. Club, and as ours is a League club, John suggested she should Love All Wheelmen (L. A. W.) Dancing was then in order, intermingled with singing by the boys, after which a sumptuous repast was served, then wishing the young couple many happy days of conjugal bliss, they departed to the strains of "Good Night Ladies."

KLUB KICKER.

ALBANY, Dec. 24, 1883.

DR. RICHARDSON AND THE FUTURE.

Dr. Richardson has on various occasions rendered tricycling such signal service by the weight of his name and distinction that anything he advances is deserving of respectful attention, and his most recent utterance is certainly worthy of notice in its hopeful view of the future. His latest forecast is in hinting at the establishment in London, at no very distant date, of a grand institution, with hotel, museum, meeting and lecture rooms. The worthy doctor might have added, a covered track, an enclosure, with iron pillars on the inside of the circle, supporting girders, and a roof giving ample ventilation, with protection from unfavorable weather, and with various improvements to further instruction, and the thorough testing of the power of machines, and the capabilities of riders under the most suitable conditions. But this is undreamt of

in our philosophy yet. A grand idea is thrown out as to making the institution, by means of its hall and museum, the emporium of knowledge from all parts of the world, and one from which all kinds of information could be disseminated for the benefit of all. Dr. Richardson anticipates that cyclists, under the suggestion he throws out, will use their means of locomotion for the acquisition of this knowledge, geographical, antiquarian, and zoological in sections. This is already being done. A method of focusing an institution of the kind has to be found. No doubt, the future of cycling has many surprises in store for the world, and all our exchanges, whether from the adjoining continent, and including France, Germany, Italy, and Spain, or from America and Australia, exhibit a marvellous progress in the world of wheels. Such a progress was undreamt of two or three years ago. The progress of the future will be even greater than a sanguine and imaginative man like the eminent president of the Tricycle Union can cast in horoscope of the time to come. Within the last ten years Dr. Richardson has pointed out many new and advanced paths in reforms, domestic, physiological and sanitary, and in no case has he followed, but has always led the way.

There can be no doubt that cycling will progress and outstrip its present position as much in the next few years as it has in the past, and if invention does not keep pace with the numbers who practice it, the developments may be looked for in the direction indicated by the illustrious President of the T. U., in the strengthening of the purely tricycling portion of the wheelworld; in the existence of a vast army of ladies and gentlemen, for various reasons tricyclists and not bicyclists; in the formation of sections who will employ the tricycle as a means of procuring researches in physical sciences—botany, geology, zoology of all kinds; who will devote themselves to the topography and antiquities of their own counties and countries, and to travel at home and abroad; and still more numerous make valuable observations on their experiences as throwing light on the effects of their sport on health, business, and intellectual as well as physical well-being and improvement. Much of this will be contributed to the cycling press; but the lecture room has its peculiar sphere of illustration, and many interesting facts will be communicated from the platform, aided by diagrams, models, colossal drawings, and experiments. We see nothing Utopian, chimerical, or overdrawn, therefore, in any of Dr. Richardson's suggestions.—*Tricycling Journal*.

A NEW COOK BOOK.

Francatelli's Modern Cook for 1884, is a practical guide to the culinary art in all its branches, and comprises, in addition to English cookery, the most approved and recherche systems of French, German, and Italian cookery. It is adapted for the use of all cooks, families, large or small, as well as for all hotels, cooks, restaurants, cake bakers, clubs, confectioners, and boarding houses; in fact for all places wherever any kind of cooking is required, while at the same time all will save money by referring to its pages. It is written by Charles Elme Francatelli, pupil to the celebrated Careme, and chief cook to her Majesty, Victoria, Queen of England. Francatelli's Modern Cook for 1884, just ready, is reprinted from the twenty-

sixth London edition, just issued in London, with large additions to it, and with Francatelli's instructions for the service of wines, denoting the order in which they should be drank at the dinner table, etc., not contained in any previous edition of the work, the whole containing fourteen hundred and eighty receipts, with sixty-two illustrations, making it the most complete cook book in the world, to which is added a complete glossary of the entire work, the whole contained in one large royal octavo volume of six hundred pages, printed on tinted paper, and strongly bound in bevelled boards, making it the largest and only complete work on all kinds of cookery, of various dishes and bills of fare for every day in the year, ever published. It is also the most thorough and valuable cook book in the English language, for good cooking is cheaper than a doctor. Get a copy of "Francatelli's Modern Cook for 1884," refer to its pages, and learn to cook all things as they should be cooked. There's money to be saved by following its directions, with easy digestion and no dyspepsia thrown in. It is the best book extant for all cooks, or for any one to present to a married lady, to a wife, to a young lady about being married, to a housekeeper, or to a friend. Every family should get a copy of it at once. It is published and for sale by T. B. Peterson & Brothers, 306 Chestnut street, Philadelphia, who will send a copy of it to any one, at once, to any place, post-paid, on any one remitting the price of it, five dollars, in a letter, to them for the same.

BOOK NOTICES.

The Christmas number of the *Cyclist* is again before us and much improved in appearance over last year. The covers are lithographed on a thick paper, highly glazed. The introduction is from the pen of Lucy Hillier, and is cunningly written. Then follows a number of cycling and Christmas tales, interspersed with poems and illustrations, which later are the poorest part of the work.

The paper and typographical work are up to the usual English standard, and altogether it is a very creditable production, and well worth the price 50 cents. For sale by the Overman Wheel Co., Chicopee, Mass.

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.]

BARGAINS—A 52-inch full nickeled British 2 Challenge, with all the improvements and as good as new, for \$120. A 50-inch Bicycle of special English make, nickeled and ball bearings for \$60. Address C. W. WAGNER, Ann Arbor, Mich.

MISCELLANEOUS.

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

ST. LOUIS, MO.

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

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

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

W. D. WILMOT, professor of exhibit on Bicycle riding, is open for engagements. Address, W. D. Wilmot, 597 Washington St., Boston, Mass.

Now Ready for Delivery.

TRICYCLISTS' INDISPENSABLE ANNUAL

FOR 1883.

By HENRY STURMEY, C. C., C. F. C.

Over 350 Pages and 250 Illustrations.

Contains Illustrated Details of all the Novelties of the year in connection with Tricycles now in use—over 250 in number.

Price, postpaid, 65 Cents.

A liberal discount to the trade. Sole agents in the United States for Illiffe & Sturme's publications.

Overman Wheel Co.,

14 STATE STREET,

Chicopee, Mass.

The

JOHN WILKINSON CO.

68 & 70 Wabash Ave., Chicago, Ills.,

Have the largest store in America devoted to

Athletic Goods.

OF EVERY DESCRIPTION.

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

SEND FOR LARGE ILLUSTRATED CATALOGUE

AGENTS FOR

COLUMBIA BICYCLES.

THE MOST EXTENSIVE MANUFACTURERS OF

BILLIARD AND POOL TABLES

IN THE WORLD.

The J. M. BRUNSWICK & BALKE CO.,



724 Broadway, New York.

LOWEST PRICES,

EASIEST TERMS,

FINEST GOODS.

The only quick cushion that is also accurate. War-
ranted in ANY climate for Ten years.

THE

J. M. Brunswick & Balke Co.,

724 BROADWAY

NEW YORK.

EVERY MEMBER OF THE L. A. W.

And all other Wheelmen who try it,

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

OUTING AND THE * WHEELMAN

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

IN ADDITION TO ALL THIS,

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

THE JANUARY ISSUE,

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

PRICE, 20 CENTS.

TWO DOLLARS A YEAR.

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

Send for List.

The Wheelman Company,

175 TREMONT STREET, - - - BOSTON, MASS.



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

The Columbia,
The Harvard,
The British Challenge

Bicycles.

BOYS' BICYCLES AND VELOCIPEDES.

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

Baby Carriages,

Reed and Rattan

FURNITURE,

DOLL CARRIAGES,

VELOCIPEDES,

ROCKING HORSES,

ETC., ETC.

FOR THE

Domestic and Export Trade.

Schwalbach & Obrig

Makers,

131 First Street, near Broadway,

BROOKLYN, N. Y.

ALEX. SCHWALBACH. THEODORE OBRIG.



SPLIT SECONDS CHRONOGRAPH.
SIZE REDUCED 1-3.

DOUGHTY & PEDERSEN
JEWELERS.

23 MAIDEN LANE, N. Y.

Medals and Badges

Of all descriptions made to order from
original designs.

DIAMONDS,

WATCHES, AND

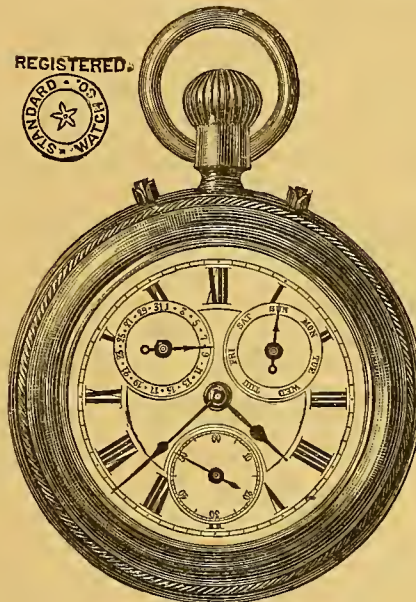
RICH JEWELRY

IN GREAT VARIETY AND AT CLOSE PRICES.

Correspondence Invited.



REGISTERED.



STANDARD CALENDAR

Standard Watch Co.

Our Latest Novelty!

THE

Standard Calendar.

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

Ask your Jeweler for this and
other Standard Watches.

Max Freund & Co.,
NEW YORK.



Are You Insured Against Accident?

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

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

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

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

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

All Desirable Forms of Accident Insurance can be obtained of the

Fidelity & Casualty Company,

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

OFFICE, 149 BROADWAY,

New York.

WILLIAM M. RICHARDS, President.

JOHN M. CRANE, Secretary.

ROBT J. HILLAS, Assistant Secretary.



Before You Buy a Bicycle

Of any kind, send stamp to
GUMP BROS.,
Dayton, Ohio.

For large illustrated Price List of
New and Second-hand Machines.
SECOND-HAND BICYCLES WANTED.

1001 OUT- List of Thirty Second-hand Bicycles which
will be delivered Free of Freight.

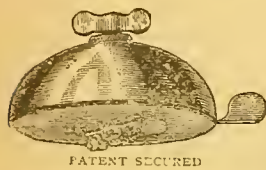
Attention, Bicycle Dealers

WE WANT YOU TO SELL THE

Perfection Bicycle Alarm,

Automatic and Instantaneous.

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

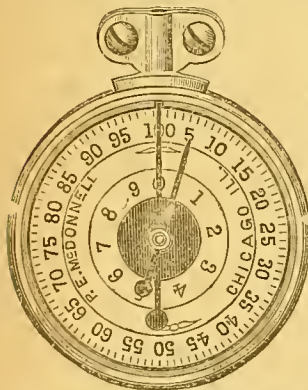


PATENT SECURED

THE
SERREL ALARM
CO.,

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

A CYCLOMETER



For Bicycles,
Tricycles or
any other
wheeled ve-
hicle, warrant-
ed to record
accurately any
distance from
the fraction of
a mile to one
thousand miles.
It is attached to
one of the right
hand spokes
facing the left,
and is entirely
out of the way
of a hub lamp.
There are nei-
ther springs
nor weights in
its construc-
tion; it requires
no oil, and is

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

A. G. SPALDING & BRO.,
108 Madison Street, CHICAGO.
For Sale by Dealers Generally.

THE AMERICAN STAR BICYCLE.

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

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

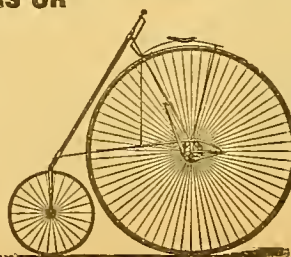
The new flat-seated tires are a great improvement, and the new
square grooved rim forms a wheel that will not buckle.

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

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

For further particulars address,

H. B. SMITH MACHINE CO.,
Smithville, Burlington Co., N. J.



Arab Cement

For Fastening Rubber Tires.
STRONGEST KNOWN!
We Guarantee Satisfaction.

25 CENTS A STICK BY MAIL.

Dealers, send for Prices.

Overman Wheel Co., Chicopee, Mass.

Ira Perego

-SPECIALTIES IN-
BICYCLE SHIRTS, TENNIS
JERSEYS, LACROSSE SHIRTS,
AND BICYCLE GLOVES.

Complete assortment of Bicycle
and Tennis Hosiery in all Colors.

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

L. A. W. BADGES.



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

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

T. HUNT STERRY,
4 East 59th Street, New York,
Successor to WM. M. WRIGHT,

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

Nickelling, Enamelling and Painting.

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

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

STORE YOUR BICYCLES,
\$3.00 Per Month.

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

BICYCLES, TRICYCLE AND SUNDRIES.

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

166 Main Street, Cincinnati, Ohio,
B. K. KITTREDGE & CO.

Wall Paper

Decorate and Beautify Your
Homes, Offices, etc.

Quaint, Rare and Curious Papers
by Eminent Decorative Artists.

Close Figures Given on Large Contracts.

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

Samples and Book on Decorations mailed
free.

H. Bartholomae & Co.,

MAKERS AND IMPORTERS,

124 & 126 W. 33d Street,

Near Broadway, NEW YORK

— THE —

Kittredge Bicycle Department

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

166 Main Street, Cincinnati, Ohio.

THE HARTFORD



SEWING MACHINE.

THE LARGEST AND LIGHTEST RUNNING.
Ball-Bearing Balance Wheel.

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

WEED SEWING MACHINE COMPANY,
HARTFORD, CONN.
CHICAGO, ILL. BOSTON, MASS.

Mention *THE WHEEL*.

Springfield Meet---Tricycle Races

WERE ALL WON ON

VICTOR TRICYCLES.

ONE MILE CHAMPIONSHIP RACE:

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

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

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

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

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

FIVE MILE RACE:

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

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

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

Illustrated Catalogue 3 Cents.

OVERMAN WHEEL COMPANY, MAKERS,

First and only exclusive Tricycle makers in America.

CHICOPEE, MASS.

To the Wheelmen of America

THEODORE GOETZE & CO.,

256 Grand Street,

NEW YORK, N. Y.

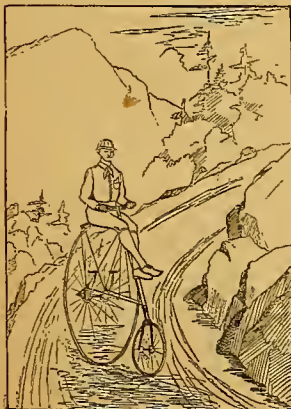
Respectfully announce that they are prepared to furnish first-class German Knitting-yarn Stockings in any color, worked in ribbed patterns, at the unprecedented price of

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

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

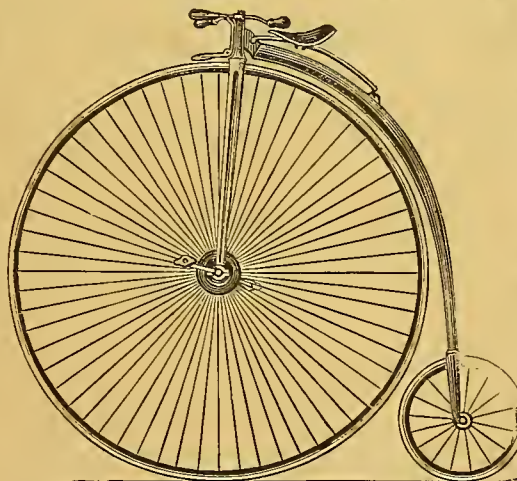
MESSRS. THEO. GOETZE & CO.,

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



The American Sanspareil Roadster,

MADE BY WM. ANDREWS, BIRMINGHAM, ENGLAND.



The Strongest, Most Rigid and 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 nicked, except felloes, 137.00

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

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

The British, Sp. British, and Extraordinary Challenges, and all parts of the above machines, constantly in stock. A full line of accessories. Every wheelman should have our catalogue.

SAM'L T. CLARK & CO.

Importers of Bicycles, Tricycles and Accessories.

FRANKLIN BUILDING, BALTIMORE.

ZACHARIAS & SMITH.

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

BICYCLE RIDING SCHOOL,

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

A NEW LAMP AND TOOL BAG

Expressly for the AMERICAN STAR.

Liberal discount to the Trade.

"COLUMBIA" Bicycles and Tricycles.

STAUNCH AND RELIABLE ROADSTERS.

EXPERT COLUMBIA,

STANDARD COLUMBIA,

COLUMBIA TRICYCLE.

Every Variety of Accessories Constantly on Hand.

Send Three cent stamp for Illustrated
(36 page) Catalogue.

The POPE MANUFACTURING CO.

597 Washington Street,

BOSTON, MASS

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

ELLIOTT MASON, Manager.



R. V. R. SCHUYLER,

(SUCCESSOR TO
SCHUYLER & DUANE),

Importer and Dealer in Bicycles,

189 BROADWAY, NEW YORK.

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

Bicycles and Tricycles,

The American Club Bicycle, the Keylessmore Tricycle, The Keylessmore Sociable Tricycle.

NICKEL PLATING, PAINTING AND REPAIRING.

A. G. POWELL & CO.,

1723 CHESTNUT ST.,
PHILADELPHIA, PA.

SECOND-HAND BICYCLES.

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

THE CUNNINGHAM COMPY.

(ESTABLISHED 1877,)

ODD-FELLOWS HALL, BOSTON, MASS.

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

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